



Turntable **TIMES**

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

Volume 41, Number 6
November-December 2009





Turntable TIMES

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Nov.-Dec. 2009

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Turntable Times is published bimonthly 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 annual meeting on Thursday, November 19th at 7:30 pm. at the Link Museum located in the former N&W Passenger Station, 101 Shenandoah Avenue. This is our meeting to elect directors for 2010.

Our Holiday Gathering will substitute for our regular meeting on Thursday, December 17 at 6:00 pm at Calvary Baptist Church.

Our January meeting will be held on Thursday, January 21st, 2010 at the O. Winston Link Museum in the auditorium.

Watch the website to see the announcement of the programs for these meetings! The website is normally updated frequently, with important notices of meetings, weather announcements and other information, the address is www.roanokeNRHS.org.

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 November/December 2009 issue of Turntable Times is Monday, October 19, 2009. Please send articles, information and exchange newsletters to: Kenney Kirkman, Editor Turntable Times, 590 Murphy Road, Collinsville, VA 24078. All parties sending newsletters to the Roanoke Chapter via email should send them to: kkirkman50@hotmail.com and Ken Miller at klmiller@rev.net

Meeting Cancellation Policy

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

Cover Photo

It is 10:06 am on Sunday, November 8, 2009 at the silence is broken at Solitude, Virginia as the Roanoke Chapter's Amtrak excursion is bound for Shenandoah, Virginia. The first excursions out of Roanoke since 1997 went well, read about them in this issue.

K.L. Miller Photo

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 19, 2009. The meeting will begin at 7:30 pm. At this time, we will hold our annual election in which five (5) directors will be elected.

The candidates are as follows (* indicates incumbent):

Jim Cosby*
Carl Jensen*
Jim Overholser
Skip Salmon*
Jeff Sanders*

Nominations will be accepted from the floor at the Annual Meeting, please be sure you have that person's consent before making a nomination. The committee headed by Gary Gray, is searching for nominees for these three positions

Instructions for Absentee Ballot: This year we will elect five (5) 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 promptly.

If there are no more candidates than positions, a motion to elect by acclaim will be accepted.

To vote by absentee ballot, one must:

- 1 - Request an absentee ballot from the Secretary or a member of the nominating committee. 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 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 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- November/December

by Mr. Robin R. Shavers

Within the contents of my last column, I noted that I rode an excursion train of the East Broad Top Railroad as part of the Altoona Railfest 2009. While on the property, I talked with a few of the folks whom keep the railroad running from the train crews to the women that work in the station. The one thing they all emphasized was that for the railroad to survive and flourish was for people to purchase ride tickets and souvenir items. Even if you don't care to ride the trains because you've done it so many times before, buy one anyway to help pay that train's operation so that it will be possible to take the photos, motion footage and sound recordings that you enjoy. It amazes me the number of active railfans within Virginia that have never been to the EBT. One thing that will definitely increase ridership will be the reopening of the line all the way to Mount Union. That may be easier said than accomplished.

On a subject closer to home, the little town of Appomattox, VA is in the market for

a caboose to accompany the former Norfolk and Western depot in the heart of the town. If any of you readers can help contact William Simmons at 434-352-8268. It was not specified that the caboose be a former N&W but it would be great if a former N&W caboose could be obtained.

There is a strong possibility that the Chesapeake & Ohio GP9 located at The Virginia Museum of Transportation may be moving to The Railway Heritage Center up in Clifton Forge. One of the stipulations involved in the acquisition is that the locomotive receive a fresh coat of paint. Of course the folks at the Rail Heritage Center will have no problem fulfilling that request.

It was reported at the August meeting of the RF&P Railroad Historical Society meeting that we were just 4 memberships short of reaching a membership total of 400 members. We should top that number by our next meeting on November 14th. Not bad for a railroad historical society that is about to complete it's fifth year of existence.

November is national model railroad month. Most model railroad clubs will be hosting open houses and other events of which the public will be cordially invited. Go out and support them. Even if you are not into model railroading, you can sometimes gain knowledge about the prototype railroads, find out about railfan events and pick up information about both hobbies that might have otherwise escaped you.

Here are two tidbits that N&W fans might want to be made aware of. This past August 27, 2009 marked 90 years since the N&W purchased the Virginia Carolina Railway to be operated as the Abingdon Branch. This past August 28, 2009 marked 55 years since the N&W terminated passenger service on the Lynchburg & Durham line in 1954. That

ended sixty years of service.

