

Turntable Times

Volume XXX

Number 10

October 1998



Turntable Times

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Editor Kenney Kirkman
Mixed Freight Robin Shavers
Small Rails Dave Meashey
Splinters Bill Arnold
Publisher Richard D. Shell
Publisher Kenneth L. Miller

All materials should be sent directly to

Editor Kenney Kirkman

590 Murphy Road

Collinsville, VA 24078-2128

Turntable Times is printed by Salem Printing Co., Salem, VA

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 Elizabeth Leedy. Elizabeth is responsible for Chapter cards and flowers and can be reached at 389-5274.

Meeting Notice

The Roanoke Chapter of the National Railway Historical Society will hold its next general meeting on Thursday, October 15, 1998 at 7:30 pm. The meeting will be at the First Presbyterian Church on the corner of McClanahan and Crystal Spring Avenue in Roanoke.

Cover Photo

Norfolk Southern 8522 leads a grain train southbound at Wirtz, Virginia on a beautiful spring day in April 1997. Richard D. Shell photo.

New Deadline for Turntable Times

The deadline for each issue of Turntable Times is now the 18th of the month instead of the 25th. Please make note if you haven't done so. The deadline for the next issue is Sunday, October 18th. Please send articles, information and all exchange newsletters to: Kenney Kirkman, Editor, Turntable Times, 590 Murphy Road, Collinsville, Va. 24078-2128.

Notice of Annual Meeting

The Annual Meeting of the Roanoke Chapter of the National Railway Historical Society will be held at the First Presbyterian Church on the corner of Crystal Spring and McClanahan Street on Thursday, November 19, 1998. 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.

Instructions for Absentee Ballot: This year we will be electing five (5) directors. Election will be by secret ballot. Any member may vote by absentee ballot. The nominees will be included in the November Turntable Times, and announced at the October meeting.

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. Members of the nominating committee are Chairman Walt Alexander, Al Carroll and Jim Molinary. You will receive (a) one ballot; (b) one "ballot" envelope; and (c) one mailing envelope.

2 - Mark the ballot (vote for not more than five (5) directors. If more than five (5) 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, N.R.H.S.

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.

In Memory

We are saddened to report the passing of two long time members in this issue. In a week time frame first Floyd Kelch then Clarence Hodges passed away.

Both had been in poor health for some time. The Chapter extends its sympathy and thoughts to the families.

George Floyd Kelch, 1919-1998

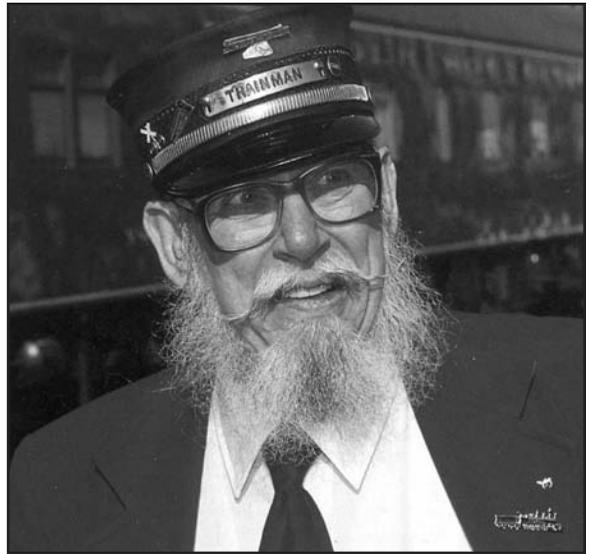
by Bill Carson

A good friend and faithful member of our organization has passed from us. George Floyd Kelch died on September 26th following an extended illness. Funeral services were held on Tuesday, September 29th at Oakey's Vinton Chapel, with Masonic rites and burial at Mountain View Cemetery. Hew is survived by his wife of 56 years, Dorothy Goode Kelch, and one sister, ALice Powers.

Floyd, as most of us knew him, was born in Radford, Virginia on February 26, 1919. He served in the U.S. Navy during World War II and survived the bombing of Pearl Harbor. He also survived the destruction of three warships on which he was assigned. He sustained a leg injury and remained partially disabled for life. On October 3, 1942, with the war still in progress, he married Dorothy Goode, who would become one of our Chapter's most beloved members.

