



# *Turntable* **TIMES**

The Official Newsletter of  
the Roanoke Chapter, National  
Railway Historical Society, Inc.

**Volume 46, Number 1**  
**Jan.-Feb.-March 2014**





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**Jan.-Feb.-Mar. 2014**

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Turntable Times is published quarterly as the newsletter of the Roanoke Chapter, National Railway Historical Society, Inc. Opinions and points of view expressed herein are those of the staff members or contributors of the Turntable Times and do not necessarily reflect those of the members, officers or directors of the Chapter.

## *Meeting Notice*

The Roanoke Chapter of the National Railway Historical Society will hold its next regularly scheduled meeting on Thursday, April 17. The meeting will be held in the auditorium at the O. Winston Link Museum at 7:30 pm. Please be sure to enter at the west end of the building on the track level.

The May meeting will be held Thursday, May 15th.

Throughout the year, please note our inclement weather policy below, and always check the website for the most up to date information.

## *From The Head End*

### **Cards and Flowers**

If you know of a Chapter Member who is sick, lost a loved one or has a new birth in the family, please contact Bonnie Molinary. Bonnie is responsible for Chapter cards and flowers and can be reached at 362-0273.

### **Deadline for Turntable Times**

The deadline for the next issue of Turntable Times is Friday, June 6, 2014. Please send articles, information and exchange newsletters to: Editor Turntable Times, P.O. Box 13222, Roanoke, VA, 24032. All parties sending newsletters to the Roanoke Chapter via email should send them to Jim Overholser: [jgoverholser@verizon.net](mailto:jgoverholser@verizon.net), Dorrr Tucker at [joandorr@cox.net](mailto:joandorr@cox.net) and Ken Miller at [klmiller@rev.net](mailto:klmiller@rev.net).

### **Meeting Cancellation Policy**

Any Chapter meeting will be considered cancelled if any of the following conditions are due to weather: Roanoke City Schools are closed on the day of or for the day after the meeting, or Virginia Western night classes are cancelled for the night of a meeting.

### **Cover Photo**

Southern 630 is backing out of the passenger station to run east to Lynchburg and return at 9:58 AM on Sunday, March 17, 2013. The weather is cold and made for beautiful steam, but the clouds did take away some opportunities. The 630 ran nicely at track speed virtually eliminating most of the chasers that morning.

Even though this was just barely a year ago, this scene is already changing, track work is proceeding rapidly and a new signal is in place about where the diesel unit is. Kenneth L. Miller photo.

For current information on the FIRE UP 611! campaign,  
see [www.FireUp611.org](http://www.FireUp611.org)

## **Wanted: RailCampers**

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Final Schedule Announced for NRHS "RailCamp" Program in Summer 2014

National Railway Historical Society teams with rail industry partners to give high school students hands-on railroading and preservation experience. Scholarships are available.

January 15, 2014 – Where else but at RailCamp can high school students learn how to inspect a working steam locomotive in a real roundhouse, visit Amtrak's national operations center and take a course in railroad operations and dispatching?

Limited space remains for this year's RailCamp programs ([www.nrhs.com/program/railcamp](http://www.nrhs.com/program/railcamp)), which give hands-on railroading and preservation experience to high school kids on the east and west coasts. The National Railway Historical Society (NRHS) is teaming with rail industry partners to offer students an exciting week of train operations, facility tours, workshops, rides and more.

Multiple scholarships are available.

RailCamp East will be held July 6-11, 2014, and be based in Newark, Delaware, with some activities in Strasburg, Pennsylvania.

RailCamp Northwest will take place on July 27-August 2, 2014, and again be held in Tacoma, Washington.

In RailCamp East, longtime partner Amtrak will host campers at its National Operations Center and High-Speed Rail Training

Facility in Wilmington, DE, where they will be immersed in the daily operation of the nation's passenger railroad. Students will also spend two days at the Strasburg Rail Road and the Railroad Museum of Pennsylvania in Strasburg, PA, where they will learn about restoring steam locomotives and vintage passenger equipment.

The railroad museum will also teach campers about the unique history and culture of Pennsylvania railroads. Lodging and meals will be provided at the University of Delaware in Newark, DE.

RailCamp Northwest will include a day with Amtrak at the newly renovated King Street Station in Seattle and nearby maintenance facility. Students will visit the operations center of Tacoma Municipal Belt Line (Tacoma Rail) and participate in a working intermodal operation. They will also visit the Northwest Railway Museum at Snoqualmie, WA, and the Mount Rainier Scenic Railroad at Mineral, WA, helping with preservation activities, plant maintenance and train operations. New to the program is a day at Seattle's

Sound Transit facility to explore the operations of commuter trains and light rail transit. Students will be housed at the University of Puget Sound in Tacoma.

Registration forms and news can be found at [www.nrhs.com/program/railcamp](http://www.nrhs.com/program/railcamp) and the NRHS Facebook page at

<https://www.facebook.com/>

RailPreservation. E-mail questions to [info@nrhs.com](mailto:info@nrhs.com). (NRHS) Contact Carl Jensen for more information. Space is still available. Scholarships are available.

## **Apology**

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My apologies to Senior Writer Robin Shavers for inadvertently leaving his name off the 4th Quarter Turntable Times staff Holiday Greetings. Robin has been writing his Mixed Freight column for about 30 years. Thanks, Robin. -- Jim Overholser

## **Mixed Freight**

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By Mr. Robin R. Shavers

Once or twice per month, sometimes less, I get together with a small group of railfan/railroaders for breakfast at a variety of res-

taurants. Back in August, a railfan I have been friends with for 30 plus years and who is now an engineer on the C&O Railway part of CSX, announced to us all that the 2013 Farmers Almanac predicted the entire nation would be hit with a "real" winter that would bust records in many categories. Everyone reading this will probably attest that this is indeed a fact. Whether I am out railfanning or doing regular people things I will often think to myself, it it's this cold in Richmond, what the heck is it like in Bluefield, Chicago, and the Midwest? I can't help but think of the railroaders who have to be out in those temperatures, especially at night or with snow and a kickin' wind. I often ask myself, could I deal with such conditions if were a railroader. That answer is still "I don't know."

Time really rolls at a quick clip. February 22nd marked the one-year anniversary of the announcement of Project FIRE UP 611! And February 25th marked the one-year anniversary that Norfolk Southern announced that humping and classification operations would be terminated at its Roanoke Yard.

This past January 1st marked 40 years since Southern Railway took over the original Norfolk Southern Railway back in 1974. Believe it or not, cars from this original NS can still be seen in today's railroad scene.

December 3, 2013, marked 35 years since the occurrence of one of the most tragic train derailments in the nation's history and at the time the worst in Virginia. The date was December 3, 1978, at 5:38 AM at Shipman, Virginia, just 38 miles south of Charlottesville on the Southern Railway's main line. The northbound Southern Crescent derailed three of its four locomotives and seven cars. Six people were killed and 62 were injured. Of the dead, legendary railroad chef Lewis Price of Atlanta was one of two train crew members killed. Speed was

determined to be the cause of the derailment. The train's onboard event recorder recorded the speed at 80 MPH on a section posted for forty. That Sunday morning I was unaware of the tragedy as I was getting dressed for church. The phone rang shortly after 7:30 AM. It was a railfan friend and hardcore Southern Railway fan. Six more calls followed his. We discussed visiting the derailment site but information obtained determined it would not be worth the trip since it was an inaccessible area with the nearest grade crossing two miles away. Some of you might be wondering where I got the above details. The Richmond Times Dispatch, as did other Virginia newspapers, did extensive coverage of the derailment and every article I could find was cut out and placed in Volume 4 of my railroad scrapbooks. Back in that time period articles covering the nation's railroads, positive and negative, were very common. I am up to Volume 10 now and articles of interest for railroading are few and far between. By the way, the engineer reported that he had been distracted by a faulty electrical mechanism before he realized how fast the train was traveling.

Calendar recycle. If you have calendars for the following years stored away: 1986, 1997, and 2003 correspond to 2014. Since I jot down things I do on calendars, it's interesting to see what I was doing years ago on the same date.

