

Turntable Times

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Turntable Times

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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 card 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, September 17, 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

The date is circa 1917 and the location is the former Norfolk and Western Railway station at Stoneville, NC on the Roanoke to Winston-Salem line. Regular passenger service ended here in February, 1961.

On July 4, 1976, a diesel-powered trip sponsored by the Roanoke Chapter that featured Norfolk and Western engine No. 1776 and former Virginian Railway locomotive No. 173 stopped here with a load of passengers who had boarded the train both at Roanoke and at Martinsville. On March 20, 1998 the depot was heavily damaged by a tornado that destroyed a large portion of downtown Stoneville and had

to be torn down. Photo by Norfolk and Western Railway.

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 Friday, September 18th. Please send articles, information and all exchange newsletters to: Kenney Kirkman, Editor, Turntable Times, 590 Murphy Road, Collinsville, Va. 24078-2128.

Small Rails - September

by Dave Meashey

The Roanoke Valley Model Engineers held their August meeting at my house. Members voted in a new slate of officers, agreed to raise dues to \$5 per month, and made plans for the show at the East End Shops. Rick Anderson brought one of the new yard modules to show how they were progressing, and to demonstrate how simple they would be to operate. The group is still looking for a permanent home, but summertime and vacations have brought progress to a temporary halt. Once the business part of the meeting was over, we watched some night time running on the Tall Pines Division of the Geneva & New Bern Railroad.

The Big Lick Big Train Operators met Saturday July 25th at the home of Bill Sours. Bill's Bachmann Shay was kept busy pulling a string of scratch built log cars and a scratch built logging caboose. Several other locomotives held down the schedule on the inside track as we enjoyed Bill's beautiful indoor layout. As usual, there were some new scratch built structures to admire.

The Blue Ridge Live steamers have been having a busy summer. Some new tracks, grade crossings, and a trestle and tie-in track are in the works. The Memorial Day and Mosquito Run Public events were a success. There will be another public run over Labor Day weekend. If you haven't visited them for some time, it's real-

ly worth the trip.

Mixed Freight - September

by Mr. Robin Shavers

A few months ago, a contributor to The Turntable Times did a story on The Tropicana Juice Train, a unit train of citrus products that travels northward from Bradenton, Florida to Kearney, New Jersey. The Tropicana Company was recently sold by it's owner Seagram Company to PepsiCo Inc. for 3.3 billion. Pepsi Co was very interested in acquiring Tropicana to give it some competitive edge against rival Coca Cola which owns Minute Maid. How this transaction will effect the Juice Train remains to be seen if it does. By the way, the symbol for The Juice Train while on CSX is K650.

I sincerely hope you readers took advantage of the opportunity to view Trains That Passed In The Night during it's visit to The Virginia Museum of Transportation in Roanoke back in the spring of this year. For those of you whom have no idea of what I'm talking about, the above mentioned presentation is an on the road exhibition of railroad photographic works of Mr. O. Winston Link. As the well informed know, you don't even have to have a thing for trains or railroading to appreciate the photos of Mr. Link. The exhibition is currently in Richmond, VA at The Virginia Historical Society thru September 20th. From October 20th thru December 20th the exhibition will be in Huntington, West Virginia at The Huntington Museum of Art. For those of you whom do have a great interest in black and white photos taken at night and an affection for The Norfolk & Western Railway, this exhibition is a must see.

With Conrail soon to be taken over and erased as we know it, those of us with a special interest in Conrail are out in force enjoying it while we can. According to several reports via The Net, NS plans to be intolerant of trespassers and locations that were tolerant of responsible railfans may soon be OFF LIMITS, so be careful.

The Blue Ridge Live Steamers had a wonder-

ful Mosquito Run Open House back in July. It was HOT that weekend and it took it's toll on public attendance and also on the number of steam trains operated. I still say it should be renamed Sweet Bee Run as those little varmints were out in force with flies ranking a healthy presence too as we devoured our barbecue feast at the tracksite. Roanoke Chapter member Eddie Mooneyham spent Saturday afternoon with us accompanied by his gondola car.

