



# *Turntable* TIMES

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

**Volume 37, Number 8 & 9**  
**August/September 2005**





# Turntable TIMES

**Volume 37, Number 8 & 9  
August/September 2005**

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Turntable Times is published monthly 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 of the Turntable Times and 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 regular meeting on Thursday, September 15, 2005 at 7:30 pm. Our meeting location will be at the Link Museum located in the former N&W Passenger Station, 101 Shenandoah Avenue. Please enter on the lower level at trackside, our meetings are held in the theatre/auditorium downstairs.

Our program will be Pocahontas Glory Volume 2, featuring Roanoke and the surrounding areas. A great show, come participate!

## *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 Monday, September 19, 2005. Please send articles, information and exchange newsletters to: Kenney Kirkman, Editor Turntable Times, 590 Murphy Road, Collinsville, VA 24078-2128.

### **Material for Turntable Times**

We are always in need of articles, photos or news items for the Turntable Times. Due to copyright restrictions, we cannot reprint articles from most newspapers; a condensed rewritten article crediting the source, however, is acceptable.

For those interested, a PDF of the Turntable Times is posted on the website when the issue goes to the printer, at least ten days before seeing it in the mail, check the website for last minute announcements as well. This issue was posted on July 1st.

### **Cover Photo**

The summer heat beats down on the steel rails while the cicadas drone at the quiet little hamlet of Villamont. The quiet is broken, first by a distant whistle, then the pounding of Class A, No. 1242 as she trundles one of those seemingly endless strings of black hoppers west, back for more loads from the Pocahontas coal fields. Summer 1954, John Krause Photo.

## Joe Austin Remembered

by Dorr Tucker

Long time Roanoke Chapter member Joseph H. Austin passed away on July 9, 2005. Joe was 79 and had been a staunch supporter of our Chapter since its inception as a reorganized group in 1967. Joe was always willing to pitch in wherever he could. He never claimed, or pretended to have, a mechanical ability, but supported our efforts no matter what the Chapter was planning or working on.

Joe served numerous times on the Board as well, beginning in 1968 as the Chapter's first National Director, becoming Vice-president in 1969 and 1970, and a Director in 1971 and 1972. He returned as Vice-president again in 1975 and President in that Bicentennial year of 1976. Joe then took a well-deserved break from the Board for several years, but returned as a Director in 1984 and 1985. He again served as President in 1989, then back as a Director in 1990, 1991, 1992 and 1993 before "retiring" at age 67.

During all this time, Joe was a faithful



worker for the Gift Shop operation and continued that presence right up to his last week. If our Chapter had a Mr. Public Relations it was Joe Austin. Joe's support and enthusiasm for the Chapter were truly UNSurpassed. In recent years, Joe had been a regular at both the VMT & the Link Museum Gift Shops. However, Joe's active participation goes back 37 years. We remember that in November 1968 when we operated two excursions with Nickel Plate Berkshire No. 759, Joe tackled the commissary car operation and was so busy doing so that he hardly saw the locomotive during the two days of operation. Yet, as a railfan he was trackside whenever he had the opportunity. Joe was at home in a rail setting whether he was talking to company executives or Junior High students.

He was not afraid to talk to anyone about the Chapter: whether it was drumming up support for an excursion or an outing or soliciting new membership. He was in attendance at our first meeting in December 1967 and was at the Link Museum working in the gift shop on July 5. He was always there for the Chapter through the years. His infectious smile, his ever-present sense of humor and his friendship will be sadly missed.



Both: Richard D. Shell

## Joe Austin

by Gary Ballard

I always think back at the many times Joe smiled or laughed about something, usually right in the middle of a project. He knew when to inject a little humor to carry a serious moment over, so to speak. He was an avid video watcher when it came to trains. He knew which ones were good to watch and which ones were produced poorly.

He always had a supportive word of the videos that I made (sometimes being the program we watched at a Chapter meeting). When I made a video to be viewed on a Chapter bus trip, I'd mail him a copy just to get his opinion whether it would be of interest to the others. Joe always had something that was enlightening to write in response.

