

# The Carolina Piedmont Herald

February 2008 Newsletter of the Carolina Piedmont Division, MER, NMRA



Carolina Piedmont Division, Mid-Eastern Region of the National Model Railroad Association



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<http://www.cpd13.org/>

The Carolina Piedmont Herald is published monthly by the Carolina Piedmont Division, Mid-East Region, of the National Model Railroad Association. **Submissions:** Please send news items, inquiries, and comments to the Editor of the Herald by the 15<sup>th</sup> of the month:

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The opinions expressed in this newsletter are those of the author of each article or the Editor of the Carolina Piedmont Herald and do not necessarily reflect the official position of the Carolina Piedmont Division.

## Division Meeting

Tuesday, February 26, 2008 at 7:00pm.

Cary Senior Center, Room 302  
120 Maury O'Dell Place, Cary, NC  
Board of Directors Meeting at 6pm.  
Division Meeting follows at 7pm.

## February Program

Tapes/DVDs relating to "Modeling Coal Industries." by Pete Slugg.

## Paymaster's Report

Submitted by John Rudisill  
Division Paymaster

### Jan 2008

<b>Balance 12/31/07</b>	\$ 5,799.42
<b>Income</b>	
None	\$ 0.00
<b>Total</b>	\$ 0.00
<b>Expenses</b>	
Cary Senior Center 2008	\$ 240.00
December Refreshments	\$ 107.22
Name Badge	\$ 6.41
Holiday Trains 4 Kids	\$ 615.41
<b>Total</b>	\$ 969.04
<b>Balance 1/31 Checking</b>	\$4,830.38
Certificate of Deposit	\$5,306.13
<b>Total CPD 13 Funds</b>	\$10,136.51

## CPD 13 Contact List

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*Director (Term ending in January 2011)*

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*Director (Term ending in January 2009)*

**Joe Getz**..... 864-1140  
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## Popular Vote Contest

**February:** Coal Cars and Coal Structures

Contest Guidelines available on the CPD13 web site, or contact Vic Bitleris at 919-870-7558.

**January 22<sup>nd</sup>, 2008**

**Board of Directors Meeting**

Called to order 6:05 pm

1] Rob Rousseau will be unable to do the clerks job because of work requirements.

He will continue to do the news letter. John Wallis will maintain the roster.

2] Minutes –Dave Derway / Joe Getz seconded –passed.

3] Financial –Joe Getz /Dave Derway seconded – passed

4] Achievement – no activity to report

5] Stephen Wood discussed – no action taken – he will be contacted by a CPD13 member

6] NS car graphics at Bowser Delivered to Lee English at the Springfield Meet

7] Holiday Trains - 9 sets given out

8] Elections tonight

Adjourned 6:20 pm

Submitted R. A. Buchan

**Division Meeting**

1] Guest – Gerry Law N scale

2] We need a Clerk – please let us know

3] NS car data delivered to Bowser – 4 numbers for each 200 car order

[8 numbers total]

4] Holiday Trains

5 sets to churches  
4 sets to individuals

5] Elections

Supt	John Janosko
Asst Supt	Peter Slugg
Paymaster	John Rudisill
Director	Jerry Mersch

6] Project layout

4' by 6' We need help

7] Popular vote\_\_\_\_\_

8] Layout tour FEB10 email to be sent

Adjourned 7:20pm

Meeting to John Wallis for his annual quiz

The winner shall not be named but he has been banned from future willings.

Submitted R. A. Buchan

**Recalling Raleigh & the Norfolk Southern**

by **Jeremy F. Plant**

(Editor’s Note: This article originally ran in the Norfolk Southern Historical Society’s August 2006 newsletter, *Eastern Carolina Despatch*)

In January of 1973 I unexpectedly received an offer to be a Visiting Instructor at North Carolina State University in Raleigh. It was a last-minute deal; due to a problem the university was having getting approval for faculty to teach graduate courses around the state for probation and parole officers. It was a good opportunity for me; I was then a doctoral student at the University of Virginia in Charlottesville, and the money and the experience of teaching were attractive. Equally attractive was the chance to relocate for a while to a region I knew was full of fascinating railfan opportunities. I got myself an apartment on Hillsborough Street in Raleigh, about equidistant from the campus and Raleigh Tower, where the Norfolk Southern crossed the ex-Seaboard mainline.