Two years ago two young women were killed near Baltimore, MD, when a CSX coal train derailed and spilled a cargo of coal upon them. I asked a railfan associate who is an employee of CSX whatever happened as a result of the tragedy. Despite the fact that both women were trespassing on CSX property and were underage for consuming alcoholic beverages and were legally intoxicated, their families received healthy settle-



ments. So much for justice.

It seems as if a lot of entities are getting onboard for steam locomotive restoration. The Great Smoky Mountain Railroad recently announced that it has plans and the funding to restore their 2-8-0 Consolidation No. 1702. The Board of Commissioners for Swain County, North Carolina, plans to loan up to \$700,000 to GSMR contingent upon certain terms and agreements. Three of the terms including reinstating steam locomotive excursions within three years, installation of a turntable in downtown Bryson City, and creating six new full time jobs. Once these terms and others are met the loan will become a grant. The county believes the investment will stimulate tourism and promote job growth. It has been nine years since No. 1702 operated over the former Southern Railway Murphy Branch and the railroad carries upward of 180,000 patrons annually.

## **2015 Dues Renewal Changes NRHS Will Introduce Online Renewals**

By Gary Reinbolt

(Excepts below are from NRHS Telegraph newsletter as extracted by Membership Chairman Walter Alexander)

At our January meeting, the National Board of Directors authorized a substantial change in the way we will process dues. One of the largest expenses in the annual budget is dues renewal. The costs are a combination of labor to process the renewals and printing and distribution costs for member invoices. This change will save us significant money, but will also mean a process change for members.

Here are the essential elements of the new process:

- Electronic payment will be required: credit cards, debit cards, PayPal and bank

transfers through PayPal.

- Members will need to use an online system.
- All membership services (address updates, adding/removing family members, paying for membership renewal, etc.) are self-service via the online system.
- Printed bills will be completely changed over to electronic bills for the 2016 renewal cycle.
- Chapter EBCs will update Chapter information, dues rates, etc., online.
- Chapter dues will be collected from members directly by the Chapter.
- National dues will be collected directly from all members (Chapter and At-Large) by the National office.

This assumes three key factors: 1) all member communication will move to e-mail; 2) transactions will migrate exclusively to EFT, credit, or debit card; and 3) individual members will use a Web based self-service site to make certain that their membership information is accurate. (EDITOR'S NOTE: The Roanoke Chapter Membership Chairman/EBC will assist members that do not have computer access.)

While we realize that this is a radical change, the data shows that the resulting savings will stabilize our dues structure, fund our business operations in a more reliable manner, and allow us to direct more resources to programs and services that benefit our mission. Projections prepared by the Management Committee, in conjunction with our association management partner, indicate that this option will produce at least \$300,000 in savings across the next five years.

The new process will be introduced with the 2015 dues renewal cycle (starting in October 2014). We'll communicate more specifics this summer. Materials will be

provided ahead of time online and to the Chapter's EBCs to expedite this conversion, and a national team will be available to help with any questions or hardships regarding the new process.

As with the introduction of any complicated system, there will be unanticipated issues to iron out. We ask for your patience and hope you understand that this change will ultimately benefit all.

## **Study For 611 Shop Facility**

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Latest reports from The Virginia Museum of Transportation indicate that a preliminary design and engineering survey is underway at the museum for a new shop/educational facility that will serve as the primary maintenance facility for the 611. Crouch Engineering P.C. has been designated to oversee this project that will ultimately result in a "home" for our mighty 4-8-4 streamlined locomotive.

On Wednesday February 26 our crew cleared track 4 at VMT so the engineering company could proceed with the survey. The GG-1 locomotive almost derailed account a climbing a rail.

## **Experienced Crew Of Professionals To Administer Restoration Of 611**

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By Dorr Tucker with information from the Virginia Museum of Transportation

The Virginia Museum of Transportation has announced a mechanical team of professionals that will put the mighty Roanoke-built 4-8-4 back in service. This team includes those who worked for the Norfolk Southern Steam Department in the early 1990s. According to Preston Claytor, these individuals have the experience, knowledge and dedication to bring the locomotive back to life. Bev Fitzpatrick, Executive Director of VMT, has proclaimed

the new mechanical crew as The "Dream Team."

Members of this team include Douglas S. Karhan, who was hired by Southern Railway in 1976 as General Foreman – Steam under the late W. J. Purdie and promoted to Master Mechanic –Steam in 1982. Since retiring from NS in 2000 he has been working with the Tennessee Valley Railroad Museum in the winter time helping with the rebuilding of Southern 630 and 4501.

D. Scott Lindsey began his steam career in 1977 with the Chessie Steam Specials and later joined NS, to play a major role in the rebuilding of the 611 in Alabama. Scott traveled with most of the locomotives operated by Norfolk Southern during the 1980s and 90s and worked in the Birmingham Steam Shop in the off season. His new job will be project coordinator for the 611 working in the shop of the North Carolina Transportation Museum at Spencer, NC.

Robert Yuill had worked in Pennsylvania and for the Adirondack Railway in upstate New York before heading south in 1980 to become General Foreman in the Southern Steam Department and became proficient as a boiler specialist. In 1996 he organized his own Historic Machinery Services Corp. and built a dedicated facility that can fabricate, machine, and in some cases hot forge required components in house. For 611's restoration he will assist Scott Lindsey.

Robert Saxton began his steam experience with the Steam Locomotive Corp. of America in 1978 and joined NS in 1978. He was promoted to Assistant Road Foreman of Engines in 1985 and became System General Road Foreman of Engines – STEAM when Frank Collins retired in 1987. Bob was one of the regularly assigned steam locomotive engineers for NS and made the final run with the 611 into Roanoke December 7, 1994. He is still a Senior General Foreman for NS and

is the liaison between the operators and the railway aboard the 21st Century Steam trips. For the 611 restoration he will assist the project in Spencer overseeing air brake and cab safety systems as well as tenders and tool car set ups.

With these experienced experts overseeing the restoration we can be assured that the project will be under the direction of the best hands available to ensure a viable success.

## **More Good Runs on Train Lovers Day**

By Dorr Tucker

**W**e handled 860 passengers on 14 trips out of the Virginia Museum of Transportation on Saturday, February 8. We had the usual consist of our ALCO T-6 locomotive No. 11, Jeff Shelton's C-31 N&W caboose, our CH class N&W cab, along with our P-2 Class coach built in December 1949 for The Powhatan Arrow. With the thermometer in the mid 30s, our self installed electric heat in the coach along with a coal stove in our caboose made for a comfortable ride for many of those who braved the chill while waiting for the train to return from 10th Street. Gary Gray and Bill Mason wish to thank all members who participated (this writer needs to remember to keep the door shut on the 512 so our HVAC system can operate properly). And, as with all our operations, we must always think "safety first." Also, under the direction of Rick Rader, we must not forget our motor car runs that day with 137 passengers handled.

As usual, in conjunction with all Virginia Museum of Transportation operations, we want to thank Bev Fitzpatrick and the VMT staff who remind me of the 1949 hit parade song "Dear Hearts and Gentle People" (who live and love in my hometown). They are top notch.

## **Go East to go West: Amtrak Roanoke service should offer reasonable connections to Pittsburgh and Cleveland**

By Dorr Tucker

**D**epending on the availability of "short" space on Amtrak trains 29 & 30, "The Capitol Limited," that operates daily between Washington & Chicago, the new Amtrak service out of Roanoke should offer a convenient schedule to Pittsburgh and other Western Pennsylvania points. The most convenient schedule would be northbound on a Saturday or Sunday with the newly extended train No. 156 departing Roanoke at a reasonable time of 8:41 AM (thus allowing folks to connect from Blacksburg, Radford, Floyd and the like). After running at speeds up to 79mph on the highly reliable Norfolk Southern main line, arrival in DC would be at 1:35 PM allowing over two hours for lunch, shopping, and relaxing, almost under the dome of our Nations Capitol. Leaving DC at 4:05 PM on "The Capitol Limited," Pittsburgh arrival is scheduled for 11:48 PM. En route this train also stops at Martinsburg WV (Winchester, Hagerstown) and Cumberland MD. The Capitol continues on to Cleveland, arriving at 2:53 AM. On weekdays passengers out of Roanoke would depart at 6:18 AM with the same arrival times in Pittsburgh and Cleveland.