Of the many "huge" helpful hands that this Chapter has had, Joe will be deeply missed. We all will remember his love of working with the public and helping them to understand the love of trains.

Our gift shop owes much gratitude to Joe for doing a job well done whenever he worked behind the sales counter. The railroad stories along with his enthusiasm he shared with the customers, is priceless.

## Condolences

Aside from the passing of Joe Austin, noted above, a number of other members have suffered a loss in recent weeks.

Richard and Kim Shell lost Kim's father, on July 14th.

Cheryl Chandler passed away on June 30.

Jane André is recovering from surgery.

Eddie Mooneyham's wife, Angie and daughter Abby were in a horrific car crash on July 27th. Luckily, both are now home and doing well.

## Notice of Annual Meeting

The Annual Meeting of the Roanoke

Chapter of the National Railway Historical Society will be held at the O. Winston Link Museum on Thursday, November 17, 2005. The meeting will begin at 7:30 pm. At this time we will hold our annual election in which four (4) directors will be elected.

Our nominating committee is headed up by Walt Alexander. Board members whose term is up are as follows:

Lawanda Ely

Carl Jensen

Bill Mason

David Meashey

Nominations will be accepted from the floor at the Annual Meeting, please be sure you have that persons consent before making a nomination. The committee is searching for nominees for these four positions

Instructions for Absentee Ballot: This year we will elect four (4) directors by secret ballot. Any member in good standing may vote by absentee ballot.

Please Note: if you are interested in running, or know of another Chapter member who is, please contact the nominating committee as soon as possible.

To vote by absentee ballot, one must:

1 - Request an absentee ballot from the Secretary or a member of the nominating committee. The nominating committee is chaired by Walt Alexander. You will receive (a) one ballot; (b) one "ballot" envelope; and (c) one mailing envelope.

2 - Mark the ballot (vote for not more than four (4) directors. If more than four (4) votes are cast, the ballot will be discarded).

3 - Place the ballot in the "ballot" envelope and seal. Do not put your name on the ballot or "ballot" envelope.

4 - Place "ballot" envelope in the mailing envelope. Write your name and return address on the mailing envelope and mail to:

Roanoke Chapter, NRHS

P.O. Box 13222, Roanoke, VA 24032-1322

or the envelope may be hand delivered to the Secretary anytime before the election at the annual meeting.

## **Mixed Freight - August**

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by Mr. Robin R. Shavers

I must say I'm quite elated at trains blowing for grade crossings that in the past had been a no blow. My first encounter with such occurred June 30th in Ashland, Va. For those whom don't know about Ashland's layout, the former Richmond, Fredericksburg and Potomac Railroad high iron lays right in the heart of the little town. There are about six grade crossings. With the horn ban lifted, it was an experience to behold. Some engineers just blew a few short toots. Some just let the engine bell announce their presence. The majority blew the standard grade crossing warning for all of Ashland's crossings. Railfans present with video cameras were having a field day. I spoke with the grandmother of a hardcore 11 year old railfan and she was glad to hear the trains blowin' thru town. She was happy that a lot of folks in town were not happy with blaring airhorns. "These people need to have their nerves rattled" she declared. "I've been a resident of this town for 30 years and I'm still viewed as an outsider. Those blowing horns do to those morons what I cannot" she declared.

Normally in the past, the annual Altoona Railfest has been held during the first weekend of October. This year it will be the last weekend of September. For more information, phone 814-946-0834.

Virginia's Governor Mark Warner signed legislation in June making \$23 million available for railroad infrastructure projects annually. It is known as the Rail

Enhancement Fund which took effect July 1, 2005. The funds can be tapped if the state receives a minimum matching contribution of at least 30% from nonstate sources.

In June, Norfolk Southern finally got a coal rate dispute resolved that surfaced back in 2002. Duke Power and Progressive Energy's (PGNX) Carolina Power & Light filed charges that Norfolk Southern overcharged on coal shipments and raised coal hauling rates by 50% in one year alone. Duke Power requested a refund of \$50 million. Duke lost when railroad regulators determined that Norfolk Southern's rates were not excessive. Duke also lost a case against CSX on claims CSX coal hauling rates were excessive.