Norfolk Southern reported that the normal surge of international container traffic that occurs in September and October would not occur this year. It has been down since 2007. The cargo within the containers is mostly consumer goods. CEO Charles "Wick" Moorman reported that he feels that NS has reached the bottom in terms of low traffic and that freight markets have largely stabilized. Full recovery will take time.

A two person train crew will witness an average of 7 fatalities at railroad crossings or elsewhere along the right of way within an average career. The majority are classified as suicides. Train-motor vehicle collisions claimed 290 lives in 2008. In the seventies, 1,000 plus per year were the norm. The Feds report that 95% of these collisions happen as a result of risky behavior or poor judgement by motorists. Most people fail miserably at determining just how fast a train is moving towards them. Pedestrians and trespassers are being killed about 500 per year and this has held steady for the past 30 years. Pedestrians are not classified as trespassers if they are crossing the tracks at a grade crossing or an official pedestrian crossing like the one a few hundred feet north of the former Southern Railway depot at Altavista, VA. That one even has a warning bell. Looks like Operation Lifesaver will continue to have a place on the agenda of America's railroads for years to come.

Telegraph Rated Among Top Ten Inventions in Human History

The Science Museum in London has been displaying models of what it feels are the 10 greatest inventions in human history.

It chose the steam engine, the x-ray machine, the electric telegraph, the DNA

double helix, Stephenson's Rocket train, the Apollo 10 rocket capsule, the Model T Ford car and the Pilot ACE computer among the best objects. The V2 German rocket engine and penicillin also made the top 10.

Tim Boon, the museum's director noted that "we have selected these 10 objects because they are hugely significant in world history and (because of) the impact they had on how we live our lives today."

The public was asked to vote for the favorites during the summer. Trevor Baylis, inventor of the wind-up radio, said he planned to vote for the V2 rocket engine, noting that "it's one of the greatest achievements of our time because it led to space exploration, and then satellite development, which then led to mobile phones and the astounding communication services we enjoy today."

Nitan Sawhney, a British musician, cast his vote for penicillin, noting that "as an asthmatic recovering from a debilitating bout of pneumonia, I am painfully aware of how important a role penicillin has played in curing my lung infection".

Members of the public can cast their votes by going to the museum in South Kensington or visiting the website at sciencemuseum.org.uk

(Above story excerpted from an article in The Star Phoenix via 'Dots and Dashes', Vol. 35, Issue No. 3, Summer 2009, submitted to Turntable Times by Joe Fagan and used by permission.)

The Unfortunate Location

As a curator of exhibitions for the New York Historical Society, Kathleen Hulser is passionate about the past. She craved for an antique home, but with her budget, she had to compromise. That compromise is a freight train that blasts by just a few feet from her four bedroom 1839 summer house

on the Housatonic River in Cornwall Bridge, Connecticut. The train appears at 7:30 a.m. almost every day.

Ms. Hulser says that "the house shakes" and "it rattles the pots and pans." Hulser bought the house last August for \$255,000, reduced from \$375,000 according to Hulser's broker. Hulser also noted that "it made it much more affordable by putting up with that" (the train), she said.

"The conductor always waves" Hulser said. "It almost counts as a charming defect". The train is not roaring through hourly, it runs an average once a day, at most twice.

But not everyone is charmed. Ms. Hulser noted that when her 12 year old daughter had a sleepover, she "tried to spin it as a quaint feature of the site." When the train thundered by that Saturday morning, though, Ms. Hulser awoke to the a chorus of pre-teens shrieking in terror.

Safety can be an issue. Hulser must remind her daughter's guests not to leave bicycles on the tracks, which, just 20 feet from her house are so little used that they blend into the scenery. For Ms. Hulser, the historic house trumps all. "I grew up on houses like this", she said. "It's the equivalent of comfort food in architecture."

(Above story from New York Times Article, June 18, 2009 via the Greensboro Chapter NRHS newsletter 'Roundhouse', and submitted to Turntable Times by Mr. Robin R. Shavers.)

Norfolk and Western Railway takes over Virginian Anniversary

by Kenney Kirkman

50 years ago on December 1, 1959 the Norfolk and Western Railway took over the Virginian Railway. Much was noted then in the bigger locations along the former Virginian Railway line such as at Roanoke

or Norfolk about the merger. But what was the occasion of the merger like at a smaller place such as at Victoria, Virginia, the mid-way point on the Virginian Railway between Roanoke and Norfolk? The following is from 'The Kenbridge - Victoria Dispatch' newspaper, dated Friday, December 4, 1959.