The Raleigh area wasn’t totally new to me. A year earlier, I had driven down to North Carolina over the Christmas break, planning to head further south to shoot in Georgia. However, I happened to stop at Raleigh on a cloudy day long enough to find the NS’s mainline freight heading east out of town, where I took a mediocre shot, then with better light explored the NS’s extensive Raleigh

engine terminal and yard. From there, I headed down to Apex, and was captivated by the Durham & Southern, spending a couple days shooting the Baldwin-powered trains before heading down to Aberdeen. That was also a lucky choice: the next morning the Aberdeen & Rockfish sent an 86-car coal train for Duke Power over the line (after lifting it up the steep grade at Aberdeen in sections) and down the Laurinburg & Southern, the latter road using all four of its 70-tonners on the heavy train. I also got some mediocre dark shots of the NS turn from Star interchanging later in the day at Aberdeen.

So it was an area I knew to be fertile ground for shooting some rare power and unusual lines. Unfortunately, I was on the road for four days a week, teaching sections in Fayetteville, Marion, and Charlotte – all over the state of North Carolina. I was also still doing my dissertation and needed to head up to Charlottesville every other weekend for research. So I never devoted as much time as I wished to the North Carolina roads. Even so, I learned quickly that the Norfolk Southern dispatched its westbound through freight – was it train #1? – around noon out of Raleigh. On a few occasions that spring I shot it either going through the crossing at the tower or down the line. A few products of those shoots are included here. I also frequented the NS engine terminal.

As I recall, I had shot the NS at Chesapeake in September 1972, but most of that trip was focused on shooting the ragtag Alco and Fairbanks-Morse power over at Lamberts Point on the N&W. Once in Raleigh, I found the NS fascinating but my major interest was in the D&S, which had just received its snazzy GP38-2s and was phasing out the Baldwins. I also did quite a bit

with the Aberdeen & Rockfish. But I did find the NS a worthy subject and a few times chased the westbound to Fuquay-Varina, where it crossed the D&S. If I were in luck, the D&S northbound from Dunn would also be in town and from there I'd follow it north to Apex and then head back to Raleigh. I don't recall chasing the NS past F-V or east of Raleigh. Wish I had, now!

I also had a chance to check for trains on the NS's branch to Fayetteville on my Monday jaunt down to my class at Fayetteville. However, I had to be careful; I had a state car provided, and they frowned on frivolous usage. So I rarely allowed myself the chance to shoot the Baldwins on that line, to my regret (although I often found them and a caboose sitting around at F-V).

So my NS story is a short one, but I still recall the thrill of chasing a trio or foursome of GP18s out of Raleigh.

(Jeremy F. Plant is a resident of Hershey, Pennsylvania and Professor of Public Policy and Administration at Penn State University, Harrisburg. He is the author or co-author of 28 books on railroading and several articles in national rail magazines. His photography began in 1967. His most recent book (Trackside around Charlottesville, VA 1967-1984 with Jeremy F. Plant – Ed.), published by Morning Sun Books, is a record of his photography around Charlottesville, Virginia in the 1960s and 1970s. Dr. Plant is a native of Troy, New York and is a graduate of Colgate University and the University of Virginia. His son Brian is also a well-known rail photographer.)



DS 2001 Apex March 1973



NS 7 & NS 2001 Raleigh March 1973



NS 1617 Varina March 1973

## From The Business Car

By Division Superintendent John Janosko

The end of January Dick B., Pete S. and I went to the Amhurst Society meeting in Springfield, Mass. The two day show had in excess of 24,000 people. While there we met with Lee English of Bowser and he promised to get us drawings within a few weeks. So far we have not gotten the drawings and Lee is in China. Hopefully we will find out something when he gets back. He did say he would be able to do 4 numbers for both our division and the NS Society. That would make 8 possible numbers.

We went up to the show a few days early and got a chance to ride the commuter train from Worcester to Boston. The people in Worcester have done a great job of fixing up the Union Station. If you are ever up that way you need to stop in and see it. We also rode some of the Boston PCC's and of course took some pictures. On Friday went to Battleboro and White River Junction and took some photos of the various railroads in the area. All in all it was a great trip. Remember our meeting on Tuesday is about the coal industry and it should be a good clinic.

John Janosko  
Division Superintendent

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