In reverse, this service would not be quite as convenient. Departure from Cleveland is slated for 1:54 AM and Pittsburgh at 5:20 AM. Departure times are better for Connellsville (6:59 AM) and Martinsburg (11:00 AM). Arrival in Washington is scheduled for 1:10 PM. The regional train for our Star City should be scheduled for departure at 4:50 PM (daily except Saturday). This should allow a good 3 hours and 40 minutes

for a late Capitol. That train is often held in Chicago for late western connections and is often delayed on the old New York Central west of Cleveland account heavy traffic and the lack of passenger platforms on both sides of the double track main line along with problems on CSX on Sand Patch grade. On Saturdays the layover in DC is only 2 hours & 50 minutes as the regional to Roanoke should be due out of Washington earlier at 4 PM.

When Amtrak begins service out of Roanoke in the near future, likely in 2016, we realize that the vast majority of passengers will be going northeast to Alexandria, Washington, Philadelphia or New York or beyond. However service to destinations such as Pittsburgh or Cleveland will be viable options for some travelers. In this era when air travelers often take roundabout routes to get from A to B there is good reason for Amtrak to promote this type of routing particularly if good connections are available.

## **Link Museum Celebrates 10th Anniversary**

By David Foster

**O**n January 24 & 25, 2014, the O. Winston Link Museum in Roanoke commemorated its 10th anniversary with several special events for the public.

On Friday evening a new exhibit opened featuring 24 newly displayed Link photos from his work as a commercial photographer. Chapter member Ellen Arnold sorted through over a thousand Link negatives to select the very best ones for the new exhibit. For those who have come to think of O. Winston Link only in connection with the 2400 images in his N&W project, this wider glimpse into his life and work offers an exciting new dimension.

Also on Friday evening a special night

photo opportunity was staged with N&W Class A No. 1218, moved by Norfolk Southern from the Virginia Museum of Transportation to a display site on the main track in front of the Link Museum, with Roanoke Chapter members assisting. The engine was one of Link's favorites, and it was almost a deal killer when it could not be displayed at the Museum when local officials were seeking Link's commitment to the Roanoke Passenger Station site. So it was especially fitting to have the locomotive present in observance of the Museum's successful completion of ten years of operation.

On Saturday the Museum was open all day to the public admission free and in the evening a gala reception was held in the main station lobby for all the donors and volunteers who have been so pivotal in the successful ten years of the Museum's operation.

Featured speaker was Norfolk Southern CEO Wick Moorman, who recounted the key role NS and its employees played in the founding and support of the Museum since his predecessor David Goode officially opened the door to the Museum ten years ago.

Also honored were Chapter members Bill and Ellen Arnold and Dave Helmer, for their pivotal roles in founding and nurturing the Museum throughout its ten years, and Kim Parker, who served as Director of the Museum for much of this time. Louis Newton received much deserved recognition for his vast contributions to Norfolk & Western history.

Other speakers included Link's cousin Ron Walters, legislative lead for O. Winston Link Trail through West Virginia; Ray Smoot, former CEO Virginia Tech Foundation, long time Link Museum supporter; and Ed Meyer, Link's friend and lawyer during the Conchita scandal. Bruce Wingo, NS Resident Vice President Government Relations in



Richmond, served as master of ceremonies.

Class A No. 1218 was again available outside as a backdrop for guests arriving and departing the gala and could be seen easily outside the station windows during the evening. OWL would have been happy.

## Membership Report

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By Walter Alexander

**F**inal call - 2014 membership renewals are past due! If you have not paid your 2014 dues, this will be your last issue of the Turntable Times. Members not renewed by March 31, 2014 will be dropped from NRHS records and must reapply as a new member.

Roanoke Chapter renewal rate is currently at 87%. Counting those who have not yet renewed, we have 196 members. This also includes Frank and Jane DePreiter who have rejoined after a few years absence. Welcome back!

The next batch of dues were sent to National on March 7, 2014. After that, it will be April before dues can be sent to National. If you are uncertain if your dues are up-to-date, please contact me (540-345-5826; Terrapin66@cox.net). National recently sent out Second Notices.

Beginning in the fall of 2014, there will be a radical difference in the way National collects dues and communicates to all members. A preliminary description of the new procedures is in this Turntable Times. Everyone will need a computer to renew National dues! For those who don't have internet access, the Membership Chairman will assist you.

To receive email notices of current happenings, let me know and I'll add you to the list.

I have requested President Sanders appoint a replacement to allow me to step down as Membership Chairman & Electronic Billing Contact at the end of the current

dues cycle (June). Contact me if you are interested and I'll give you the duties and necessary tasks needed. I'll guide the new chairman during the new renewal cycle.

## Condolences

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L. David Shell, father of member Richard Shell, passed away February 19, 2014. Our thoughts and prayers go out to Richard and wife Kim and their family.

## Sick List

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Skip Salmon's son Stephen had a bad reaction to a medical procedure and was admitted to Roanoke Memorial Hospital on March 4. His condition is uncertain as of this writing. Our thoughts and prayers go out to Skip and his family.

Edith Winegard, wife of member S R Winegard, had gall bladder surgery recently but is recovering. Carol Jensen had knee replacement surgery and is recovering.

## December 2013 Holiday Gathering

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Our December 19 annual Holiday Gathering, held again at Roanoke's Calvary Baptist Church, was a great success with some 67 attending. We enjoyed good food and fellowship. A big THANK YOU to Church Minister Reverend Donna Hopkins Britt, Paul M. Howell for arranging use of the church, Paul V. Howell for the outstanding slide show of past Chapter activities, Bonnie Molinary for coordinating the food, Kathy Overholser for the room setup, Dave Meashey for his trains, Bill Arnold (and Norfolk Southern) for the door prizes, and everyone who helped set up, bring food, and clean up.

## Virginian Station Update

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By Jim Cosby

We submitted revised bidding documents

to respond to questions and comments from Roanoke City staff on February 28th. The Project Manual of 540 pages is under further review by the City. VDOT has approved the documents for bidding. The Committee is actively seeking a letter of intent from a proposed tenant for the passenger station building.

The Virginian Station property was recently included in the new Roanoke River and Railroad Historic District, City of Roanoke, which has been entered in the National Register of Historic Places.

Please contact me if you have any questions.

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## **Celebrated Author Louis M. Newton Of Roanoke Appointed Fire Up 611! Historian**

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The Fire Up 611 Committee is pleased to announce that Roanoke Chapter member Louis M. Newton of Roanoke, Virginia, is the official Norfolk & Western Class J 611 Historian.

Raised in the Chattanooga, Tennessee, area, Mr. Newton was a rail enthusiast from a very early age, studying railroads of the south during his childhood. Mr. Newton served in the US Army in Europe after WWII, and later obtained a Mechanical Engineering degree from the University of Tennessee in 1949. On May 1, 1950, he began a 37-year career with Norfolk & Western Railway (later Norfolk Southern) as an apprentice in the Mechanical Department. His early duties included hands-on experience servicing and maintaining N&W's fleet of modern coal-burning steam locomotives.

Louis is the author of "Rails Remembered," a 4-volume book series detailing his fascinating career. The books share his passion for railroading, and steam locomotives in particular. In Volume 3,

Chapter 34, pages 505 and 506, he describes working at Shaffer's Crossing on the daylight shift on May 29, 1950, servicing the brand new 611 in preparation for its first day of service.

The Fire Up 611 Committee is honored to have Louis as our Historian. His dedication to the N&W and its motive power, forged through a life of hands on experience, makes him an expert on N&W locomotives and 611 in particular. Welcome, Mr. Newton! (Virginia Museum of Transportation)

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## **Volunteer For Fire Up 611!**

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Volunteers will be needed for FIRE UP 611! Many different skills will be needed, from mechanical to car hosts to office help – but at this time, only qualified people interested in the restoration of the locomotive are needed. To offer your services and to find out more about volunteer opportunities, please visit the website, [http://fireup611.org/?page\\_id=22](http://fireup611.org/?page_id=22).