"The band played and the crowd applauded as bushy-haired Mark Twain rose to deliver the principal address at the opening of the Virginian Railway at Norfolk 50 years ago (1909). Away from the speaker's stand stood Henry Huttleson Rogers, who never had much to say in public, beaming over the huge steam locomotives that had been assembled especially for this line, The Virginian.

Mr. Rogers was probably the only man in United States history who ever built an important railroad and paid for it out of his own pocket. On that blustery day, April 2, 1909, he knew it hadn't been easy.

Tuesday morning, December 1, 1959 at 12:01 a.m., the Virginian Railway was no more. It was part of the Norfolk and Western Railway Company. No bands played, no speeches were made and only a few spectators and Railroad Officials stood at Abilene at 1:40 a.m. and watched the first train switched from the old tracks to the N&W tracks and leave for Crewe an hour and twenty minutes away. This set the pattern as to what would happen from now on, with the coal trains that went from Roanoke to Norfolk.

The train yard at Victoria was about vacant Tuesday morning. Only one or two cabooses could be seen upon the miles of tracks in the yards. It had happened - "The Merger" - and as a few of the towns people walked to the bridge and looked over the vacant yard, no one had anything to say! They had stood at this point many, many times and watched the trains come in and go out,

shifters working, moving cars around, but today, December 1, 1959 this entire scene had changed.

The railroad men at Victoria were being carried to Crewe, where they would board their trains and leave for either Roanoke or Norfolk. Some office personnel remain, and quite a few of the older railroad men were retired as of November 30, 1959.

We wonder what Mark Twain would have said today! Fifty years from that speech in Norfolk in 1909! December 1, 1959. Time Marches On!"

I have often wondered after I found this article in the Kenbridge-Victoria Dispatch, what my great uncle, Roy Jackson Matthews of Victoria must have thought of the Norfolk and Western Railway taking over the Virginian Railway. Roy Jackson Matthews worked for the Virginian Railway as yard dispatcher at Victoria for many years. His name appears as R.J. Matthews on page 99 of H. Reid's book entitled 'The Virginian Railway', originally printed in 1961.

Until recently I had never met anyone who had worked with my great uncle Roy Matthews. That is until I met Mr. Landon Gregory at a Roanoke Chapter meeting back in the spring. I was introduced to Mr. Gregory by Jeff Sanders.

Landon noted to me that it was my great uncle Roy Matthews who taught him the basics of telegraphy and that Mr. Matthews kept after Landon when he became a bit overwhelmed so to speak during his early days of railroad work. Mr. Gregory and I wound up talking in the parking lot after the chapter meeting that night for a long time after everyone else had left and gone home.

Thanks Landon for sharing your memories of my great uncle Roy Matthews at Victoria. Hopefully, there are others out there who may remember my great uncle Roy and have

other stories, photos, or information about him and the station building he worked in at Victoria. If so, I would love to hear from you.

Preliminary Minutes of the Roanoke Chapter NRHS Meeting October 15, 2009

Call to Order: Jeff Sanders at 7:35 PM at OWL Auditorium

Welcome Guests: None

Sign In Sheet: There were 49 who signed in.

Cards & Flowers: Jeff Sanders read a Thank You Card from Landon Gregory for the flowers we sent. Ken Miller gave a health report of his father, Chapter Member Elbert Miller. Bonnie Molinary asked for refreshment sign ups for next year for Chapter Meetings.

Treasurer's Report: Jim Cosby. Jim reported that the finances are about the same as last month with a large balance reflecting income from Fall Excursion ticket sales. A detailed report will be provided to any Chapter Member upon request.

Membership: Walt Alexander was absent but Jeff Sanders reported membership is now at 153.

National Director: Carl Jensen. Carl reported that the National NRHS membership has shrunk in size in the past 10 years. In 1992 membership was 21,500 and in 2008 it was 14,500. The National Board of Directors meet this weekend in St. Louis to discuss long range plans for better National representation in Chapter Meetings. Carl told members that back issues of the "NRHS Bulletin" were on the "free" table in the OWL lobby. Notification of new membership renewals will be mailed soon with a \$3 increase in National Dues. Carl compared the Roanoke Chapter's 153 membership roll to area Chapters: Watauga Valley is 185

and newly formed Carolina Clinchfield is 160.