Here is another ten year milestone to remember. This coming September will mark ten years since the name Broadway Limited was dropped by Amtrak. The train was renamed The Three Rivers.

## **Mixed Freight - September**

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by Mr. Robin R. Shavers

Last month I commented on how much I enjoyed hearing CSX freights blow thru Ashland after that community like so many others forgot to file an application with the Federal Railroad Administration for "quiet zone" status. It takes three weeks for the quiet zone to go in effect. I also mentioned how the grandmother of a young hardcore railfan expressed her happiness with the trains blowing too. Our statement was short lived as the quiet zone came back on Tuesday, August 9th.

Over the past several years, I have kept you readers informed on the latest happenings involving Norfolk Southern's rail line thru Farmville. On Friday, July 15th, NS operated its last revenue train over that line eastward with two locomotives and a few cars. The train passed thru Farmville around

1:30 p.m. A week or so later, a work crew began removing a few crossties between Prospect and Pamplin. By the time this is in print, a full scale railroad removal project will be in full gear and nearing completion.

The 34 mile right of way is hoped to become a linear park for hiking, biking and horseback riding. It will be two years this coming December since Norfolk Southern began forwarding all it's westbound traffic via it's other line south of Farmville. As a railfan, I really miss seeing and hearing trains roar and blow thru Farmville, especially at night. For me it was like dessert after a banquet of railfanning in Lynchburg, Roanoke or Bluefield.

The Blue Ridge Chapter NRHS pulled off a successful RAIL DAY 2005 this past August 6. There were many vendors on hand and a good attendance though not as strong as last years. Contest wise, there was a large selection of photos to vote on. A 16 year old submitted 15 entries.

## **Merle Haggard and His Favorite Models**

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In 1966, Merle Haggard, the rising star behind such country hits as "The Bottle Let Me Down", and "Sing a Sad Song", knew exactly what he wanted to do with his new found riches. "I ran out and blew about a quarter of a million dollars building the greatest model railroad anybody'd ever thought of," says Haggard, now 67, his Fort Knox-worthy baritone as resonant as ever. The sprawling layout - which boasted 750 feet of track and became the centerpiece of his brand new Bakersfield pad - landed the former jailbird in Life magazine and made him an instant model-railroading legend.

Haggard's preoccupation with trains continues to this day. And no wonder: his boyhood home, in the Bakersfield suburb of Oildale, was a converted 40-foot Santa Fe "reefer"; his dad worked on the Santa Fe and

the Southern Pacific; he began hopping freights well before puberty; and the first song he heard upon his release in 1960 from San Quentin was the classic Hank Snow train ballad "Hobo Bill's last ride."

By Haggard's estimate, his current inventory of rolling stock—scattered around his ranch in the Sierra Nevada foothills near Redding, California—runs upwards of 300 cars, and just under 40 engines, including a couple of big Santa Fe 2-10-4 locomotives and the gorgeous Southern Pacific 4-8-4, the train that was decked out in patriotic hues for the Bicentennial, which Haggard saluted in his 1976 single, "Here Comes the Freedom Train." For track, Haggard goes with nickel silver ("shows up real easy"), his preferred scale is the brawny "O" (a.k.a one-quarter inch, which is one forty eighth life - size.

What about real trains? "They've lost some romance with me," he says. "What you and I are talking about is just a memory. And it's like the music I was involved with: all the way from Jimmie Rodgers to Johnny Cash, there was the train. When Johnny died, it was kind of like watching the train leave town. There's only two or three cars on the train still. When George and me and Willie go, that train'll be gone. The train of country music will be a thing of the past." In the ensuing long pause, you can just about hear a lonesome whistle blowing. "That might be a song. I just might work on that."