Hard to believe The Summer of 98 is coming to a close. The coming of Autumn also means the coming numerous model and prototype railroad events everywhere. The following is not scheduled for the fall but is something to look forward to anyway. The Cherry Run Railroad Club will have a Railfan Get Together at the former Southern Railway passenger depot at Orange, Virginia on Saturday, September 12th. Activities will start after 3:00 p.m. If you wish to attend, please call 410-668-7209 or 804-977-8117. This is important. The event will cost \$10.00 per person to cover cost of the picnic and a contribution to The Orange Downtown Alliance. PLEASE BRING SLIDES and photos of interest.

The Tidewater Division of The National Model Railroad Association will hold it's annual Model Railroad Show & Sale on September 26th and 27th from 10:00 a.m. til 4 p.m. The location for this event will be The Virginia Beach Pavilion located at 1000 19th Street in Virginia Beach. The admission is \$3.00 per person. For more information, phone 757-426-2811.

For the past 3 years, the City of Altoona, PA has celebrated it's rich railroad heritage with it's annual Railfest. There was a rumor that with the NS takeover of Conrail that Altoona is located on, the annual Railfest would become a thing of the past. This year NS is one of the corporate sponsors. In addition to all the railroad related activities going on within Altoona the first weekend of October, area railroad attractions such as Cresson Area Heritage Festival, The Gallitzin Tunnelfest, The East Broad Top Railroad, The Bellefonte Historical Railroad and The Altoona Association of Model Railroaders will be offer-

ing activities and excursions that weekend. Phone 814-946-0834 for more info. It gets bigger and better every year.

Oh yes, one more item concerning Mr. O. Winston Link. Within the pages of the magazine Vintage Rails for September - October 1998 is a very good article covering the man and his works and his story.

The "Puff-Puff" Person

by Dave Meashey

If you have young children, or nieces and nephews, or grandchildren, you no doubt have had an introduction to Thomas the Tank Engine, and his friends. Thomas and a host of other locomotive storybook characters are the creations of the Reverend Wilburt Vere Awdry, an Anglican clergyman. To his British admirers, the Reverend Awdry was sometimes known as the "Puff-Puff Parson."

The Thomas stories were not originally intended for publication. They were meant to entertain one little boy, the Reverend's son, Christopher. When Christopher was two years old, he was confined to bed with the measles. Reverend Awdry was trying to make up some stories to entertain his little boy. Since the father had already had a love for trains, a sad old locomotive named Edward emerged as the first story character. Christopher was delighted with the train stories, and they had to be retold several times. Eventually they had to be written down, and were even illustrated with some sketchy line drawings.

Postwar England had a need for good children's books, almost nothing had been published during World War II. Wilburt's wife, Margaret, encouraged him to try to sell his stories to a publisher. Like most new authors, he had to try several publishers before Edmund Ward accepted his stories, which were published as *The Three Railway Engines*. The next year the book *Thomas the Tank Engine* was published. In 1972, Reverend Awdry published his twenty-sixth and last book, *Tramway Engines*. This alone would have been a fine collection of

stories, but more were forthcoming.

In 1983, Christopher Awdry, the son for whom the Thomas stories had originally been created, published *Really Useful Engines*. Fourteen more books have since followed. The Reverend Awdry died in 1997, but the train stories he began will continue to captivate children of all ages for decades to come.

On Black and Blue

by Mr. Robin Shavers

Memorial Day weekend 1997 marked my 12th such weekend with Conrail. It began shortly after work on Thursday evening May 22nd. Time and film were put to use at Altoona, Gallitzin, Cresson and at Conrail's massive Conway Yard at Conway, PA, 24 miles north of Pittsburgh. With these lines soon to be the property of Norfolk Southern, I thought I would do more than enjoy the numerous trains that this piece of the railroad is noted for within the railfan community. I talked with numerous Conrail employees about becoming a part of the Norfolk Southern team. I explained to them that I was a railroad enthusiast curious about their feelings, especially since a lot of the employees have strong family and community ties to the old Pennsy. No one I talked with was enthused about becoming a part of NS despite the fact that most of them acknowledged the fact that NS is very well managed and a strong leader of the rail transportation field. It's the efficient management that worries them in terms of still having an occupation to report to as they do now. This sentiment was especially strong in Altoona where Conrail's Juniata Locomotive Facility is located. For some it boils down to a North and South thing. Many openly admitted that Southerners and Northerners work differently. Some even went on to say that they still are adjusting to Conrail and now they will have to adjust again. And then there were folks whom had a more laid back attitude about what lies ahead. They said they will just deal with it day by day and hope for the best. One guy in a