Carl says that Fernly and Fernly's new representative is doing better handling our needs.

VIII. Committees:

O. Winston Link Museum: Kim Parker. Kim announced that the "Santa by Rail" event this year will be December 5 and Santa will arrive by caboose at 5 PM with activities at OWL from 4:30 to 8:30 PM mostly inside the Museum. There will be food, model trains, crafts and other activities and she asked for volunteers from the Chapter to help, especially with security.

N&W Historical Society: Ron Davis. Ron announced their Mini-Conference at Bristol Train Station this Saturday October 17 and that is an N&W HS and Southern RR HS event.

Mechanical/Equipment/Siding: Eddie Mooneyham. Work is proceeding on 1118, 662 and 663. Eddie showed the members a larger threaded rod with nuts on each end that will hold the coupler assembly on the 1118, that was machined by member Gary Wood. Eddie reported that the September Open House was a success and thanked members who helped with the event. There will be a work session this weekend at the Siding working on the steam engines and diesels and packing away materials for winter storage. The "Candy Cane Express" will operate this year on December 12 and Eddie plans to use the GP30 #522 and Chapter N&W Caboose to give rides this year. Our Chapter cars at Spencer are OK after many repairs. The 537 at Spencer is out of service for B/O Air Conditioning. Plans are to replace A/C unit in 2010. Spencer plans to use the 537 in November when A/C is not needed and 1827 comes out of service for repairs. 512 needs wheel sets and Eddie is looking for replacements.

One fine August day, 1957

by Ken Miller

With the magnificent steam power rolling over the nearby mainline, Js blasting through at trackspeed (or better, if late!) the Ys hauling tonnage of all kinds and the beautiful Class As on the time freights, it was easy to forget or ignore the locals that were part of

the work-a-day world of the N&W. Normally, by this era, the motive power was an 0-8-0 and the diesels were sniffing around the corners, but on this Wednesday August 28, 1957, the Salem Shifter rated something a bit different. Just out of the shop, Class M, No. 475 is filling in on the Shifter for a couple of days to break it in for the upcoming weekend excursion train to Blacksburg. The 475 had been an unremarkable Class M over its service life, but she was selected to represent the era of earlier motive power

for Roanoke's 75th Anniversary celebration. The 475 was taken to Roanoke Shops, given a good going over, and cosmetically dressed with brass boiler bands, a fake "oil" headlight, and stars on its steps, plus a fake diamond smokestack and a bronze numberplate on the cabside. She was polished, painted and buffed up to look good for the dignitaries.

As the N&W was always concerned when on public exhibition, it wanted to make sure everything performed to its high standards.

So on this hot August mid-day, the 475, caboose and crew pulled in on the lead to the General Electric plant at Salem and climbed down to pose for a photo by a GE photographer.

The crew was standard for the Shifter, Engineer, Fireman, Conductor and three brakemen. Three brakemen? Yes, at that time the Shifter was a busy job, handling a large number of cars on the busy Catawba Branch and around Salem, working as far west (occasionally) to Elliston.

Pictured closest to the locomotive cab is Chapter member Elbert Miller, who passed away at age 90 in November. He is believed to be the last of the crew in this photo alive.

There is one other side note, the author was taken by his mother this day and very carefully handed up into the cab for a short ride down the branch, just 15 months old.

The railfans, out chasing the bigger power, missed this one. The 475 worked its day, then headed back to Roanoke to rest up for its triple header run on the following Sunday for the NRHS National Convention.

Photo: K.L. Miller Collection



Eddie issued crew hats and sold members their name-tags for Fall Trips. Jim Overholser announced a "make up" training session this Sunday 2 PM at the Siding for those Fall Trip crew members who did not make it to last Saturday's session. Eddie asked for volunteers for 12/5/09 "Santa by Rail" event.

Member Harold Hunley told the membership that he discovered that the Baldwin CW 663 was NOT the same switcher that was previously believed to be owned by both CW and original NS even though both were built about the same time and both were numbered 663.