In 1950, Floyd graduated from Virginia Tech, receiving a degree in Mechanical Engineering and followed the same as a career during his working life. He and Dorothy settled in Washington, D.C. where Floyd held a position with the Navy Department. In 1975, several years after retirement, he and Dorothy moved to Vinton.

Floyd was affiliated with the Lutheran Church.



Andres Alonso

The organizations to which he belonged reflected his widely varied interests. These included the American Society of Mechanical Engineers, American Legion, Disabled American Veterans, Veterans of Foreign Wars and the Masons. He held a 50 year membership in the latter organization and was active in the Vinton lodge.

Without question, railroading and railroad history was the chief avocation of Floyd's life. He was a member of the Virginia Museum of Transportation, and most notably, of the National Railway Historical Society. He was a dual member of the Washington Chapter and Roanoke Chapter.

Since returning to Virginia, both Floyd and Dorothy have been exceedingly dedicated to a variety of Chapter enterprises. Floyd was a member of the Mechanical committee and during the years in which he was physically able, he rarely missed a work session. Also, the Kelch home in Vinton was, for many years the staging area for the mailing out of the Turntable Times.

During the "glory days" of the Chapter's excursions

sion program, Floyd routinely served as a car host. He had a distinct preference for the combination coach-souvenir car No. 727, possibly because his wife was usually selling souvenirs in the other section. We recall Floyd as one of the most colorful characters on board our trains, with his N&W trainman's hat and other eye-catching regalia. Always a gregarious host, Floyd loved his passengers and took special interest in their comfort and safety. He was never more in his element than when he officiated on school children's trips or playing Santa Claus at the Transportation Museum.

His love of children was a clue to his overall personality. Floyd had a lot of love to give everyone. In fact if any phrase could best describe him, it is that he was a "giving person." He was totally unselfish in the giving of his time, talent and means to worthwhile purposes. Roanoke Chapter will always be in his debt—in that he chose to make our organization an object of his interest and generosity. Floyd suffered a great deal of illness during the past several years, which prevented him from being as active as he had been accustomed. However, we prefer to remember him as he was in earlier times—the good times—when he set the example of dedicated worker, when he was a genuine contributor to our chapter undertakings, and when he and Dorothy added enthusiasm to our gatherings.

During these difficult times we offer Dorothy and Alice our condolences, our prayers and best wishes.

Clarence Hodges

Our thoughts and prayers also go out to Jo and the children on the passing of Clarence Hodges on October 4th.

Clarence and Jo had been active members for



Jerry Johnson

Clarence and Jo Hodges on our Amtrak excursion train last fall.

a number of years, and the kids as well in their younger years. Clarence served on the Chapter Board for one term including one year as Vice President and attended many board meetings over the years.

His and Jo's domain was the kitchen, however, whether in car No. 1148 "Devils Lake" or what ever car we had to utilize at the time. The organization and massive job that this entails, especially on an "Independence Limited" type of trip is almost overwhelming. These trips can be quite trying, as anyone who ever staffed them can attest. "Hodges Hash House" was the order of the day for crew and many passengers alike.

The days were particularly long before we replaced the generator on the 1148. The old one was prone to quitting on the longest and hottest of days making the car an oven of its own. Driving the food crew out of the car. Clarence took it in stride and continued to serve the masses in horrendous heat.

Not long after retirement, Clarence's health began to suffer greatly and he was in and out of the hospital more times than we care to count, he and Jo still attended meetings when he was

up to the trip from their Bedford County home, but it was nowhere near as often as before.

In the spring of 1997, they suffered another blow. Their home burned to the ground. Luckily they had left for a beach vacation earlier in the day and no one was home. The Chapter members rallied out for them and assisted them in a variety of ways and presented them with a variety of gifts at a meeting last summer.

Clarence will always be remembered for his chili on board the train. We're not saying it was strong, but on at least one occasion, Bill Carson got his bowl of chili and a portion of the plastic spoon in it was gone by the time he got to his table!

Our thoughts are with the family at this trying time.

Small Rails - October

by Dave Meashey

The Roanoke Valley Model Engineers held their September meeting at The Rail Yard hobby store. Members made plans for the show at the East End Car Shops employee & family open house on Saturday September 12th. On Friday evening, September 11th, we set up the modules behind the tender of N&W class A steam locomotive number 1218. After we killed off the usual "early in the show" gremlins, trains ran fairly well for the rest of the day. Ken Miller and Richard Shell were staffing a chapter display not too far from our layout. Several other chapter members also visited during the day. The club has already been asked back for the next open house.