supervisory capacity informed me that an NS inspection team that had toured Conway Yard earlier several weeks ago was VERY IMPRESSED at the amount of work accomplished with the smaller, by NS standards, work force. One yard engineer jokingly commented that Conway Yard accomplishes what the Pennsy designed it for despite itself.

Most of what I've mentioned within this article was secured via conversation with Conrail employees at favorite eating establishments and of course nearby neighborhood taverns and out on the mainline. One thing is for sure, the next ten years especially are gonna be interesting, VERY INTERESTING.

News from Here and There

by Kenny Kirkman

A report in the August 19, 1998 Star-Tribune indicates that the former Southern Railway station at Chatham, VA may soon be demolished. The facility was built about 1919 when the mainline through town was moved uphill away from the river area so that vehicle traffic could use an underpass. The building has stood abandoned in recent years.

The former Norfolk and Western depot at Rocky Mount, Va meantime has met a much happier fate so to speak and is being converted into a local welcome center and meeting facility.

The Buckingham Branch railroad was recently featured in an article in the July, 1998 issue of the Smithsonian magazine. The article, written by Kevin Krajick, with photos by Cameron Davidson, discussed the rebirth of short line railroads across America, with special emphasis on Bob and Annie Bryant's efforts at revitalizing the BB. It underscores the work that the Bryants have put into the successful operation of the Buckingham Branch, and includes a description of a "typical" day on the railroad. Included are some very nice shots of the equipment and the family that makes up the BB. (Old Dominion Chapter newsletter, HIGHBALL).

Petersburg, West Virginia has sold its ex-B&O Railroad wood caboos to the Durbin &

Greenbrier Valley Railroad. It was in a flood-prone area of a city park and damaged. The City chose to rid the park of it. The caboos were trucked to Durbin, where it will be restored and made serviceable for tourist train usage. (Shenandoah Valley Express, newsletter of the Shenandoah Valley Chapter).

The City of Grafton, W.V. has purchased the B&O Hotel/Station complex from CSX. It will eventually be used by the City and for tourist purposes. (Shenandoah Valley Express).

Railcamp '98 Big Success for NRHS

A total of 19 participants attended Railcamp '98, the joint venture between the NRHS and the Steamtown National Park Service historical site in Scranton, PA., held on July 19th through the 25th. Of the 19 Railcampers, seven were from Pennsylvania, four from New Jersey, and one each from Arkansas, California, Connecticut, New York, Ohio, Texas, Virginia and West Virginia.

Railcamp began Sunday afternoon, July 19 with a check-in and get-acquainted session held at Gavigan Hall, a dormitory on the University of Scranton campus where Counselors Larry Eastwood, Bruce Hodges, Bill Mathews, Cholly Benz, Harla Lazur and the Railcampers were housed for the event. The University's catering service provided the meals for the group.

Monday's events began with introductions by Steamtown assistant Superintendent "Kip" Hagen, NRHS Senior Vice President Larry Eastwood and NRHS Secretary Bruce Hodges. Classroom and on-the-scene instructions in interpretation were given by Steamtown Park Rangers Bill Clarke and Kenny Gansz. Following lunch, Railcampers were given an overview of the restoration Perspective by Ella Rayburn, curator NHS and Wayne Dobson, Supervisory Restoration Specialist. Following dinner, everyone was treated to a baseball game between the Scranton/Wilkes-Barre Red Barrons and The Durham (NC) Bulls at Lackawanna County Stadium in Moosic.