Virginian Station: Jim Cosby, Skip Salmon and Eddie Mooneyham. Jim Cosby announced that earlier today, he, Skip and Eddie attended the bid openings for Phase I of the Renovation Project. The bids were: Thor Inc. \$306,000; Lionberger \$329,900; J. M. Turner \$327,000 and Mathers Construction \$377,080.52. Jim reported that the Virginian Station Committee is meeting Friday to review and pick lowest responsible bid. Work should start in a few weeks after a review of bid award by VDOT. Jim reported that all of the bids were under our expected amounts so we may be able to use available funds to advance some work from Phase II to Phase I. Eddie reported that our Chapter trailer will be moved soon to the Station to store removed salvageable historical material for reuse. Skip reported on "Discover" magazine's interest in doing a before, during and after article about renovation of Station. Jim Cosby explained what each Phase of Renovation is and how we plan to implement each Phase. Jim and Skip expressed their confidence in architect Barry Rakes to meet our expectations of renovation.

Fall Trip Committee. Jim Overholser reported that there were 24 Chapter Members who attended last Saturday's training session for the fall trips. He also

announced the second training session for this Sunday at 2 PM and a third may be needed on November 6 when we prep the train. Jim also reminded crew members of sign up sheet for the Shenandoah meal tickets and their \$10 payment required. Jim announced that two groups are going to Hinton this Saturday to look at the New River Train's 31 car consist that will include cars that will be in our trains. Eddie talked about the clean up and supply session needed on November 6 when the train will be parked at track 57 on the old Eastbound Main Line near Bridge Street. Questions by Chapter members were answered concerning taking food and drinks on board. Eddie and Jim said that coolers must be small enough to go into overhead luggage racks and must not take up a seat. Food and drinks will be the prepackaged type.

Kathy Overholser showed the membership an IL89 video tape of a Cleveland to Roanoke trip that included operations that will help those who will be crew members and invited all to view this video at her home. Jim Cosby gave an up to date report on ticket sales. Bluefield train is almost sold out (about 50 coach tickets left) but Shenandoah is only about 55% sold. Jim encouraged all to "talk up the Shenandoah trip" and recommended that advertisement should concentrate on the Sunday trip.

Nomination Committee for November Board of Directors Election. Chairman Gary Gray announced that the committee will have a slate ready for the election.

Minutes: Skip Salmon. The minutes of the September 17, 2009 Chapter Meeting were passed around and read by members. Carl Jensen moved that the minutes be approved as read. Second by Gary Gray. MOTION PASSED.

New Business: None. Break: Refreshments were provided by Paul Howell and Kathy

Overholser.

Program: Power point photo and videos of "Alaska Railroad" by Willard, John and Bill Hamill of their recent trip to Alaska was presented.

Adjournment: 9:45 PM

Respectfully Submitted, Skip Salmon,
Chapter Secretary

Preliminary Minutes of Roanoke Chapter NRHS Meeting 11/19/09

I. Call to Order: 7:50 PM by Jeff Sanders, President at OWL Auditorium

II. Welcome Guests: Carol Roul, Russell Chew, Mark Ericson, John Siegal and Curtis Pope

III. Sign in Sheet: There were 51 who signed in.

IV. Cards and Flowers: Jeff Sanders passed a card around for all to sign for Elbert Miller, Ken's father. Elbert turned 90 this year and is in ill health. Bonnie Molinary reported that Kim Shell is having surgery at UVA today. Bonnie also asked for volunteers for refreshments for 2010 Chapter Meetings to sign up on her list.

V. December 17, 2009 Chapter Christmas Dinner Meeting: Bonnie Molinary and Cathy Overholser will head up the 6 PM event at Calvary Baptist Church on Campbell Ave in Roanoke. They asked members to bring a dish. The Chapter will furnish paper products and drinks and some food. Set-up will start at 2 PM at the Church and they asked for help to decorate and set up the room.

VI. News Conference 11-19-09: Jeff Sanders reported about a press conference at the VMT Conference Room today that announced the Virginia General Assembly's making our area of the State the official Rail Heritage Region. This region includes Alleghany, Amherst, Bedford, Botetourt, Campbell Counties, and Lynchburg,

Roanoke, and Salem as well as towns in the region. Included in this Coalition are Roanoke Chapter NRHS, VMT, OWL, David R. and Susan S. Goode Railwalk, N&WHS, Blue Ridge Chapter NRHS, C&O Railway Heritage Center and Alleghany Historical Society. These groups will promote the area as a destination for rail fans and plans to place signs on the Interstates and other state highways identifying the Rail Heritage Region. Skip Salmon reported that our own President, Jeff Sanders got the best response of applause at the event when he reported on our recent excursion trains that brought rail fans from many states into this region.