(Above article was written by Mark Rozzo and appeared in TRACKS magazine). The story was submitted by Mr. Robin R. Shavers, who notes that TRACKS magazine is not a magazine about railroading. It's a magazine that covers the music scene.

Robin also mentions that he has known for over twenty years that living legend country singer Merle Haggard has had a thing for trains, and that the same is true for Gary Coleman, Neil Young, the late Frank Sinatra and of course the late and legendary Johnny Cash.

## **Regional Railroad Train Symbols**

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Buckingham Branch Railroad: Train Symbols

Z626 - Doswell Crew

Z628 - Doswell - Ruffin

Z629 - Doswell - Louisa

Z630 - Staunton - Charlottesville

Z631 - Staunton - Clifton Forge

Z789 - Rock, Verdon-Clifton Forge

Uses CSX locos.

Z790 - Rock, Clifton Forge - Verdon

Uses CSX locos

Z799 - Charlottesville - Louisa

Operates to Orange when necessary.

Shenandoah Valley Railroad Symbol

SV-1 Staunton - Harrisonburg

(Submitted by Mr. Robin R. Shavers)

## **Are We Part of the Problem?**

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by Mr. Robin R. Shavers

A few years back, I commented that one of the most common subjects I hear discussed at model railroad events and prototype railfan functions is the future of the hobbies and attracting new members to keep organizations such as the NRHS vibrant and progressive. Last fall a Roanoke Chapter member voiced a parallel concern for his chapter since many senior members are being called home by The Creator and with age and health issues preventing others from doing what they once could. National Director E. Norris Deyerle of our sister Blue Ridge Chapter NRHS expressed his personal concern on this issue within the pages of The Blue Water Dispatcher June 2005 edition. I personally do not have an answer to this issue but I will offer some commentary. As a child growing up in the sixties, a philosophy I often heard from the lips of high school and college folks whom society labled

as activist was as follows: You are either part of the problem or part of the solution. I always opted to be part of the solution even to this day.

When I meet other railfans trackside or modeling hobbyist at shows and similiar events, I almost always ask the person if they hold membership with a modeling or prototype club or organization. Over half say they do not. If their answer is no, I will usually ask why they aren't. Here are some of the most common reasons why people are not members or do not care to join prototype and model railroad organizations. Keep this in mind too. Some of the reasons why folks don't care to join are also reasons why others elect not to renew their memberships or just pay dues and remain in the background.

Unawareness. It's amazing the number of train enthusiast out there that are unaware of local or relatively close organizations so they claim. With information and communication being like it is in today's society, this reason really doesn't hold much tonnage.

Internal conflicts and interpersonal drama within some organizations ranked high in keeping folks away. Hobby clubs should be fun and enjoyable like the hobby itself.

Inhospitable members. This too ranked high. Many people spoke of attending meetings, open houses and other organizational functions and not feeling welcomed. Members were basically not friendly and very unwelcoming. I can testify to this from several past experiences. A few years ago while attending the Altoona Railfest, I visited the club facilities of the Altoona model railroad club that was having an open house as part of the Railfest. I was there for an hour viewing their operating layout. NOT ONE member spoke to me or welcomed me to their open house or said "If you have any questions or comments, feel free to speak

with any member" or something to that nature. They were polite in squeezing by to perform a task on the layout and that was it. Other visitors from what I observed were treated likewise. In another situation at another open house I deposited cash into a contribution jar right in front of two of the club's members with them looking on, not a "Thank You" from either. Things like these are not the way to attract new members or create a positive PR within the community. Along ethnic/racial lines, quite a few have commented that they feel tolerated, but not really accepted.

Conflict of interest. A number of would be members claimed this as their reason for not joining or dropping out. Railroad hobbyist definitely have our likes and dislikes. Some are into restoring old rolling stock, some would rather concentrate in the here and now. This is but one of many examples.

Benefits of memberships. More and more people are determining that they don't need to hold membership with an organization to enjoy the hobby. To a degree, I can see and understand this point of view. Everyone has a reason or reasons for joining an organization. Sometimes these reasons are achieved. Sometimes they are not. When I joined the NRHS back in 1979, it was for the reason of enjoying the railroading hobby on a regular basis with people of parallel interest. This has yet to happen.