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## **New Amtrak Timetables**

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The Amtrak System and Virginia Service timetables were re-issued January 13, 2014. Both timetables now show Roanoke (RNK) and Blacksburg (BLK) as Thruway stop stations. As mentioned in the 4th Quarter 1013 Turntable Times, You can now book Amtrak tickets to and from Roanoke and Blacksburg via the Smartway Connector bus. [www.Amtrak.com](http://www.Amtrak.com) or 1-800-USA-RAIL.

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## **2014 Cass Scenic Railroad Railfan Weekend**

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See the information at the website, [www.msrlha.org/railfan.shtml](http://www.msrlha.org/railfan.shtml), for the 2014 Cass Scenic Railroad Railfan Weekend sponsored by the Mountain State Railroad and Logging Historical Association, from May 16 to 18. This is a great weekend of mountain rail-

roading in a beautiful setting.

## **The Franklin And Pittsylvania Railroad**

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The F & P Railroad was a shortline that connected Gretna and Rocky Mount, Virginia before being abandoned in the 1930's. Interested individuals have established a new website, [www.fandprailroad.org](http://www.fandprailroad.org), where you can learn about this interesting railroad's history and perhaps participate in a tour of what remains along the line.

## **Important Phone Numbers**

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The following telephone numbers should be used to report emergencies, suspicious sightings, or other conditions affecting rail operations, including trespassers, vandalism, fires, defective equipment, etc. If the emergency involves a railroad-highway at-grade crossing, note the crossing number found on the crossing warning devices and use the telephone number posted.

NORFOLK SOUTHERN – 800-453-2530

CSX – 800-232-0144

## **Update On the Virginia Class J License Plate**

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By Bill Arnold

After almost 14 years, the Norfolk & Western Class J No. 611 license plate continues to maintain its presence on Virginia highways. As of December 31st, 2013, the DMV reports a total of 3068 are "on the road." Although the number sold to date is not available, my guess is that 1000 to 1500 have been retired. (EDITOR'S NOTE: Chapter member Bill Arnold was the "driving" force in getting the required number of people to sign up to have the plate issued, and Ken Miller designed the plate. Thanks to both of them)

## **Schedules For Roanoke Passenger Service Released**

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Officials have released the proposed schedule for Roanoke-Washington passenger service, after the Virginia Department of Rail and Public Transportation and NS signed a 29-page infrastructure funding agreement earlier this month. There will be one daily round trip, leaving Roanoke at 6:19 a.m. and arriving in Washington at 11:20 a.m. The southbound train will depart Washington at 4:50 p.m. arrive in Roanoke at 9:55 p.m., The Roanoke Times reports. The train will travel up to 79 mph. NS will upgrade its rail facilities at state expense, including new track, signals, and facilities on the former Norfolk & Western main line between Roanoke and Lynchburg. The new agreement gives designers the go-ahead to plan infrastructure in Roanoke, which must include a platform and facilities for maintenance and housing of the train overnight. Construction is scheduled to begin in 2015, with Roanoke facilities complete in 2016. The passenger station will go somewhere between two pedestrian crossings: the Dr. Martin Luther King Jr. Memorial Bridge and Market Square Walkway, according to state officials. The state has agreed to pay the vast majority of infrastructure costs, a total of \$92.7 million. The service is scheduled to begin operating in September 2017 at the latest. NS guarantees to give passenger trains operating rights on its line for 30 years. [TRAINS News Wire January 27, 2014]

(EDITOR'S NOTE: The new Roanoke train will be an extension of the present Lynchburg Northeast Regional train. Weekday trains are direct from/to Boston, weekend trains on a different schedule from that shown above are from/to New York City or Springfield, MA. Service could begin as soon as late 2015 providing the Roanoke

platform and servicing facility are finished. Before the platform can be completed the underground brick-lined culvert near the tracks must be rebuilt. The Norfolk Amtrak service began almost one year early, well before the new station building was finished.)

## **Mechanical Department Report**

By Lewis Foster

It has been a busy winter for the Mechanical Department. While the weather has not been cooperative for many outdoor projects, we have managed to make progress on several things. We finished the N&W Christiansburg Yard Shanty restoration and it is now on display at VMT. Several weekends we traveled to Clifton Forge to remove parts that we can use from a coach that is too far gone to be saved. We've been doing what work we can inside the equipment as well. Recently we have reorganized our parts storage to make room for a 48" trailer that Coca-Cola donated to the Chapter for more dry storage space. Thanks to Ken and Beth Miller for arranging the donation.

There have also been two operating days at VMT. We ran using N&W Alco T-6 No. 41, N&W Class P2 Coach No. 512, and N&W cabooses No. 518409 and No. 518539 for the Candy Cane Express event on December 7th, despite the ice storm in the forecast, and carried 1,763 passengers. That brings our total passenger count for 2013 to 7,978. Then, February 8th, we ran for Train Lovers Day. We carried 860 passengers on the train, and Rick Rader brought out his "new to him" 1920 Sheffield motor car, carrying another 140 riders. Be on the lookout for Chapter - VMT train rides in May on a date to be determined.

As things have thawed out, we've moved back outdoors. Body work has begun again on the Lake Pearl restoration project and

the wooden box car floor repairs are coming up soon. As always, if you'd like to come by the yard and lend a hand (or just see what we're up to) you're welcome to come by. No special skills are necessary. Pictures of our projects in progress are posted online at <http://www.facebook.com/roanokenrhs/> (no account necessary).

## **O. Winston Link Museum Book Signing**

By Elly Wefel

The Link Museum will hold a book signing and short program on Wayne McKinney's new book "Roanoke Locomotive Shops and the Norfolk and Western Railroad" on Thursday, March 27th at 6PM at the Museum. This book tells the history of the Roanoke Shops from its founding in 1881 as the Roanoke Machine Works to its heyday as the location where the N&W's world famous steam locomotives were built. This book brings the story up-to-date, telling the unique contribution the shop makes to the Norfolk Southern Corporation today. Included are dozens of rare historical pictures as well as modern photos many never before published.

So mark your calendars, come and join us and meet the author Wayne McKinney.

## **Upcoming Calender of Events**

Spring 2014 – 21st Century Steam, Norfolk Southern and Tennessee Valley Railroad Museum. <http://tvrail.com/pages/21st-Century-Steam> . Former Southern Railway No. 4501 should be returning to steam by June.

May – Train rides at VMT. Check the VMT website for updated info, [www.vmt.org](http://www.vmt.org) .

May 16 to 18 - Cass Railfan Weekend 2014 , "Return to Spruce and Beyond Geared Steam Photo Spectacular", Cass, WV. Info: [www.msrlha.org/rfw/index.html](http://www.msrlha.org/rfw/index.html)

May 29 to June 1 – Streamliners at



Spencer, a four-day event for lovers of classic cab units of the 1930s through the 1950s. At the North Carolina Transportation Museum. Tickets are on sale now. VMT's Wabash E-8 No. 1009 is scheduled to attend along with at least 17 other classic E and F units. See [www.nctrans.org](http://www.nctrans.org) for updated information.

June 6 to 8 – CSX Transportation Historical Society annual convention, Pikeville, Kentucky. [www.csxthsociety.org](http://www.csxthsociety.org)

June 7 & 8 – The rescheduled George Washington's Train Show, Chesapeake & Ohio Historical Society, the Clifton Forge Armory and C&O Railway Heritage Center, Clifton Forge, VA. [www.cohs.org](http://www.cohs.org)

June 10 to 14 – NRHS National Convention, Springdale, Arkansas. [www.nrhs.com](http://www.nrhs.com). The Arkansas and Missouri Railroad will be the major attraction with their famous ALCO diesel locomotives.