On Tuesday, Railcampers were split into two groups where they alternately learned locomotive shop practices under the direction of Chris Ahrens, Locomotive Shop Foreman. A complete overview of roundhouse operations was provided by Roger Samuels, Roundhouse Shop Foreman. There was a good amount of "hands-on" effort, as the participants worked on this hot day removing the smokebox door and boiler staybolts from Boston & Maine 4-6-2 #3713 which is currently undergoing restoration for operation at Steamtown.

Wednesday was designated "Career Day". Railcampers and Counselors were bused to the Johnson Technical Institute in Scranton where they learned about courses and career opportunities in the industrial trades and arts. Later in the afternoon, Steve Barry, Managing Editor of Railfan and Railroad Magazine outlined journalism possibilities and provided all participants with magazines and tee-shirts. The day finished with Amtrak Engineer Tom Wyatt who is also a Steamtown volunteer providing the participants with a realistic overview of a what a day on Amtrak would be like while operating an AEM-7 Electric Locomotive.

Hands-on exercises continued on Thursday as Restoration Specialists Wayne Dobson and George Canavan demonstrated woodworking techniques to the Railcampers as they were allowed to practice on various projects underway in the Steamtown Shops.

All of the weeks busy days were filled with anticipation leading up to Railroad Operations Day on Friday. Railcampers began their day attending the 8:30 AM briefing for Steamtown's train crews, conducted by Mark Brennon, Chief of Railroad Operations. Each group was instructed on Train Dispatching by Sam Botts, Dispatcher for the Delaware-Lackawanna Railroad, and Operation Lifesaver presentation, Railroad Operating Rules, and Railroad Field Exercises, given alternately by Seth Corwin and Bob Hutchinson, Steamtown Locomotive Engineers. All Railcampers were treated to a ride Friday on one of the main line steam excursions

run twice daily to Moscow and return.

A closing ceremony was held around the turntable in Steamtown's core complex on Friday evening. Steamtown Superintendent Terry Gess talked enthusiastically about the success of Railcamp '98 and the likelehood that this event will become an annual event designed to interest a new generation of rail enthusiasts about the opportunities and pitfalls involved in historic rail preservation efforts.

Railcamp Director Larry Eastwood awarded certificates to the Railcampers after which some 75 Railcampers that included Parents, counselors, and Park Service employees joined for a large barbecue dinner put on by Wayne Dobson and other park Service employees.

During the week, three evenings were set aside for workshop sessions where campers were given scenarios surrounding development of a tourist railroad and restoration of a decaying historic town, and how they would make the project financially viable. Saturday morning, small railgroups gave their presentations on how they would accomplish the project in a session attended by NPS, NRHS and parents of the campers. The day ended with a feed back session at which candid commentary was provided by campers and parents to NPS and NRHS personnel as a means of improving future events.

(Content provided by R.L. Eastwood, NRHS Senior Vice President via August, 1998 NRHS NEWS).

Upcoming Excursions

Saturday, September 19, 1998: a 3-In-1 Steam Excursion on the Great Smoky Mountains Railway from Dillsboro to Andrews (return by bus), leaving Dillsboro at 10 am. Sponsored by Asheville Chapter. For more info. or ticket purchases, call 1-800-872-4681.

October 17-18, 24-25, 1998: New River Train Excursions from Huntington to Hinton, West Virginia, sponsored by the C. P. Huntington

RRHS. For more info. call 606-325-8800 or 606-324-3218 fax.

Saturday, October 31 and Sunday November 1, 1998: Kingsport, TN to North Cove, NC with a station stop at Spruce Pine, and Kingsport, TN to Elkhorn City, KY., sponsored by the Watauga Chapter. For more info., call the chapter office at 423-753-5797.

November 7th and 8th, 1998: Excursions sponsored by the Piedmont Carolinas Chapter (Charlotte area) from Monroe, NC through Charlotte to Bostic, down through Spartanburg and Laurens, to Clinton, then back to Monroe on Saturday, November 7th, and from Monroe to Hamlet and Monroe to Clinton on Sunday, November 8th. For more info., contact the Piedmont Carolinas Chapter at PO Box 11753, Charlotte, NC 28220.