The above reasons people expressed to me came from a diverse number of individuals over the past 20 years. Those of us whom hold memberships and are REALLY concerned about the future of the NRHS and other organizations may want to ask ourselves and fellow members are we guilty of some of the above reasons. Are we the solution for helping the organization flourish or stagnate to a sluggish existence and eventual death?

## Chapter Outing-October 30

by Walt Alexander

Unfortunately, the original Chapter outing of October 8-9 did not get nearly enough participation to justify its operation.

We are now offering a single short day trip that will involve a rather unique opportunity for members to ride some rare mileage.

On Sunday, October 30th we will be taking the Abbott bus northward to ride on the former Chesapeake Western Railway. This will be the final day of operation of their first foray into excursion train operation.

It will be a nice day of fellowship and fun. The exact details are not set as of this writing, but will involve the train ride, a special stop with the bus to photograph the train on the trip we do not ride. And a nice meal (at your own expense) at one of the two restaurants located in Staunton's depot. If we are lucky, we may also see Amtrak's Cardinal pass in one or both directions.

This is to be a very reasonably priced trip but we need your participation to make it work. Call Walt Alexander at 345-5826 or email at terrapin66@cox.net.

## First Hopper out of Roanoke Shops

by Skip Salmon

I have been checking the progress at the Car Shop in Roanoke Shops of the new aluminum hoppers that are being manufactured there. On May 12, 2005, I happen to be going down Campbell Avenue and noticed that a brand new hopper was sitting outside of the paint shop portion of the shop. I naturally stopped and took a photo. I asked one of the workmen if these were for Norfolk Southern and he said that they were not. He also stated that this was the first of an order of 250 and they were waiting for the stencils to come in to complete the first

hopper. This hopper has two air hoses so it is designed to open the hoppers by air and also has the new reflective yellow stripes down the bottom. For some reason, the roller bearings are painted blue. (note: this article was to have been in last months issue, but was simply missed in production)

## **Passenger Train Update: Sept. 05**

by: Gary Ballard

**A**s you read this, the nation's school systems are in session. Safety is the big word as the children hit to the street to catch the bus. On their way to school, some will walk close to railroad tracks primarily due to the close proximity of schools, buses and trains. Railroads are taking part in spreading the word on safety.

In the Chicago area, many kids walk along or have to cross live tracks during a school day. Metra, the local commuter rail carrier serving the Windy City, is providing some free learning tools to teach rail safety. Area newspapers report that Metra is sending stuffed pouches full of pencils, erasers, and rulers. The items have stamped messages such as, "Stay sharp around train tracks", on the pencils. This is all geared to being aware of the dangers associated with walking near railroad tracks.

Metra says some 800,000 kits are being handed out at a cost of approximately \$ 460,000. The railroad hopes the kids will see the messages, and take the lessons and put them into their daily routine, as in walking to and from school. The campaign is aimed at elementary and middle school children.

Union Pacific is directing goodwill efforts towards hundreds of high school principals. This fall UP will provide education consultants, at no cost to the principal or the school district.

The consultants are paid for under a pro-

gram known as the Union Pacific Foundation. The Principals' Partnership is UP's signature giving program. Senior Vice-president of Union Pacific, Bob Turner, says the railroad believes that strong leaders build strong schools. More than 800 principals have signed up and each will be assigned a private consultant.

The consultant provides research briefs, studies, training, best practices or networking to assist the principal.

Important issues cover anything from student achievement gaps, mentoring new teachers to literacy. The program is not just for school principals, but to other educators and the public at large.

From school to the price of gas at the pump. As some contestants on TV's game show The Price is Right yell out "higher" or "lower" to the price of a certain prize, many of us are yelling "higher" when we fill up these days. Train passengers on northern Virginia's VRE trains thought they'd seek relief by parking the car and taking the train to their job. In August, many VRE riders could have walked faster on foot than to take the train.