June 26 thru 29 - {Thursday Thru Sunday} N&W Historical Society 2014 Annual Convention, Roanoke, Va. Info, [www.nwhs.org](http://www.nwhs.org)

June 27 and 28 - {Friday & Saturday} N Scale Enthusiast 22nd Annual 2014 National N Scale Convention Public Train Show, Roanoke, Va. Info: [www.nationalscaleconvention.com](http://www.nationalscaleconvention.com)

August 9 {Saturday} - Blue Ridge Chapter, NRHS "Lynchburg Rail Day 2014", New show times are 9:00 am till 3:00 pm, Info, LRD 2014 Chairman, Barry Moorefield, Phone: 434-821-2174 Before 9:00 PM nightly or email [rockdalefarm@live.com](mailto:rockdalefarm@live.com) Note: LRD 2014 Vendor Registration Forms now available on our website, [www.blueridgenrhs.org](http://www.blueridgenrhs.org)

August 17 – 21 – C&O Historical Society Annual Conference, Columbus, Ohio. [www.cohs.org](http://www.cohs.org)

## **The Apple Ridge Railroad**

Chapter member Peter Lewis, founder and president of Floyd County's Apple Ridge

Farm, has always been a railroad enthusiast. And, with part of Apple Ridge Farm's year-round creative marketing effort focusing on private overnight accommodations, his passion sparked a unique vision: a caboose bed and breakfast. The first part of his dream came to fruition for Apple Ridge Farm and Floyd County with the arrival of three cabooses in Copper Hill.

With it's proximity to the Blue Ridge Parkway, the Caboose Bed & Breakfast will be a welcomed venue for the tourists drawn to Floyd County's music and artisan community. Apple Ridge Farm has been most fortunate to have the three cabooses donated by Norfolk Southern, fellow railroad enthusiasts (and Roanoke Chapter members) Percy and Linda Wilkins, and Roanoke County. We are seeking donations and community service support from organizations to help refurbish the cabooses. Carpenters, electricians, drywall mechanics; all trades are needed to make this sustainability project a reality, continuing our mission. Thank you to the following supporters, including Roanoke Chapter NRHS and Chapter members Will Harris, Ben Shank, Wizzy Strom, and Linda and Percy Wilkins. (Apple Ridge Farm 2013 Annual Report)

## **NS To Discontinue Service Over Former Norfolk, Franklin & Danville**

NORFOLK, Va. – The Surface Transportation Board has approved Norfolk Southern's petition to discontinue service over 53.2 miles of the former Norfolk, Franklin & Danville trackage in southern Virginia. The discontinuance is in effect between milepost 37.0, near Franklin, and the end of the line at milepost 90.2 near Lawrenceville.

In its filing, NS told regulators the line requires \$5.9 million in track and bridge

rehabilitation work to restore it to Federal Railroad Administration Class I track standards, good for 10 mph freight movement. In the 12 months ending June 30, 2013, the railroad handled 414 carloads over the line.

The line is former Atlantic & Danville, a short line that NS predecessor Norfolk & Western acquired in 1962 and renamed Norfolk, Franklin & Danville. It was later integrated into the NS system. (TRAINS News Wire, December 26, 2013)

## **Local Caboose Has Moved to Pennsylvania**

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For the last six years, members of the Rivanna Chapter of the National Railway Historical Society (NRHS) have been restoring a Pennsylvania Railroad (PRR) cabin car (called a caboose on other railroads). Now it is being donated to the non-profit Colebrookdale Railroad in Boyertown, PA. There it will be maintained and kept in operation on tourist trains running on the eight-mile track between Boyertown and Pottstown. "We restored PRR No. 477768 from being a virtual wreck to nearly its original condition so that it could be seen and enjoyed. It does not belong on an isolated siding in central Virginia", said John Pfaltz, one of the restoration team leaders.

The caboose has left its Red Hill siding for two brief trips: in 2010 it went to Steamtown in Scranton, PA, where it was on display, and in 2012 it went to Harrisburg, PA, to be displayed at the Amtrak station. These moves were made possible by Norfolk Southern, which picked up and delivered the caboose it. This time, however, the movement was for good.

It is virtually impossible to detail what is involved in the restoration of a railway car. Many many people were involved in the restoration. Members of the Rivanna Chapter put in well over a thousand man-

hours. But, it has not been just NRHS members; there has been an outpouring of Charlottesville area support. Because of rust, nearly half of the right side had to be removed and replaced. Out of the blue, two skilled metal workers, Charles Bailey and Jeff Perry, volunteered to do the cutting and welding. Charlottesville Glass and Mirror provided new Lexan windows at their cost. Central Virginia Rentals provided sand blasting services. Because of an article in the Daily Progress, (the late) Ed Birkhead asked if he could do the lettering after it was painted. And, of course, the Martin Marietta Corporation allowed the caboose to be stored on their track.

You may have seen the caboose at Red Hill, a few miles south of Charlottesville, while traveling by Amtrak from Lynchburg.

(Rivanna Chapter NRHS, December 13, 2013)

## **TVRM announces 2014 steam excursions**

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CHATTANOOGA, Tenn. – As part of the Norfolk Southern 21st Century Steam Program, the Tennessee Valley Railroad Museum will offer a limited number of public excursions in 2014. The trains are powered by the museum's former Southern Railway 2-8-0 No. 630, which has powered a number of previous excursions over NS.

Planned trips include:

March 29 - Chattanooga to Attalla, Ala.

March 30 - Chattanooga to Oneida, Tenn.

April 5 - Bristol, Va., to Radford, Va.

April 6 - Bristol, Va., to Bulls Gap, Tenn.

April 12, 13 and 19 - Grundy, Va. to Devon, W.Va. (2 trips daily)

May 17 & 18 ~ Ludlow, KY (Cincinnati area) to Danville, KY

May 31 & June 1 ~ Lexington, KY to Oneida, TN

June 7 ~ Lexington, KY to Chattanooga, TN (bus return on June 8)

June 7 ~ Chattanooga, TN to Stearns, KY  
(diesel to Stearns, steam return)

(EDITOR'S NOTE; The trips from Bristol and Grundy are sold out. Be sure to continue to check out the TVRM website for more information – popular trips may sell out quickly. Since the rebuilding of TVRM's former Southern Railway 2-8-2 No. 4501 is scheduled to be finished this year and June 6 is the 50th anniversary of the movement of the 4501 from Stearns, KY, to Chattanooga and the start of the Southern steam program, there is speculation that 4501 may power the June 7 Stearns excursion. LATE NOTE: The first steam-up of 4501 since 1998 occurred on March 5, 2014 and the locomotive passed its required Federal Railroad Administration (FRA) inspection/test on March 6.)

## **NS, Virginia sign agreement for Roanoke service**

ROANOKE, Va. – The Virginia Department of Rail and Public Transportation and Norfolk Southern have entered into an agreement to improve rail related infrastructure between Lynchburg and Roanoke. The improvements will enable passenger rail to once again serve the Roanoke region. Gov. McDonnell's 2013 transportation funding plan was instrumental in funding the return of intercity passenger rail service to Roanoke.

"[The Department of Rail and Public Transportation] and Norfolk Southern continue their strong partnership to advance intercity passenger rail service in the state of Virginia," Gov. McDonnell says. "Intercity passenger rail service is central to the Commonwealth's economic growth, vitality and competitiveness in the region. Now the major population centers will have intercity passenger rail service."

"During this administration, new train

service to Norfolk, and funding for the continuation of six state regional trains occurred," says Thelma Drake, director of the Department of Rail and Public Transportation. "With the signing of this agreement, the state will be able to extend Amtrak Virginia daily intercity passenger train service to Roanoke within four years with direct same seat service to as far north as Boston."