The Big Lick Big Train Operators met Sunday, August 16th at the home of Karen and Tom Harris in Rural Retreat. Ironically, it poured rain for the early part of the meeting, and we were forced to stay indoors and watch a movie. But later the sun came out and we returned to run-

ning trains. Karen's garden railway is now completely battery power, so only one visiting piece of equipment (a battery powered VW "rail beetle") got to run on her garden railway. The meeting ended with a cookout.

Mixed Freight - October

by Mr. Robin Shavers

One thing I failed to mention last month is that a new Moneta bypass has been open for several months. The bypass includes a bridge over the former Virginian Railway high iron and offers decent photos of trains traveling east or west. Safe parking is available. The bypass involves state highway 122.

RAIL DAY 98 sponsored by Trains Unlimited of Lynchburg was a tremendous success despite the much needed rain. Jim Revell, the master mind of RAIL DAY 20 years ago and former owner of Trains Unlimited, was awarded a plaque of recognition for his concept of RAIL DAY and it's continued growth over the years. Along with the sales of railroadians and model railroad merchandise, the operation of modular layouts continue to be an important part of the event.

A lot of you have probably paid a visit or two to The North Carolina Transportation Museum at Spencer, N.C. One of the highlights of a visit to that historic sight is observing and or riding the site's excursion train powered by steamer # 604 which was built in 1926 by The Baldwin Locomotive Works. 604 is in need of running gear work to the tune of \$100,000.00. A total of \$50,000.00 has been secured already. The museum is asking for the needed funds from those of us whom care. Send your contributions to: NCTMF, Steam Locomotive # 604 Fund, P.O. Box 44, Spencer, N.C. 28159, or phone 704-636-2889.



From the ARCHIVES

(This will be an occasional feature in our newsletter, featuring materials out of the Chapter Archive Facility)
y Ken Miller

Norfolk and Western Photo

Negative numbers 8065, 8064 (inset)

Railfans tend to focus on locomotives, cabooses, freight and passenger cars. Often forgotten is the seldom dramatic and rarely seen people behind the scenes. Without these, and many other people, the railroads would not exist.

This February 1926 scene in the car records office shows the massive piles of paper that these nameless people had to deal with day in and out. It was a never ending task tracking the movements and billing for freight shipments.

These clerks used a very large desk shared between two people, hence the term “partners desk.” It is thought that these desks were made in the carpenter shop at East End. Over the years they varied somewhat in style and details.

Just imagine working in these conditions, notice the single small light over each desk, the inkwells in the center of the desk and even the lack of telephones. Papers were pinned together, no staples here. A total of fourteen people are shown here with desk space for 12, obviously the two chief clerks had a desk off behind the photographer. Today, most of this type records are strictly digital and may rarely if ever see a piece of paper.

Why is this photo of interest to us? First the people and office scenes are rarely published or seldom even made. Secondly, just recently, one of the old partner desks was donated to our archive facility and is now undergoing restoration towards service again. The style of our desk actually matches the one in the inset photo.





Salt Track Shifter-Internet Excerpts

Edited by Harold Castleman

This may become a regular feature of the Turntable Times as items that may be of interest to Roanoke Chapter members are culled from various bulletin boards and message boards on the internet. These items may not always be totally accurate, hence the name Salt Track Shifter, since each item should be "taken with a grain of salt."

Many members may recall back in the late 70s when the Southern Railway was looking for a more powerful locomotive to pull longer and heavier trains than its 4501, 630 and 722 could handle. After examining several options, Southern leased former Chesapeake and Ohio 2-8-4 Kanawha No. 2716 from Kentucky Railway Museum.

While the Southern never owned an engine of the this type, the shop forces in Birmingham rebuilt the 2716 with a distinctively Southern appearance.

Gone was the low-mounted C&O headlight, centered instead on the smokebox front with an eagle above.

The 2716 ran for about a year and a half in the Southern steam program before being sidelined with 3problems2 never fully explained. It languished in the engine house at Birmingham until Norfolk Southern terminated the steam program in 1994. It was returned to KRM in C&O dress.