VII. Treasurer's Report: Jim Cosby

A. A detailed report will be provided to any Chapter member upon request.

B. Finances are still liquid because of the cash flow from our recent excursion trains and a detailed report will be submitted at next month's Chapter meeting.

VIII. Membership: Walt Alexander

A. All memberships expire December 31 each year. The National Office has mailed each member a dues renewal statement plus an NRHS membership card. Walt asked members to remit 2010 dues before the end of the year.

B. We have 152 members.

C. We have received 4 new Applications for Membership to be reviewed by the Board and handed out several at the meeting.

D. There are 63 memberships paid for 2010 at this time.

E. Walt reported that he has received 43 requests to add to our mailing list from persons riding our excursion trains. Jim Cosby reported that he has also received some.

IX. National Director: Carl Jensen

A. Carl also asked members to renew membership by end of December.

B. The National Board of Directors met in St. Louis 4 weeks ago and

The following were items handled:

1. The annual activity bulletin of Chapters was discussed and the Board believes few people read other than their own chapter's news so \$39,000 could be saved by transferring this information to the National NRHS web site.

2. There will be a National Board Meeting in Charleston, SC in January, 2010 to deal with reorganization of the structure of the National Organization. Carl stated that about 60% of the Chapters do not send representatives to the large Board meeting

3. The National Convention will be in Scranton, PA in 2010 (not at Steamtown). There will be major trips 3 out of the 5 days and some time at Steamtown. Convention in 2011 will be in Tacoma, Washington. 2012 Convention will be in the Mid-West.

E. Carl also expressed thanks to all who helped with our excursion Trains.

X. Committees

A. Mechanical: Eddie Mooneyham and Bill Mason

1. Eddie reported to the Chapter membership the robbery at the Siding of the 522 brass bell, "Stop, Look and Listen" sign and data plates off Rick Rader's motor car.

2. Eddie thanked all who worked on excursion trains.

3. 537 is in service at Spencer (still no A/C); 1827 is out of service for brake and curtain work.

4. There will be a work session at the Siding this weekend and there is plenty to do.

5. Eddie thanked those who came to the Siding last Thursday and moved some items to higher ground in anticipation of possible flooding.

6. Eddie will be interviewed on 93.5 FM on December 6 at 7 AM on "Around Town" with Larry Dowdy about Chapter activities.

7. Bill Mason showed a Richard Shell photo that will be presented to Graham White of our two locomotives (GP30 and T-6 at Roanoke Shops Anniversary). This photo will be placed in Graham White's factory in Salem. This is a thank you for their help with the donation of air brake and other parts for our locomotives including parts for our stolen bell.

8. Harold Hunley showed the members the reverse lever off our 1118 steam engine that he and his son Chris "overhauled", powder coated, and painted for application to the locomotive.

9. Eddie reported that we will have our annual Santa "Candy Cane Shifter" running on December 12 at the Siding on the Silk Mill lead track to give rides beginning at 9 AM.

B. Virginian Station: Jim Cosby and Skip Salmon

1. Construction will begin soon by Thor Construction after VDOT approves their low bid.

2. The Virginian Station Restoration Committee considered the bid of Thor and voted to advance Phase II items into Phase I. This may allow us to complete the roof as part of Phase I and finish the project as Phase II.

3. We were awarded a \$200,000 grant by the City of Roanoke from Brownfields monies. Skip is handling questions, interviews and Station visits by EEE Consulting of Blacksburg, who is doing an EPA study for the City of Roanoke for the Brown Field Grant.

4. Jim thanked Alison Blanton of Hill Studio for advancing applications for TEA-21

funding for Phase II. Skip is assisting her by getting letters of recommendation from local political leaders as well as leaders of various sister organizations.

5. We forwarded our low bid to the City promptly and they approved it and now we wait again on VDOT to allow us to actually start construction.

C. Trip Committee

1. Bonnie Molinary and Wanda Troutman thanked all who helped food on the trains for Coach and First Class.

2. Jim Overholser thanked all Car Hosts and gave special thanks to Jim Cosby, Wanda and Bonnie, Jeff Sanders and Eddie Mooneyham for their extra work involved in the trips.

3. Jeff Sanders thanked N&WHS, OWL and VMT for their selling items on the souvenir car.

4. Jeff sent out over 25 thank you letters beginning with NS

Chairman and CEO Wick Moorman and included Amtrak.

