

PIEDMONT & WESTERN RAILROAD



Owner – Charles “Jack” Parker

Description – Freelance Layout, closely follows the Clinchfield Railroad from terminus towns of Huntington West Virginia to Charlotte North Carolina. It is a transition era with a combination of Steam and Diesel Locomotives and period cars.

The layout is housed to two (2) railroad interconnected facilities, a building and a trailer. The alignment is a point to point, with staging yards on each end. These yards are used by through freights and through passenger trains.

There are four major towns modeled between the terminus staging yards which are; from North to South; Ashford, Linville, Loray, and Big Laurel. There are numerous smaller towns between these major towns. The route is mostly single track with passing sidings and passing tracks in the major towns. The layout is approx. 90% scenic with many details along the route.

Operations are timetable, train order, with orders issued by the use of wayside telephones. A fast clock is used with a 4 to 1 ratio. Each session represents a 12 hour period with approximately a three hour operating session. Cars movements are accomplished by waybills\car cards using paperclips as markers for the proposed towns and spotting location. Maps are supplied for each town with the spotting locations identified. “Offspot” tags are supplied for excess cars for any specific location.

Besides the through passenger and freight trains, many towns are originating and termination points for local passenger, mail express, and local switching turns.

Each town have a set-out, hold, and pickup boxes for the car movements, some locations have first and second sessions pick up dividers. Blue car cards denote cars to be handled by the local, thru, and mail express timetable trains.

The following is a listing of the operating positions available on the P & W:

Dispatcher

Ashford Yard Master

Linville Yard Master

Loray Yard Master

Big Laurel Yard Master

Timetable Train Engineers (3 to 4 persons)

Through Freight Engineers (2 Minimum)

Turn/Local Engineers (2 Minimum)

A new position has been added to the P& W this year which is the Y & PD Railroad; this is a single person engineer position. Y&PD Engineer

This railroad will switch Yadkin local Industries, and perform interchanges with the P & W Railroad, to and from, the city of Big Laurel.

The railroad can be staffed with a Minimum Total 13/14 operators,

The dispatcher position uses the telephone system to contact or be contacted by trains, and yard masters, there is a set of computer screens using a JRMI system with train icons to be used for train authorities and locating. This is a manual input system, at this time, with some occupancy lights showing possible positions.

All trains are supplied with a pink clearance card which identifies the train by symbol\ number and with instructions for the work to be accomplished along its route. Locomotive Cards are also supplied with each train

Facilities & Limitations

There is a pair of duck- unders in the building which requires crawling on hands and knees to get into the layout in the building. The building and trailer have steps to get into both facilities. There are some tight isles and work areas. Restroom facilities are available in the owner's house nearby the railroad buildings.

There will be helpers, who are club members who are available to assist in questions and problems with club equipment, do not hesitate to ask for help!

The P & W is a railroad to enjoy, have fun, and a casual time operating!