November 14th and 15th, 1998: Excursions sponsored by the Greenville Chapter from Greenwood, SC to Atlanta on the old SAL route of the Silver Comet, and Greenwood to Savannah via Augusta. For more info. call 1-864-322-8956, or 1-864-297-7765 Fax.

All the above trips with the exception of the Great Smoky Mountains Railway excursion will be on CSX lines and will feature Amtrak equipment.

Future NRHS Conventions

Plans continue for the 1999 NRHS Convention to be held June 21-26 in Sacramento, California in conjunction with the Railway & Locomotive Historical Society National Convention. California's 150th birthday celebration will be going on with the week of the Convention designated to celebrate the State's railroad heritage. Railfair, sponsored by the California State Railroad Museum, will also take place that week. Excursions have already been approved to Richmond, in the San Francisco Bay area, to the McCloud River Ry., two days of operations for "juice" fans, and a Yolo Shortline steam trip is in the works along with two possible trips through the Sierra Nevadas

with Union Pacific. For further info., contact 1999 NRHS and R&LHS National Convention, PO Box 8289, San Jose, CA 95155-8289. Sponsors are the Central Coast Chapter, NRHS, and the Pacific Coast Chapter, R&LHS.

Pittsburgh will be the site of the NRHS Convention for the year 2000. The event will take place August 2nd through 6th and will be sponsored by the Lancaster Chapter, with assistance from the Pittsburgh and Beaver Valley Junction Chapters. Headquarters hotel will be the Westin William Penn. A variety of rides are being planned, including trips on the city's light rail, the Pennsylvania Trolley Museum, the Ohio Central Railroad, and the Cuyahoga Valley Scenic Railroad.

The Train In The Meadow

by E. James Moore

(The following with the above title and author is from a recent edition of the Wilkes Journal - Patriot (North Wilkesboro, NC) via The River Runner, newsletter of the Yadkin Valley Chapter).

To mention the West Park area of North Wilkesboro today conjures up images of The Health Foundation, medical offices, retail stores, a theater and a pizza restaurant. Few remember that for over 16 years, from 1918 to 1934 and for some time thereafter, that area of North Wilkesboro was home to a railroad steam engine stranded on a short stretch of track that came from and led to nowhere.

The complete details of just how that engine came to rest so long in one spot may be subject to some uncertainty, but Judge Johnson J. Haye's book, The Land of Wilkes, the unpublished memoirs of James Tomlinson and the recollections of Ray Stroud and Ralph Williams, when put together, present a clear account as to how that steam engine came to its lonely existence.

In the early part of this century, W. J. Grandin, a businessman from Tidioute, Pennsylvania, purchased a large tract of timber land in western Wilkes and eastern Caldwell and Watauga coun-

ties. To market this timber he developed a community in eastern Caldwell complete with appropriate mills for processing the timber. In order to get this timber to market it would be necessary to build a railroad that could bring the finished product to North Wilkesboro where it could then be shipped out (on the Southern Railway) to various other distribution points. This required a community effort.

A 1911 newspaper editorial encouraged Wilkes to support the railroad by saying: "Such a thing would please our people immensely and if they should once feel that it is, in a measure, assured, they could bestir themselves to bring it about."

The 1913 legislature authorized North Wilkesboro and Elk Townships to vote for a bond issue of \$20,000 to purchase the rights of way, and this was approved by a vote of 182 for and 161 against. With this vote the Watauga and Yadkin River Railroad was underway. A second \$5,000 bond issue in 1915 further helped the cause. The railroad, under the direction of Colonel H.C. Landon who served as chief engineer and general manager, operated from 1914 to 1918. It never served its original purpose because the Grandin experience was a financial failure for its founder, and the timber tracts were later sold to American Furniture Company. However, the railroad did serve many other useful purposes. Local businesses used it to haul their products and passengers rode the train to and from Darby, Grandin and North Wilkesboro.