As reported by the Free Lance-Star, CSX Transportation, who owns the tracks, says work crews failed to finish track-work on time, erring on the side of safety.

During the middle of August, CSX had placed a 20 mile construction zone. Crews were testing new signals and switches before allowing trains to move at full track speed. This meant that morning delays happened with some VRE trains running behind schedule by an hour. Evening delays were as much as an hour and 45 minutes.

The CSX tie-ups occurs on a 20 mile stretch of track between Spotsylvania and Possum Point. Railfans may be familiar with Possum Point, it's the location of the single track bridge along the water, just north of

Quantico. The money is reported to be in place for the construction of a second adjacent bridge, but VRE riders will be first to let you know when it's built.

Look for a newly changed First-class menu on Amtrak's Acela trains by time you read this. No longer will there be fully cooked meals served to one's seat. A smaller "cold" item will include a wicker basket containing fewer things such as a plastic wrapped sandwich, chips and drink.

Breakfast will look more like a fruit lovers special than anything else: a bagel, small fruit bowl and beverage.

Amtrak says it needs to look at the expense of providing meal service, and to recapture some of the money lost in providing the well liked full service meals. This approach also includes Amtrak's long distance trains with ideas on how to take in profits such as letting passengers eat an enjoyable meal at the train station.

This idea is no doubt comes from Amtrak's marketing people, the same people who haven't tried to find a meal at the small platform in Huntington, WV. Anyone who has stood on the platform in Elkhart, IN during a snow storm in the cold dead of night waiting for train No. 30 The Capitol Limited, will no doubt say the lack of any nearby eatery along with 14 degree temps and a 40mph wind will make the strongest person forget about eating before boarding. Perhaps the jury is still out on this one.

Good news from Capitol Hill. Amtrak is slated to get it's money. Things look like the carrier will get the funds needed to operate a year, situation normal though. The word is approximately \$1.2 billion has been agreed upon. Amtrak's boss, David Gunn, has started various needed upgrades to the company's physical plant in the Northeast, as stated in the onboard magazine "Arrive." The needed money goes toward deferred equip-

ment repairs, and track work.

Much progress has been made. Interlockings have been rebuilt. This is a place with many switches that allows a train to go from one track to another. With a 4 or 6 track mainline, the number of switches providing route variables is mind boggling. The old interlockings were worn out and many a waiter on a train memorized when the train reached the next interlocking. It was always hard to stand up with a tray of hot coffee when traveling over these rough track sections.

Another example of money being directed to necessary repairs is going on at the huge Susquehanna River bridge at Harve de Grace, MD. Each of the two tracks on this big steel bridge is being re-laid with new ties. New walkways along the outside edge of the span are being installed. Going around the country, one can see enthusiasm to improve train travel, especially on medium and long distance routes. While attending the NRHS convention in Portland, I was impressed on a trip aboard Amtrak's Cascades Service which features Talgo low center of gravity equipment. Portland's Union Station is certainly a jewel of that city. Access from train to Seatac airport in Seattle, WA. certainly reflects the train making itself available to today's traveling trends.

Although many lawmakers have shown well, their support for a national passenger rail system, word goes around that President Bush is ready to veto any big dollar amount as mentioned. This comes at a period when gas continues to head for the \$3.00 mark. Already, high octane gas in the Washington area is right at that amount. Regular gas is at \$ 2.69 in the suburbs. It would seem like the right time to have as many as 300 to 600 people ride on one train.

Last but not least, a lady has been reunited with her wallet and several hundreds of

dollars. Recently, a passenger on a MARC commuter train, going from Baltimore to Washington, DC, handed the Conductor a lady's wallet. The Conductor inspected the item, to see whether it had any identification in or on it. Looking inside the wallet, the Conductor found several hundred dollars in twenty-dollar bills. The trainman also discovered the person's driver's license inside. As the train made stops at Odenton, and Bowie State University, he called directory assistance on his cell phone in an attempt to get the woman's number. As Murphy's Law would have it, the number was unlisted. A promising look on the trainman's face now turned into a frown.