5. Eddie reported that he got word from Amtrak personnel that "we were one of the best groups they worked with this year".

for handling at December Board of Directors Meeting on December 1.

XVII. Adjournment: 9:52 PM

Chapter Excursions a Success

by Jeff Sanders

Chapter members, who had volunteered as crewmembers aboard our trains, were found Friday, November 6 working to get our train clean and stocked with supplies that were needed for our trips Saturday and Sunday. Many hours were needed to get the cars in condition. With a seventeen car consist, many volunteers spent time vacuuming, cleaning restrooms and restocking paper towels and soap. The First Class and food crew were not only cleaning, but loading

food, drinks and supplies necessary to operate both services.

On Saturday morning, after a brief operational problem, the train left the hump, near Shaffer's Crossing to go downtown to be spotted for loading at the OWLM, (old N&W passenger station).

With the last two passengers boarding with about two minutes to go, we pulled out of town right on time! A more beautiful day could not have been special ordered! We accelerated quickly, passing by the yards of Roanoke Terminal. Once on the road, we made good time on our run to Bluefield, arriving about 20 minutes early.

It looked like all of Bluefield turned out to greet us as we pulled into the old station site. Since we could only open about three vestibules, it took a while for all passengers to detrain. The City of Bluefield and the Mercer County Convention and Visitors Bureau opened all stops to welcome us to their fair city. Shuttle busses were provided to hurry our passengers to various restaurants and shops around the downtown area. This made it possible for us to offer lunch to our passengers, since we did not have a full food service on the train.

We were about twenty minutes late leaving Bluefield, mainly due to our limited re-boarding openings. Nevertheless, we had a good run back to Roanoke, arriving about twenty minutes early. Even though most of the fall colors had disappeared, the lack of leaves on the trees really allowed for some very scenic views that would have been hidden just a week or two before.

After a short night, due to having to clean and prepare the train for the next day, we were once again downtown at 6:30 am on Sunday. A smaller, but enthusiastic, crowd boarded the train, bound for a ride up the beautiful Shenandoah Valley. The wide Valley provided another spectacular view of

our state's plentiful breadbasket.

After arrival in the quaint Town of Shenandoah, "Daughter of the Stars", our passengers were once again treated to a huge, hometown welcome. The Volunteer Fire Department and Volunteer Rescue Squad did a magnificent job of preparing home-cooked meals for nearly five hundred people. Other street vendors of the Art and Craft show provided our passengers great entertainment and possibilities for shopping. The Shenandoah Town Mayor and Town Council members were out personally welcoming us to their town.

After a great visit, we continued our journey back to Roanoke, once again returning about twenty minutes early. With our pleased passengers delivered safely back home, our crewmembers once again cleaned up the train, preparing it for the deadhead move to Washington on Monday.

After a twelve-year hiatus, Roanoke Chapter stepped up to prove that we still "have it". Even though it was like starting over for some of us, the leadership and advice of some of our "old heads" carried us successfully through. Our thanks are extended to all members and friends who worked on the trips and made the operation possible. Our friends from the O. Winston Link Museum, the Virginia Transportation Museum, and the Norfolk & Western Historical Society helped us to sell tickets and also provided souvenir sales on the train. We deeply appreciate the work of everyone who contributed to the successful operation of our trips.

Thanks to Amtrak, through whom we were able to charter the locomotives and coaches for our trips. The six private cars on the trains were leased from the owners, to whom we are grateful. Last, but not least, we want to thank Norfolk Southern Railway Virginia Division and Roanoke Terminal

officers and Pocahontas Division officers for working closely with us regarding the extensive planning and safe operation on their railroad.

Thanks, finally to the people who made it all possible, our passengers.

Member Elbert Miller Passes

25 year member Elbert Miller passed away at home on Sunday, November 22. Elbert had been a long time member of the mechanical crew at both the siding and on the trips. His participation and dedication at the siding patiently working on projects like passenger car windows are almost legendary in the amount of time he devoted to Chapter projects.

Elbert joined the Chapter in 1983, three years after his retirement as a conductor on the Radford Division of the Norfolk and Western. He was always mechanically inclined, loved the railroad, and began his second railroad career with the Chapter. He devoted many hours to work at the siding and in his garage at home. He had, more or less, retired from the siding about 5 years back, simply because he was not driving as well as he once had. Once he joined, he quickly became a fixture on our trips and as a mechanical representative on trips outside the area, including one occasion where our cars operated in Oklahoma.