Included in this agreement are track additions and realignments, signal and communication upgrades along the route, clearance adjustments, and a platform and train servicing facility in downtown Roanoke. Design work will begin immediately. In another effort funded by the state and NS, the downtown Roanoke rail connections are currently being re-configured to improve the flow of train traffic through Roanoke, which is a prerequisite to reintroducing passenger rail service. (TRAINS News Wire, January 9, 2013)

## **Trip Dates Announced**

Old Dominion Chapter, NRHS, THE HIGHBALL  
(February 2014)

The dates for the 2014 Buckingham Branch excursions have been announced. The spring trips will operate April 26 and May 3 (two 3 1/2 hour trips) and May 10 (two 1 1/2 hour and one 3 1/2 hour trip). The fall excursions will operate on October 4, 11, and 18 (two 3 1/2 hour trips each day). Finally, the Santa trains will operate six trains on December 6 and 13.

The Tom Mix Rangers will be joining us for all trips. Ticket prices will remain the same for the spring trips (\$25 adult/\$13 child for the long trips and \$14 adult / \$8 child for the short trips) Prices for the fall trips have increased \$1 each (\$30 adult / \$16 child) and the Santa trips have risen to \$22 each. Tickets will be going on sale shortly.

## 25-Year NRHS Pin Awarded

At the January Chapter meeting Susan Sanders was awarded her 25-year NRHS membership pin by National Representative Carl Jensen. Congratulations, Susan.

## Cosmetic Restoration Completed On Wabash E8 No. 1009



Photo by Norfolk Southern

CHATTANOOGA, Tenn. – Norfolk Southern has completed the cosmetic restoration of the Virginia Museum of Transportation's Wabash E8 No. 1009. The unit was the 10,000th diesel locomotive built by General Motors Electro-Motive Division, commemorated on June 14, 1951, at its La Grange, Ill., facility.

The locomotive saw service pulling streamliners such as the Blue Bird and Banner Blue. In 1964 the Norfolk & Western acquired the Wabash, and upon retirement, No. 1009 was donated to the Roanoke, Va., museum. After falling victim to a flood in 1985, the unit fell into a state of disrepair for many years, with its side sheets missing. In 2012, it was sent to Norfolk Southern's East End Shop in Roanoke for a cosmetic rebuild. At the end of 2013 it was moved to the NS paint shop in Chattanooga where it was painted into its as-delivered Wabash scheme. The final touches were applied on March 3.

The locomotive will return to display at the VMT, but will be on the move again in

May. It will celebrate its 63rd birthday during the Streamliners at Spencer event at the North Carolina Transportation Museum in Spencer, N.C., from May 29 through June 1. (TRAINS News Wire, March 4, 2014)

Editor's Note: The Roanoke Chapter had a part in this restoration. Members Ken Miller did the art and Richard Shell at FastSigns printed the decals for the 10,000th unit commemorative plate and the EMD builder's plates that have been placed on the sides of the locomotive.

## Other Virginia Museum Of Transportation Projects Moving Ahead

By Steve Glischinski

ROANOKE, Va. – While the pending restoration of Norfolk & Western J Class 4-8-4 No. 611 has been garnering nationwide attention, the Virginia Museum of Transportation has been moving ahead on other projects as well.

Now the museum plans to forge ahead with another project: the cosmetic restoration of Pennsylvania Railroad GG1 electric No. 4919. "We have the funding to cosmetically restore the exterior," says Bev Fitzpatrick, the museum's executive director. "We're excited we can make it look good because it's probably the one piece in the collection that looks the worst."

Fitzpatrick says the museum's collection has come a long way in the last few years. "We have painted about 50 percent of our rail equipment in the last three years," he tells Trains News Wire. "It's a step forward, but the GG1 just has to get fixed."

Right now, the museum has three tracks which are covered by the Robert B. Claytor and W. Graham Claytor Jr. Pavilion, but it plans to shift a fourth track closer to the building and eventually cover that track with a cantilevered roof. That would increase



the "covered" collection by 25 percent, and include the restored GG1. Federal funding for the building fell through, but the city of Roanoke has provided some funding and the museum hopes to move ahead with the project using some of that money. While the pavilion, which also shelters No. 611 and N&W 2-6-6-4 No. 1218, has open sides, the museum's plan is to enclose it.

It's all part of a plan to increase the profile of the museum, and in turn Virginia's rail heritage – to residents of the area and the commonwealth, many of who, Fitzpatrick says, are unaware of the major role railroads have played in Roanoke and Virginia.

This week, the museum was in the spotlight with the release of restored Wabash E8 No. 1009, which was repainted by Norfolk Southern at its Chattanooga, Tenn., shops. (EDITOR'S NOTE: See an article on the Wabash locomotive's restoration elsewhere in this issue of Turntable Times)

Another E unit, former Richmond, Fredericksburg & Potomac E8A 1002, is in poor shape, but Fitzpatrick hopes it will also get attention.

"The RF&P unit is actually a Virginia locomotive," he says. "Now that we have seen what magic was done on the Wabash locomotive, we will probably try to work with people like the Richmond, Fredericksburg & Potomac Historical Society and others to see if we can raise some money to put sides back on it and get it painted."

Smaller artifacts are on the museum's radar as well. It hopes to paint its six-axle crane, a Panama Canal "mule" locomotive, and former Mead Paper Co. switcher No. 200 this year.

The museum recently completed exterior restoration of N&W Railway Post Office No. 93. With its large doors, the RPO will be fully American with Disabilities Act compliant.

VMT was a key player in helping rescue the "Lost Engines of Roanoke" from a scrapyard in the city, and acquired N&W 4-8-0 No. 1151 in the deal. The engine is missing parts after its lengthy stay in the elements, but the museum has a unique long-term plan that can address that issue.

"Our long-term strategic plan is to build an addition to the Claytor Pavilion that would look like the erecting shops at the N&W Roanoke Shops," Fitzpatrick says. "We would put two full cranes in the ceiling, but actually have two hydraulic cylinders below the frame of the 1151, and have a button that visitors could push where it would appear the crane is lowering the boiler and cab onto the wheels and the frame like they did at the original Roanoke Shops. If we did that, we would sandblast No. 1151 but wouldn't paint it, so you could actually see how a locomotive looked as it was put together. Now that's a lot of money we don't have, but that's one of our dreams," he says. When 1151 was moved, Fitzpatrick said, it was cut between the boiler and the frame and cab, so the engine is already in two pieces. "It would be perfect for what we are talking about," he said.

The museum is in the process of acquiring a "Top Gon" coal car, one of the last type of cars built at the Roanoke car shops before they closed. The cars were built to move coal to the Lamberts Point coal terminal. Also on the list of hoped-for acquisitions is an SD40-2, either of N&W or Southern Railway ancestry. Currently, the only Southern Railway artifact owned by the museum is an FT B-unit, since the sale of ex-CofG SD9 in 2012.

Just a few years ago, the museum was in tough financial shape, but is now in what Fitzpatrick calls "basic black." He says museum attendance is up 300 percent in the past seven years, and memberships are up more than 1,000 percent in the same period.

The museum is working to acquire a short stretch of NS track for train rides, and using one of its antique buses to connect the train, VMT, and the O. Winston Link Museum in the former N&W passenger station. On top of all that will be hoped-for 611 restoration.

"I think 611 once and for all hopefully will show people in Roanoke just how significant their heritage is. A lot of people here that have moved into the valley don't know about rail heritage, and 611 is the way to bring it alive. That's why it's so important to us," he says.

For more about the museum, go to [www.vmt.org](http://www.vmt.org).

(TRAINS News Wire, March 5, 2014)

## **Make A \$611 Or More Donation To Fire Up 611! And Be Eligible For Pre-Sale Excursion Tickets**

If you make a donation to Fire Up 611! in any amount, your name will be listed on the Wall of Honor. A donation of \$611 or more allows you to purchase excursion tickets before they go on sale. To learn more about donor benefits and make your donation, visit [www.fireup611.org](http://www.fireup611.org) or mail your donation to: Virginia Museum of Transportation Fire Up 611! 303 Norfolk Avenue SW, Roanoke, VA 24016. If you have questions about making a donation, contact Fran Ferguson, VMT's Director of Development, at 540-342-5670 (ext. 105) or email [fferguson@vmt.org](mailto:fferguson@vmt.org).