The ticket office was located near the present site of the American Drew building on the central business loop in North Wilkesboro. Tickets were 80 cents to Darby and 75 cents to Grandin. Sunday was excursion day with passengers using the train as a way to get to picnic sites and ball games. From the beginning some had predicted that the train's right of way was too close to streams and rivers and that flooding was a danger to the railroad. The first real test came with the 1916 flood.

On July 15 of that year the Yadkin River rose nine feet higher than the highest water mark. This flood caused several deaths, destruction of

many homes, factories, farm buildings and bridges and the death of countless farm animals. Even some of the Southern Railway roadbed was washed away, but the Watauga and Yadkin River Railroad survived.

Two years later was another story. In October, 1918 the train was at Darby. Engineer George Campbell called Mr. Landon, advised that the flood waters were getting up to the tracks and asked for direction as to whether to come to North Wilkesboro. The decision was to leave the cars, put the passengers on the engine and try to get to North Wilkesboro. Thus began a 27-mile race between the train engine and the flood waters.

As the engine roared into the West Park area the train was ahead and appeared to be winning the race, but the flood had a surprise waiting at the Reddies River.

The flood waters had raced ahead and covered the trestle over the river and the train could not cross. The crew backed the engine up to a point approximately back of the present location of Cook's; the passengers debarked; and the Watauga and Yadkin River Railroad had made its last run.

Judge Hayes reports that the railroad was sold by a federal court in 1918. What is not clear is who bought it and why did it stay in one place so long. What is clear is that Mr. C.E. Jenkins, a businessman who owned Jenkins Hardware (present site of J.R. Priester's clothing store) bought it in 1934 for the back taxes owed to the county. He and others tried to get various federal agencies to assist in restoring the railroad, but to no avail.

The remains of the railroad were scattered up and down the right of way. Bridges and tracks were washed out; the tunnel through which the train passed at one point had caved in at the middle; and in some places the rails had been hurled into the river by the force of the flood. Mr. Jenkins hired crews to salvage the wreckage and the railroad was eventually sold for scrap.

The Watauga and Yadkin River Railroad had passed into history, but who knows what residue remains. Perhaps on a wet, windy night

you may still hear the whistle that George Campbell must have blown on that fateful day when the engine swept into the West Park area ahead of the flood but headed for its final resting place.

9th Street Report

by Ken Miller

Work continues at our 9th Street Maintenance Facility, but plenty remains to be done, we are always in need of help!

Our small but dedicated crew works at a variety of jobs including as part of the archive department. A considerable amount of effort was made recently to move the majority of archival material out of storage in the former Great Northern/Chicago Great Western baggage car. This involved a number of people and about a ton and a half of material moved! Included are three heavy display cabinets as well as files.

Coach 512 is still in service on the Blue Ridge Scenic Railway in northern Georgia. Coaches 537 and 1827 are at Spencer with brake work complete and now await return home. We have a lot of little projects and a few big ones to work on over the winter in anticipation of next years operations, please come on out.

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 "problems" 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.”

“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.

Book Review

by John Austen

Practical Carriage And Wagon Painting, by M. C. Hillick; The Astragal Press, 5 Cold Hill Road, Suite #12, Mendham NJ 07945-0239; 1997 reprint; 6" x 9", 161pp. + xi; Softcover; \$17.95 (plus \$3.50 shipping per order).

If you ever "rode the varnish" (or wanted to) this is the book that will tell you all about that varnish. Nineteenth century (and early twentieth century) passenger cars were often referred to as "varnish" because of their highly polished and ornamented wooden interiors and exteriors. The paint shop was an important part of car (and locomotive) building and repair facilities. The skilled craftsmen employed there often learned their trade from books such as this. The Astragal Press has re-printed many books on historical technology. This is one of their latest offerings.

This book, copyrighted in 1898, is structured like an apprenticeship, beginning with the organization of the shop and understanding the tools, materials, and processes. The first several chapters discuss shop layout and procedures, brushes, and surface preparation. The next several are devoted to colors, application, and varnish. A full chapter is devoted to the "Depravities of Varnish", including their causes and cure or prevention.

He tells us how to avoid typical problems such as runs, flaking, and blooming.