The MARC employee felt like he had to get this dilemma solved. The train was leaving New Carrollton and next was Union Station. It was at the end of his day, six round trips between Baltimore and Washington. It was Friday, and the overcrowded 5:25pm northbound train was next. But, the railroad employee knew that as he enjoyed thinking of his plans for the weekend, someone was in deep agony with losing that wallet. The Conductor decided to hold onto the lost item, and on Saturday, he would mail the wallet using the address on the driver's license found inside. This was not a fail safe idea, the Conductor told himself. What if the person had moved? Would the Post Office forward the item, or would it stay lost out there in "postal land" forever? Attempting some kind of guarantee, he mailed the item with a signature confirmation due at delivery point. He paid the extra price and waited into the next week for response.

Seven days later, our MARC Conductor received a note from a lady in Fairfax, VA. The note said she was so glad to get her wallet back, inside were all of her identification cards and of course, the huge wad of twen-

ty-dollar bills totaling more than \$300. She wrote how surprising it is to find an honest person to do such a good thing. The next day, the MARC employee received a box of candy and a check from a very happy lady from Virginia. On the box it said, "To the MARC Conductor, Gary Ballard. Thank you very much!" Hey, what can I say? My mom always said being honest is the best way.

## **N.C. Railroad Museum Archaeology Exhibition**

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The North Carolina Railroad Museum (NCRM) will present an exhibition of industrial archaeology on Sunday, October 2, 2005 at Bonsal, N.C., near Apex. The exhibition is designed to highlight the study of railroad history and related materials as a real part of the science of archaeology.

The exhibit is expected to consist of photographs and artifacts as used by the railroads of North Carolina, and knowledgeable guides will be available to explain the items on display.

The NHVRy itself will also be operating that day with five trains, starting at 11 a.m., over four miles of track in Chatham and Wake counties.

The New Hope Valley Railway will also be having Halloween trains on Saturday Oct. 29 and Santa Trains December 3,4,10 & 11.

For more information, visit [www.nhvr.org](http://www.nhvr.org) or call 1-919-362-5416 to speak with the yardmaster on duty.

## **Here and There**

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by Kenney Kirkman

Norfolk Southern is holding onto a 21 mile corridor between Durham and Person County NC because it thinks there is a possibility that trains could again roll through the area. The 21 mile corridor is part of the one time N&W route that stretched from Lynchburg through South Boston and Roxboro to Durham. The route

is still in use from Lynchburg southward to a power plant complex at Hyco, North Carolina, just north of Roxboro. South of Roxboro several miles has been removed. Durham and Person County officials had hoped to turn the land into a paved trail for bicycle and pedestrians. (Various Sources).  
Editor's Note: Longtime Roanoke Chapter Members and many railfans will recall Southern locomotive 4501 powering a convention special from Durham to Lynchburg then Roanoke as part of the 1977 NRHS Convention. The historic Harpers Ferry train station, built in 1894, will be restored to resemble how it appeared in the 1930s. The facility, which could open by 2007, will be used by the town, MARC commuters, Amtrak and the National Park Service. Plans include rebuilding a tower dismantled years ago and replacing the station's rotted timber foundation with concrete. (From the Blue Ridge Dispatcher).

## **UPCOMING MEETINGS/EVENTS**

### **IMPORTANT NOTICE**

**The September Meeting Location  
will be at the O. Winston Link  
Museum.**

September 15 - General Meeting

October 4 - Board Meeting

October 30 - Chapter Outing  
See inside for details

October 20 - General Meeting

November 1 - Board Meeting

November 17 - Annual Meeting

December 15 - Holiday Gathering

<http://community.roanoke.com/RoanokeChapterNationalRailwayHistoricalSociety>

Turntable Times is published monthly 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 of the Turntable Times and not necessarily reflect those of the members, officers or directors of the Chapter. Items of interest should be sent to Editor Kenny Kirkman, 590 Murphy Road, Collinsville, VA 24078-2128.

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