KRM then leased the 2716 to the Fort Wayne Railroad Historical Society, owners of Nickle Plate 765, for restoration and operation. It operated on the TP&W (Toledo, Peoria and Western) in 1996 after some minor firebox repairs and conversion of the air brakes from the old No. 8 system to a more modern (and more easily maintained) 26 system. The boiler jacket was removed and replaced as required by the FRA five-year inspection, and a number of flexible staybolt caps that had rusted away were replaced.

After demonstrating a successful hydrostatic test the FRA granted a flue time extension and the engine ran for a few days in '96. However,

the 2716 is being returned to KRM because Fort Wayne deems further repairs to be "too expensive."

"The engine ran well on the TP&W - not as responsive as the 765, but pretty good nonetheless," said Rich Melvin, Fort Wayne operations manager.

"However, these were pretty easy trips - only nine cars and no grades to speak of. After a few days under steam, it became obvious that if we were to attempt a longer and more difficult operating season with her, some firebox work would be needed."

"Mainly just lots of worn staybolts that leaked a little and didn't have enough metal left to caulk them up," notes Melvin. "The side sheets were also a little "wavy", although there has been some debate as to whether this was actually a problem or just haphazard C&O boiler repair practice. I don't know the answer to that."

What really pulled the engine off the "ready track" so to speak, was the FRA's refusal to grant any further time on the flues after 1996. Even though the flues had very little operating time on them, they had a tremendous amount of calendar time, having been installed in 1981.

"We decided that if we were going to spend the time and money required to re-flue an engine, it would be our own (NKP 765) not a leased locomotive," said Melvin, who dispels rumors of a major crack in the firebox. "I've been inside the firebox and there is no major "crack" in there as has been supposed by some," he adds.

But the engine does have problems, Melvin relates. "The 2716 has some wear in the spring rigging that will need attention. According to the blueprint she sits low at the front by almost two inches and about an inch low at the rear - all signs of tired and worn out springs and rigging."

"There also appears to be something amiss in the valves or the valve gear, because at certain combinations of throttle and reverse, two successive exhaust beats have a very pronounced and distinctive "chirp" in them. This situation - whatever it is - was present when the engine ran on the Southern."

Along a similar vein, the Mercer County Historical Society of West Virginia is planning to open a railroad and art museum with emphasis on The Virginian Railway with special tribute to the employees whom made the Virginian what it was. Of course the Norfolk & Western will not be ignored. Norfolk Southern has already donated property for the museum located on Mercer Street in Princeton, WV. Organizers have already organized a BUY A BRICK PROGRAM to raise capital. Bricks go for \$50 or \$200 each. Like the brick program at VMT, purchasers will be able to have their name engraved on their brick. For more information contact: Ken Coleman, 209 Vine Street, Princeton, WV 24740, or phone 304-425-4140.

The Blue Ridge Live Steamers held a very successful Labor Day weekend Open House. It was hot but not as hot as July. Public turn out was good with a number of folks from California visiting us. One of the highlights occurred on Sunday when a four foot king snake got trapped between 2 moving trains and went ballistic. No one was bitten and the serpent was hand captured and safely released away from flanged wheels. Dinner as always was a real treat with fellowship as much an entree as the food. Our last open house for 98 will occur during the weekend of November 7th and 8th.

You've seen the trailers riding intermodal equipment for a few years now. The trailers are lettered EMP with a black E and a blue M and P against a small yellow background. Some fans, including myself, have wondered for years what it stood for. We knew it was a joint effort of Norfolk Southern, Conrail, and the Santa Fe. The letters stand for Equipment Management Program.

The on tour presentation of O. Winston Link's railroad photographs known as Trains That Passed In The Night has proved to be so popu-

lar here in Richmond, the presentation has been extended to October 4th instead of September 20th.

A few months ago, I reported that Conrail rolling stock destined for Norfolk Southern's possession would be stenciled with PRR reporting marks and those destined for CSX would be restenciled NYC. This news was also reported in many popular railfan publications. I personally have seen quite a few cars restenciled NYC for CSX. I have yet to see a car restenciled PRR for NS.