Elbert had been only an occasional attendee at the meetings in the last couple of years. He loved the fellowship, the friends he made, and the challenges of working on ancient equipment to keep things running on the road. He was quite proud of his accomplishments and efforts, and was particularly proud when someone noticed.

Elbert turned 90 on June 1, but his health began to decline rapidly. He leaves his wife of 63 years, Claudine, daughter-in-law Beth and son Kenneth and many friends.

Mechanical Department News

by Bill Mason and Eddie Mooneyham

By now everyone has probably heard about the arrival at 9th Street of Chesapeake Western Diesels No. 662 and 663, along with N&W M-2 No. 1118. We have begun to work on all three locomotives to some degree. More details will follow in a future newsletter, stay tuned!

We hosted an open house on Saturday, September 26th for members and guests, with train rides and a cook-out along with a 50th birthday cake and party for T-6 No. 41. Even though the weather was less than ideal, it seemed that everyone seemed to enjoy themselves had had a good time. Hopefully, when we have our next open house the weather will be somewhat better.

Our mechanical crew has been very happy to see some new members join us at 9th Street. A big welcome to new members: Keith Barnett, Will, Jane and Tom Harris, John Garnand, Harold Hunley, Chris Hunley, Gary Wood, Wizzy Strom and Nancy Pierce who have all jumped in on our projects. Glad to have you with us and hope you enjoy working on our equipment, we enjoy having you as a valuable member of our crew.

As promised, here is a summary of what has been done, so far on the 662, 663 and 1118. Our first priority is to cosmetically restore 662 for display at the Virginia Museum of Transportation, so most of the work will concentrate on this locomotive. So far, we have cleaned out the cab of trash and junk and begun to clean the journal boxes of mud and dirt and located the lubrication points on the traction motor bearings. The goal is to enable, if possible, the move to VMT on its own wheels. Nothing is definite, of course, but it looks promising, subject to approval by Norfolk Southern at

that time.

As for 663, the same work has been done, but major work will wait until 662 has left for VMT. The color scheme for the units is light gray on the top and part way down the hood sides, with the remainder of the unit in a dark blue with dulux gold striping, lettering and heralds.

On to the 1118, which has had the pilot beam and coupler reinstalled, and much work with wire brushes, scrapers and Kroil penetrating oil to free up the rods, cross-heads and pistons and axles. Again, it looks promising that we can make this locomotive movable. The goal is to perform a complete cosmetic restoration and hopefully have a moveable display that can be sent out to the Link Museum, VMT or used by NS at special events if so inclined.

On Saturday, December 12 we plan to again run the "Candy Cane Shifter" from 9:00 am to 4:00 pm. As usual, we will need assistance from our members to have another successful event.

Thanks to all members who have helped out at 9th Street this year, it has been a successful and busy year, and we look forward to a great 2010. With your help, it can be done, thanks again, let's keep going and growing.

Newsletter

by Ken Miller

Since a number of the readers do not know the circumstances of why this newsletter is so late, I thought I best explain. The newsletter is a labor of love and has to fit into busy schedules, occasionally, it is delayed because of work. This issue, Kenney Kirkman and Robin Shavers both had their material in my hands plenty of time for the deadline. Unfortunately, my life over the past few months became virtual

turmoil with my father's illness, culminating in his passing on 22 November. Of course, the next few weeks also take a considerable amount of your time as well, and the newsletter was a back burner item. The board and other newsletter staff were well aware of this, and agreed that when it got done, it was fine. So it has finally arrived.

I wanted to offer the Miller family's thanks for the cards, calls and lovely flowers before and after my father's passing. Elbert loved his second "railroad career" and the folks associated with it. He joined the Chapter in 1983, just two years after he retired from the Norfolk and Western, and became a fixture at the siding. He only stopped in recent years due to his inability to drive there. He still attended meetings as he could or felt like it.

UPCOMING MEETINGS/EVENTS

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

- November 19, 2009 - Annual Meeting
- December 1, 2009 - Board Meeting
- December 17, 2009 - Holiday Gathering
- January 5, 2010 - Board Meeting
- January 21, 2009 - Regular Meeting
- February 2, 2010 - Board Meeting
- February 18, 2010 - Regular Meeting
- March 2, 2010 - Board Meeting
- March 18, 2010 - Regular Meeting
- April 6, 2010 - Board Meeting
- April 15, 2010 - Regular Meeting

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