The book continues with chapters on striping and its purpose (well illustrated with several samples and designs, as is the whole book), the

scroll painting, lettering, and monograms. The remaining chapters include ones devoted to "A Practical Study of Materials" and "Facts and Formulas from the Paint Shop Diary" among others.

In summarizing the purpose of vehicle painting the author notes that "Its chief attainments are, firstly, to preserve the structural parts of the vehicle from the action of the elements; secondly, from the remorseless and gnawing tooth of service; thirdly, to aid in making the vehicle really beautiful, a work of art." In the introduction he says "The mission of the following chapters will be to record the systems, methods, and processes...". He has succeeded admirably; this work should be of lasting interest to historians of technology, both academic and practical.

That Thing Weighs How Much?!?

by Ken Miller

A generous donation recently by Norfolk Southern provided us with two very critical artifacts towards a office display at our Archive Facility. These two items are a freight agents counter and the freight station safe from the former Waynesboro depot.

Richard Shell and I visited Waynesboro last Thanksgiving day to take a look at the motor car he had just won on a bid. After we inspected the car we wandered over to the adjacent depot to have a quick look around. The depot has easily seen its better days and has been out of service for several years. The condition of the platform, roof and building has all the warning signs of abandonment and probable removal. We walked around a bit and looked in through the windows. This building was built about 1917 and is a big barn like structure (see photo) and still had a large counter in the office end a large safe. I could immediately visualize these items as part of a display area recreating a typical station office of the early century. The safe had two things in its favor: one it

was on wheels, which meant it should mover relatively easy, two it was standing open, which should allow it to have the combination reset with little or no problems.

Since the structure appears to be in danger of demolition, as most empty buildings on the railroad do not last too long, I felt it was time to ask for a donation. Through the assistance of Susan Terpay in Public Relations in Roanoke the request was sent off to Norfolk.

The appropriate donation order was sent out in early June, and we began to organize our trip north. After arrangements were made to go pick up these items with the local Norfolk Southern management, we rented a 24 foot large truck loaded up the tools and Richard Shell, Richard Sherman, Brian Crozier, Gary Ballard and myself headed north on Wednesday August 5.

Crew call was 11 am with planned meet time at Waynesboro at 2. After signing the appropriate release forms we were taken inside the station, now unused since 1993. I had originally judged the safe to weigh between 400-500 pounds, hah! It indeed has wheels but non-turning ones. After placing a pallet jack under it and jacking we discovered that the floor, actually the third floor installed in the building over top of the first two was crushing down from the weight



Norfolk and Western Photo
1917 view of the Waynesboro (then known as "Basic") freight station from the street side.

on the jack when we tried to turn it, so a great deal of muscle and effort finally managed to get it moved and ready to head out past the counter. Two of us had started to work on removing the counter, which measures 15 long only to discover that it was nailed to the original floor, two layers down, and immovable, the original carpenters did not scrimp on nails when installing this one!

One of the rules of railroading seems to be, when all else fails get a bigger hammer! After much grunting and groaning, and getting nowhere, we decided to use our safe as the big hammer and rolled it up and pushed on the counter with it, several runs later we had broken loose the nails under one side of it. More grunting and some applied physics, got the other side loosened.

We then got the safe clear of the door and with some more engineering on the truck at the loading door. It was at this point that we realized that this safe was a LOT heavier than we originally anticipated, new estimates are now 1,200-2,000 lbs. With such a beast, the idea of

getting it up to the second floor of the archive facility seems a bit questionable, so new plans are being developed

Then with great care (due to the massive quantity of nails present) we moved the counter out and onto the truck again no small feat due to its size and weight.

Finally about 5:30 we closed the door of the truck, offered our thanks to Mr. Wayne Thornton from NS who assisted us and headed home. We waves goodbye to the freight station, fully expecting that the next time we hear anything will be its demolition.

On arrival in Roanoke, we needed to get these items unloaded and secured, this required call out our train crew to move the cars so we could get into the loading dock. After considerable effort once again, by about 10 pm we stopped for the day, just beginning to approach the hog law!

Again our thanks to Norfolk Southern and all the involved employees to help preserve a small but disappearing element of railroad history.

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