The article of mine in the September Turntable Times, On Black and Blue, was written and forwarded to the Turntable Times back in June, 1997. Somehow the article got misplaced or sidetracked. I would like to thank Editor Kirkman and staff for finding the article after I notified them that the article had never made it to the pages of this publication.

Free Beer!

by Dave Meashey

When my wife, Kathy, and I were first married, we made our home in the little town of Orwigsburg, Pennsylvania. Orwigsburg was in Schuylkill County, the heart of Pennsylvania's Anthracite coal region. Since the coal business was fairly poor in the early 1970's, there weren't many nice shopping malls or other places for entertainment or diversion in Schuylkill County at that time.

One place we enjoyed going to on a Sunday afternoon was a dairy near McKeansburg. The dairy had wonderful ice cream and milk shakes, as well as a nice grove of trees with picnic tables, playground equipment, and offered hayrides and rides on an old fire truck. One Sunday afternoon as we were going to the dairy, we got stuck in a traffic jam. This might not be

unusual elsewhere, but the road to the dairy was a simple two-lane country road, and there were no other towns between Orwigsburg and McKeesburg.

The reason for the traffic jam was free beer by the case. A branch of the Reading Railroad paralleled the little country road. An insulated box-car carrying cases of canned beer had derailed next to the road. When the railroad called the brewery to ask what to do with the lading, they were instructed to give it away to the public. I believe the beer may have been Carling's Black Label. Carling was very fussy about the freshness of its beer. Anyway, I don't know how the word got around to all those beer lovers, but it created a traffic jam in the middle of nowhere.

N&W Memories

by R.J. Niebanck

I read with considerable interest the summary of your activities (Roanoke Chapter) in the latest issue of the National Railway Bulletin. I am a new member of the NRHS and its Ulster and Delaware Chapter (p. 145 in the Bulletin), but my railroad memories go back more than sixty years to my "closely watched trains" on the former Pulaski - Galax branch of the N&W.

I was born in 1931 in Ivanhoe, Virginia, a small industrial and mining town on the New River. The house where I was born stood some 300 feet from the Ivanhoe - Speedwell branch, actually a "twig", off the busy Pulaski - Galax branch of the N&W. From the big wrap-around porch, I enjoyed a splendid view of the daily mixed train as it ran by each morning en route to Speedwell, and each afternoon as it returned.

In the summer of 1936 we moved up the hill to a "company house" (National Carbide) overlooking the river and, more importantly, the main branch on which there was almost constant railroad activity from morning to early evening.

These were my "closely watched trains."

At the foot of the hill, just beyond our vegetable garden, a little 0-4-0 switcher was in almost constant motion, moving loaded hopper cars from the limestone quarry at the north end of town to the carbide plant at the south. Then there were more cars loaded with coal destined for the plant's coke ovens. Finally, there were the box cars loaded with cans of carbide to be cut into the afternoon way-freight.

Around mid-morning the passenger train would pull into the station. (Until the year of our move, passengers for Speedwell would de-train and walk across the road to the waiting mixed train. All that ended in 1936 when the "twig" line was abandoned and the track taken up.

The station was always alive with activity, a magnet for train watchers. Between the station and the river there was a turntable and an ash-pit, both of which were used with a fair degree of frequency. Mr. Sharp, the station agent, also functioned as the Western Union operator and the Railway Express representative.

A few steps from the station stood the remains of the Pulaski Ironworks. Rusted narrow-gauge tracks led to open-pit mines, now overgrown by brush and trees, behind the schoolhouse. A few dinky engines stood amid the weeds near what was left of the furnace.

The morning passenger train from Pulaski invariably had to wait until the track ahead was cleared of the switcher which was darting about like a cow-dog, marshalling its herd. Sometimes the passenger train would proceed slowly onto the passing track directly in front of our house, "sawing" cautiously by the switcher and its motley assortment of cars.

Around 3 pm the passenger train again appeared, making its return run to Pulaski trailing a string of empty box cars behind its 3-car con-

sist: a mail-baggage-express car and two coaches, one marked "colored," the other, "white." Once I stood at the back end of the "white" coach and watched the crew cut the empties loose "on the fly" as we entered the Pulaski yard.

Around 4 pm the northbound way freight made its appearance, headed by a formidable steam-panting behemoth. Dropping the caboose in front of the station, the long train would move down the line, perhaps within sight of Austinville, then back onto the long siding where a string of loaded cars stood waiting. The coupling having been done, the now much longer train moved north again and finally backed up to retrieve the caboose. The operation never ceased to fascinate me. Now, some 60 years afterward, I still see it through the eyes of a small boy.