## **Remarks On The Activities Of The Roanoke Chapter, NRHS, In 2013, Year In Review**

Presented at the Annual Holiday Gathering, Dec. 19, 2013, by President Jeff Sanders

Before I get into the list of Chapter activities for the year, I want to take a

moment to remember Chapter members and friends that we have lost during the past year. If I have overlooked anyone, PLEASE correct me! So, one more time this year, we mourn the loss of the following people: Julien I. Sacks, Life-member of the Chapter – January 16; Lynn Swain, friend of many Chapter members, and an employee of Jim Molinary's The Rail Yard - February; Mrs. Claudine Kytchen Miller, mother of member Ken Miller (and Beth) and wife of the late Elbert Miller – May 29; Kim Hartley, daughter of SR & Edith Winegard – June 26; Wanda Littleton Hamilton, wife of member Gordon Hamilton – July 1; Bernard E. Troutman, member and husband of the late Wanda Troutman and father of member Bernie L. Troutman (Sherrie) – July 15; and lastly, John Walter Crosby (newer member along with his wife Carole). Walter passed away November 16.

Forgive me for any omissions or incorrect info. I could not cover everything, but tried to hit the high points of the year.

January 2013 – Membership stood at 173. The Chapter received a stock certificate of 100 shares from Apple Ridge RR for our donation of our boxcar to Apple Ridge Farm for use with their proposed "e-base", in Floyd County. Paul Howell and Fred Boettner worked on getting Chapter radios working on our newly assigned frequency. The Chapter's Annual Report was filed with the SCC by our Registered Agent Eddie Mooneyham. Authorization was made for electrical repairs to our former N&W T6 No. 41. RFP for Architect & Engineers was advertised for Phase II of the Virginian Station project, with 8 firms responding. The possible purchase of an ex-N&W Sleeper from TVRM was discussed. The car has been converted to a coach for use on PRR and subsequently PC, MARC and most recently owned by a short line in in Florida. Contact

with Amtrak was proposed to inquire of excursion possibilities for the fall. VMT requested use of our Chapter (N&W) cab for educational classes. A security system was discussed for the Virginian Station. After completing a job in the Valley, member Will Harris donated time and heavy equipment to clean-up our Franklin Rd. property.

February 2013 – Our By-Laws committee is working to bring our by-laws into compliance with National. Our ex-N&W coach No. 512 may be used in some NS 21st Century Steam excursions. The Board authorized an offer to TVRM for the Ex-N&W car (now known as No. 1489). National reported that Rail Camp will be reinstated in 2014. Roanoke Chapter will underwrite the cost of a student to attend one of the camps. Board authorized the purchase of the security system for the Virginian Station. On Feb. 22, the VMT's FireUp611! Campaign was announced at a press conference at the Museum. Our T6 No. 41 was used to provide air to blow 611's whistle at the press conference. Your President, yours truly, was appointed to serve on the FireUp611Committee.

March 2013 – The By-laws committee, consisting of Walt Alexander, Carl Jensen, Jim Overholser, and Jim Cosby presented the Board with proposed new By-laws and Articles of Incorporation. Both By-laws and Articles were adopted by the Board. Thanks to the Committee for a great job on an otherwise thankless task! Paul Howell and Fred Boettner have successfully changed over 12 Black Box radios to our new frequency. They will try to salvage some of our outdated radios. Our 2013 Budget was adopted. Coach No. 512 is home from Spencer and was used at VMT. It will also be used in the NS excursion train. On rides at VMT, we handled 2300 passengers bringing in about \$4,000. A contract was signed to purchase ex-N&W

sleeper "Scioto County," now a coach, from TVRM. A contract is being worked up to lease Chapter coach No. 512 to TVRM for the NS excursion train. Paul Howell, who is handling the staffing of the NS trains in Roanoke, has gotten 13 members to work the trains. Member Ken Cook will supply EMTs for the operations. After receiving cost and scheduling information from Amtrak, the Board voted not to run Amtrak excursions in 2013. Spectrum Design was hired to serve as our A&E for Phase II of Virginian Station project. We now await approval from the City of Roanoke and VDOT. Jim Cosby presented a proposal by artist P. Buckley Moss for the Chapter to sell prints of the Virginian Station that she is painting. She has generously offered a percentage of all sales of the print to go to the Station project. First reports from the FireUp611! Campaign show 1800 "likes" on Facebook and 3500 views on the FireUp611! website, with \$6,000 in donations.

April 2013 – The security system was installed in the Virginian Station. Also, security lighting is in service, and our American flag is proudly flying outside the Station. A motion to accept the amended Articles of Incorporation was passed by the general membership at the April Chapter Meeting.

May 2013 – Our crews handled 1800 passengers at VMT in early May. Walt Alexander warned of an up-coming increase in National dues for 2014. VMT's ex-Southern Railway sleeper, "Lake Pearl", was moved to 9th Street where it will be restored by contract help, after which it will return to the Museum. Our new coach No. 1489 is enroute to Roanoke. Maintenance continues on our equipment at 9th Street. A Passenger Car Committee was appointed with Lewis Foster, Chairman, Gary Gray, Eddie Mooneyham, Carl Jensen & Ken Miller. Their job is to evaluate the condition

of our car fleet and determine a priority for work to be done on the equipment. The City of Roanoke and VDOT have both approved our contract with Spectrum Design for the A&E work on the Virginian Station Phase II. FireUp611! Reports \$15,000 raised for the 611 study. The board approved a motion to provide needed stencils for additional N&W equipment at VMT up to \$2,000. VMT has requested to use our Chapter cab for educational display classes. We will work up an agreement to do that.

June 2013 – A letter, authorized by the Board, was sent to the National President and Board of Directors about our concerns about the management of the National organization. Fence work at 9th Street is progressing. Eagle Scout Taylor Martin's "boxcar" project is nearly finished. The BSA will provide a Scout plaque to be attached to the car. National Representative Carl Jensen attended a National Advisory meeting in Minnesota on June 28-29, dealing with National finances including the upcoming dues increase, and Rail Camp for 2014. A committee was appointed, headed by Ken Miller, to start planning for displays at the Virginian Station. Committee members are Landon Gregory, Skip Salmon, Eddie Mooneyham, Ben Shank & Jeff Sanders. The P. Buckley Moss Virginian Station prints are available through the Chapter. The Chapter receives 50% of our sales, and 10% of any other Moss sales of the print.

July 2013 - A number of our Mechanical Committee members helped set up (and served as stand-in actors) and switched cars for the Lerro Photo shoot at VMT the 13 & 14th. We were nominally paid for our switching services. We also switched equipment for the British Publishing Co. for a magazine photo shoot. Carl Jensen reports that many Chapters are deeply concerned about the National dues increase and other

National actions. National membership now stands between 9500-10,000. Spectrum Design has completed about 90% of the project manual for the Virginian Station Phase II. A \$250,000 line of credit was approved by Valley Bank for use with the Virginian Station Phase II.

August 2013 - A/C work on coach No. 512 is complete. Preliminary report on the condition of our passenger car fleet was made. Georges Creek RR has requested to lease track space at 9th Street to paint their SD-40 before its return to Maryland. We provided rides on three occasions at VMT this month. First, to switch equipment for a photo shoot for British Publishing. Second, on 8/17 for Advance Auto's Safety Day at VMT. Thirdly, for a private run for Watauga Valley Chapter members visiting Roanoke. Members also participated in Blue Ridge Chapter's Lynchburg Rail Days. All Virginian Station bills for Phase I have been paid-in-full. The Virginian Station sub-committee on displays met at the Station. Member Rick Rader is donating a large display case for the Station museum.

September 2013 – The National Convention was held in Alaska this month. The Board voted to accept a \$15,000 offer to buy our Chesapeake Western Railway Baldwin diesel from Georges Creek RR, in Maryland. An inspection of ex-N&W coach 531, at TVRM, was made, but no action was taken. Leaking water lines at 9th Street were repaired with help from member Siegie Ritenour. Recent train rides and photo shoots at VMT have generated about \$3900 in revenues. Two tier ticketing was tried, and found successful. That allows someone to buy an all-day pass for a slightly higher price than single ride tickets. C&OHS may have some coach seats and other parts available to us from a coach being scrapped in Clifton Forge. A nominating committee



was appointed consisting of Dorr Tucker, Chairman, Bonnie Molinary, and Brian Crosier, for November's elections.