Except for the roadbed and trestles, now maintained as the New River Trail, there is little left to suggest what a bustling place Ivanhoe was. Only a piece of the P.I. furnace stands where the station once was. There is no vestige of the turntable and ash-pit. And the long-abandoned Speedwell branch - "twig" - is a highway.

Newsletter

Once again our apologies for the delay in the newsletter. Just as it was due to go to press, we received the word on the passing of Floyd Kelch and then Clarence Hodges. We deemed it necessary to delay this issue to include the articles on those folks. A meeting notice was sent to all members in advance of the meeting.

Washington Chapter Offers Pullman China

Pullman China Indian Tree Pattern! One of the most recognized, beautiful, and sought

after of all railroad china patterns. Now you can have it. The

Chapter is proud to announce the public sales of new reproduction Pullman Indian Tree Pattern China. The Chapter is offering the china for sale in three groupings, - a basic place setting, a full place setting, and individual coffee mugs. The china uses the same pattern above and is produced by the manufacturer of the original Pullman Indian Tree Pattern China.

This is fine, heavy, durable, dishwasher safe china suitable for use in your home, on your own rail car, or in a restaurant or other location, especially those with a train motif. The china is being sold on a subscription basis. Orders will be shipped via UPS in Spring, 1999. Your china will be professionally packed for shipment; see shipping table for charges. Items broken in shipment will be replaced at no charge upon return. Maryland residents must add 5% sales tax.

BASIC PLACE SETTING

Oatmeal Bowl, Large Platter, Coffee Cup, Coffee Saucer and Tea Plate. \$79.00

FULL PLACE SETTING

All pieces in the Basic Place Setting plus Breakfast and Bread & Butter Plates. \$109.00

COFFEE MUG

A modern coffee mug which is an adaptation of the Pullman Indian Tree design. \$8.95

Shipping, Handling, and Insurance Charges

Shipping Charge (U.S. \$) First Place Setting \$18.00

Each Additional Place Setting\$10.00

First Mug \$6.50

Each Additional Mug \$4.00

For more information, call 301-292-9592 or e-mail pullmanhb@erols.com.

Washington, D. C. Chapter NRHS
c/o Henry Bielstein
13425 Reid Circle
Ft. Washington, MD 20744-6522
301-292-9592

"If you listen carefully to some of the videos that were shot back then, you can hear this," he continues. "We knew about this when we ran in '96, but it didn't adversely affect the operation of the locomotive, so we did not attempt to diagnose this problem."

All these issues combined is what led to the decision to return the 2716 to her owners and concentrate on raising funds to get the 765 back on the road, Melvin points out.

Kentucky's Hardin Southern Railroad has acquired the former Lee-Tidewater Cypress Lumber Company 2-6-2 No. 4 and moved the locomotive from four decades of storage in Illinois to Hardin on August 14. The locomotive will require an extensive overhaul before becoming operational.

The locomotive is an August 1914 product of the Baldwin Locomotive Works, originally built for Burton-Schwartz Cypress and later sold to Lee-Tidewater. It was sold in 1958 to J.C. Turner Lumber, then to Edaville Corp. at Copeland, Fla. in 1962. In 1968 it was sold to a partnership involving locomotive dealer George Silcott.

In May 1968 it was sold to John Thompson and was stored at Thompson Farms near Monee, Ill. The engine has 44-inch drivers and develops 18,980 pounds tractive effort from a 160-pound boiler pressure.

Norfolk Southern Open House

Members Richard Shell, Ken Miller and Dorr Tucker represented the Chapter at the Norfolk Southern Open House at East End Shops on Saturday September 26th.

Ken and Richard put together a historical display of photographs and drawings featuring the Roanoke area more specifically the East End Shops and were on hand to answer questions for the day. Our display area was next to the 1218 in the old paint shop.

Many visitors stopped by to study the display and much interest was shown.

The event was entertaining for both ourselves and the visitors, we hope to have more participation next year.

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.

Editor, Turntable Times
Roanoke Chapter NRHS
P.O. Box 13222
Roanoke, VA 24032-1322

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