October 2013 – The Board voted to offer a matching grant for Chapter member's donations to the FireUp611! fund-raising campaign. We will match, dollar for dollar, member's donations up to a max of \$5,000.00. This can possibly lead to a total of \$10,000.00 raised by members and the Chapter. September operations at VMT brought in about \$2,100.00. Members of the Mechanical Committee located and eventually acquired an old N&W switchman's shanty. It was moved from Christiansburg to 9th Street, where it is being restored. Painted in N&W's cream & red paint scheme and furnished with stove, chairs and lanterns, it will be moved to VMT for temporary display.

November 2013 – The 611 Matching Grant had been completely matched-out by the end of October. The Board voted to extend the matching grant offer by an additional \$5,000.00. This offer will apply until it is fully used, or, until December 31, 2013. This is the last time will be able to make such an offer. Work continued on the switchman's shanty. Finish work is in progress on the boxcar, with Rick Rader's father making windows for the car. The scout's work has been completed. This was the Eagle Scout project for Scout Taylor Martin, who will receive his Eagle Scout rank for his management of the project. We applaud his dedication to complete this task and congratulate him for his accomplishments! We have a prospective loan of our No. 522 to a tourist railroad in Tennessee. We are looking at the possible donation of two box cars, one to us and one to VMT, which includes one N&W and one ex-VGN. Virginian Station Phase II advertisement for bids is waiting for City of Roanoke and VDOT approval of the bid documents.

Our friends at the N&WHS have very generously donated a Virginian clock in their possession to the Virginian Station project. "This clock was manufactured by the Self Winding Clock Company in New York and is a Model 9 which were produced from the early 1900's all the way up to the 40's. Self Winding did not make the movements but only added the winding and synchronizing coils to them. The movements were made by Seth Thomas. The clock was synchronized (or reset) every hour on the hour by a signal from Western Union through the telegraph wires. This maintained an extreme accuracy. Rick has brought this clock tonight for you to see – Thanks Rick! As I think I have told you before, I remember seeing this clock in the old Virginian Yard Office, called South Yard after the N&W merger, until it was moved to a downtown location in the mid 1970s. I remember comparing my Hamilton 992B with this clock many times. Thanks for the memories! November brought the election of directors. Terms expired for Jim Cosby, Gary Gray, Carl Jensen, Skip Salmon & Jeff Sanders. All incumbents ran as well as member Percy Wilkins. All incumbents were re-elected.

December 2014 – We operated the Candy Cane Express at VMT on Dec. 7 (frozen out on Sunday) carrying 1763 riders and on Monday the 9th carried 99 people on a charter for Oak Grove Elementary School. This brought our operations to an end for the year. During the year we operated 12 days consisting of 140 trips carrying 7978 passengers. (Thanks to Bill Mason for the info). This makes an average of 664 per day. This is an increase of 1594 over last year. This ends a very productive and safe operation for the year. Member Steve Smith's N&W cab is now Pevler blue and is awaiting interior restoration. Steve plans to make his cab available for Chapter use when it is complete.

ed. Once again, we celebrated the year with our Christmas Dinner, as we do tonight. We end the year with 198 members, the highest number in quite a few years. I hope that means we are doing something right!

I thank you all for coming tonight to share this meal and fellowship together! I wish you all a very Merry Christmas and look forward to having another good year together in 2014!

## Boones Mill Depot

The Boones Mill Depot Restoration Committee has until May 1, 2014 to raise \$100,000 to move the historic building off railroad property.

An anonymous \$50,000 matching grant will match donations dollar-for-dollar so the Town of Boones Mill can reach its goal.

The Committee hopes to restore the Boones Mill Depot and use it to highlight the town's history, music and arts.

"We announce today (March 11, 2014) an anonymous \$50,000 matching grant to move the Depot, said Ben Flora, Mayor of Boones Mill, Virginia. "The grant will be matched dollar-for-dollar so we can reach our goal. The goal is in sight, and this matching grant will help us to save the Boones Mill Depot."

The Boones Mill Depot currently sits on Norfolk Southern property. In 2011, Norfolk Southern announced plans to tear down the station due to safety concerns. The Boones Mill Depot Restoration Committee was

formed in 2012 to raise the funds to move the station off of Norfolk Southern property and to restore it to its former glory in a new location. Norfolk Southern has been kind enough to delay plans to tear down the depot so the Committee could raise the necessary funds.

The Committee's ultimate goal is to restore the Boones Mill Depot so that the Boones Mill community can use it as a public place. "This Station is where we welcomed our loved ones home," Smith said. "We'd like the Station to once again be a welcoming place for our community."

Future plans for the Boones Mill Depot include a town museum, a place to highlight the area's music, and a visitors' center. "While the town will own the Depot, local tax dollars will not be used to help move and restore the historic building," Smith said. "The Committee is applying for grants and asking rail fans and citizens of Virginia's Blue Ridge Mountains to help us."

Smith said that all donations are tax deductible. The official donation form can be found on the Boones Mill town website, [www.townofboonesmill.org](http://www.townofboonesmill.org), or on the "Restoring the Boones Mill Norfolk & Western Railroad Station" Facebook page.

The Roanoke Valley Preservation Foundation is accepting the donations on behalf of the Town of Boones Mill.

Donations can be mailed to:  
Roanoke Valley Preservation Foundation  
Attn: Boones Mill Depot Fund  
PO Box 1366  
Roanoke, VA 24007

The Roanoke Chapter has made a donation for the project, and the Blue Ridge Chapter has done the same, every donation helps in this worthy effort.

## Chapter Officers/Directors – 2014



# VGN From the ARCHIVES

An occasional feature offering a small window into the past from an archive file or image.

HISTORIAN  
Kenneth L. Miller

Rod Serling started out many famous Twilight Zone episodes with "Consider this, if you will..." so we ask you to consider this 70 ton Virginian hopper, posed outside the car shop

at Princeton on completion on Monday, December 17, 1956. The 5675 has a beauty and form all its own. Notice the nicely spaced lettering across the top, the nice paint, only marred by a chalked notation above the tack board. How many of this and

its brethren rolled out of Princeton over the years? How many hours of work did it take to build such a car? How many people did it provide employment for? How many miles did she roll up in her life, and how many trips between West Virginia and Tidewater did she make? All questions that are for the ages.

Today, 5675 is gone, the Princeton Shops are virtually gone as are the employees who worked there. Alas, even part of the coal market she was built to serve is gone with home heating virtually all done with oil, natural gas or electricity.

However on this fine December day, she was new with shiny paint and had not seen the first spec of coal dust. Interestingly enough, this Virginian paint would last until May 18, 1982, when she was finally renumbered to N&W 105675 at Lambert's Point.



Virginian Railway Photo/K. L. Miller Collection

Our board usually meets at the VMT Conference Room on the first Tuesday of every month at 7 PM (see schedule right). Visitors are welcome.

President – Jeff Sanders

Vice-President – Gary Gray

Treasurer - Jim Cosby

Secretary - Lewis Foster

National Representative – Carl Jensen

Director at Large - Landon Gregory

Director at Large - Ken Miller

Director at Large - Eddie Mooneyham

Director at Large - Skip Salmon

## **Programs**

Roanoke Chapter is always interested in programs for our monthly meetings. If you have a program in mind, please contact Program Chairman Dorr Tucker.

## **UPCOMING MEETINGS/EVENTS**

**Regular Meeting Locations are at the O. Winston Link Museum.**

March 20 - General Meeting

April 1 - Board Meeting

April 17 - General Meeting

May 6 - Board Meeting

May 15 - General Meeting

June 3 - Board Meeting

June 19 - General Meeting

July 1 - Board Meeting

July 17 - General Meeting

August 5 - Board Meeting

August 21 - General Meeting

**Visit us on the web: [www.RoanokeNRHS.org](http://www.RoanokeNRHS.org)**

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