



Turntable TIMES

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

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March-April 2010





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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 next regular meeting on Thursday, March 18th at 7:30 pm. at the Link Museum located in the former N&W Passenger Station, 101 Shenandoah Avenue.

Our program for March will be a fine DVD provided by Dorr Tucker, a professionally produced 55 minute video "Train Festival 2009." The program documents the entire festival with comprehensive historical background information and featuring outstanding photography including double headed photo freights and charter passenger specials."

Our April meeting will be held on Thursday, April 15, 2010 at the O. Winston Link Museum in the auditorium.

Watch the website to see the announcement of other programs.

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 May/June 2010 issue of Turntable Times is Monday, April 18, 2010. 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: kkkirkman50@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

A spot of color in Roanoke on an otherwise drab day in the late afternoon of March 14 is provided by the master and slave units of the Kansas City Southern de Mexico, apparently here for some study by NS. This photo was taken from on Norfolk Avenue by raising the camera high above the fence top. These units have been turned out of EMD as a "green" power, and classified as 710ECO™ repower units for yard service on the KCSdM.

Roanoke Chapter Meeting and Special BOD Meeting 12-17-09

The Roanoke Chapter Meeting was a Christmas Dinner Meeting at the Calvary Baptist Church in Roanoke. There were 77 who signed in for the event.

President Jeff Sanders welcomed all guests including the Church Pastor Rev. Donna Hopkins Britt who gave thanks for the dinner.

Jeff remembered Tom Victory, Virginian employee who passed away in August and long time member Elbert Miller who passed away in November. Jeff placed our presentation lantern at a table setting to remember Elbert who was a past winner of the lantern award. Copies of Elbert's biography by Ken Miller were also on the table for Members.

At a special Board Meeting during the dinner break: A.) Board Members Present; Jeff Sanders, Eddie Mooneyham, Skip Salmon, Jim Overholser (newly elected), Bill Mason, Ken Miller, Carl Jensen, Walt Alexander and Landon Gregory. Not present: Jim Cosby. B.) Carl Jensen moved that we reimburse up to \$1,000 for registration and air brake classes for three Chapter Members (Carl Jensen, Jim Overholser and Eddie Mooneyham) to attend the conference in Spencer in January of the RPCA. Second by Ken Miller. Motion passed.

After dinner, Jeff gave a brief recap of the events of the past year. Bill Arnold pulled names for winners of door prizes and passed out to each family a 2010 Norfolk Southern calendar. Skip Salmon gave a report of the Candy Cane Shifter and presented the winner of the event train set donated by member Jim Molinary, of the Rail Yard, to Jason Karpow.

Jeff Sanders introduced Board Members and Officers for next year. The Officers are the same as 2009. Walt Alexander will not be on the Board but will stay as Membership

Chairman. Walt's replacement on the Board is Jim Overholser.

Jeff wished all a Merry Christmas.

Chapter Condolences

Members of the Roanoke Chapter express their condolences to fellow Chapter member Fred Boettner who lost his father on Wednesday February 3. Mr. Boettner lived in High Point, NC.

C&O Locomotive Goes to Clifton Forge

The Virginia Museum of Transportation has loaned Chesapeake & Ohio EMD GP7 Locomotive No. 5828 to the Chesapeake & Ohio Heritage Center in Clifton Forge, VA for the next five years. Norfolk Southern Corporation and the Buckingham Branch Railroad Company moved the locomotive to its new home.

As part of the agreement, the C&O Railway Heritage Center will give the blue locomotive a fresh paint job to ready it for display. Locomotive No. 5828 is one of 180 diesel-electric locomotives built by General Motors ElectroMotive Division for the Chesapeake & Ohio Railway in the early 1950s. The class was predominately retired from service by the early 1990s. (Info. from several sources)

Remington, VA Reprieve

The old freight house at Remington, VA on the ex-SOU south of Manassas, will be getting a new lease on life as a railroad museum. First, the wood-frame structure will be moved away from the tracks, a stipulation of NS, which is donating the depot to the Remington Community Partnership. The group's scope is preservation of the whole town, now declared a historic district, including the depot. Once moved, restoration will take place, guided by a 1919 photo-

graph which can be seen at www.remington-va.org/depot.html Following restoration, the museum will tell the story of the Orange & Alexandria Railroad and feature a functioning telegraph station. The museum will be operated by The Piedmont Railroaders, a non-profit hobbyist group. (Info from G.R.Harper, Blue Ridge Dispatcher, Lynchburg Chapter, February, 2010).

NC DOT Partners With Short Line

The NC Department of Transportation has selected the Carolina Coastal Railway as the interim operator of an old Piedmont & Northern Rail line near Charlotte for up to 6 months. CLNA already operates a 142-mile line between Raleigh and Plymouth and a 17-mile line between Belhaven and Pinetown, NC. NCDOT, which purchased the P&N line in 1991, partnered with the NC Railroad and NS to upgrade 9 grade crossings along this line in 2008.

Built in 1911 by James B. Duke of Duke Power, the 23-mile long line carried freight and passengers between Gastonia and Charlotte for decades. The rail line between Gastonia and Mount Holly has been inactive since the 1980s and was sold to the state in 1991.

(Info via Midwest Rail Scene Report, March, 2010).

Electric Locomotive Rolls Out of Altoona

In response to calls for more environmentally friendly equipment, Norfolk Southern recently teamed with scientists at Penn State University to develop the first battery powered locomotive in the world.

No. 999 is a switcher which fully charged can operate for three shifts. The locomotive

emits no pollution, unless you count what's emitted by power plants generating the electricity to recharge the batteries. NS expects to build an over-the-road version with more batteries by 2011.

(Info from the 'Pioneer', newsletter of the Cumberland Valley Chapter, NRHS).

Want to Operate a High-Speed Steam Passenger Locomotive?

You can make it happen by joining one of the "Ultimate Steam Dream" tours. As a student-engineer and student-fireman, you will operate eight, high-speed, steam passenger trains with your hands on the throttle, reverser, brake valves, whistle, and injector. No experience is required. Each trip makes 17 station stops, and you and your running mate will split the time engineering and firing. Each tour is limited to eight students, and the primary tour dates are: May 10-17, June 26-July 3 and July 4-11. The cost, including lodging is approximately \$2,150.00. Meals and airfare are extra. Shorter, less expensive tours can be arranged at other times of the year. The training sessions are organized by the Wolsztyn Experience, a non-profit British railfan organization and are conducted in Wolsztyn, Poland, three hours east by train from Berlin, Germany. For more info. contact: Carl Franz at 1-240-720-8686 or email at: cmfrr@aol.com (Info sent to us via email courtesy of Carl Franz).

Mixed Freight-March/April 2010

by Mr. Robin R. Shavers

For those of you whom have been cryin' the blues that Virginia and the South in general never get worthwhile snowstorms so you can get out and capture the rail action in a true winter setting, I sincerely hope that Mother Nature has fulfilled your

request. There should be a platform of good winter railroading photos coming up in the railfan magazines in the next few months and Christmas cards for 2010.

When people are aware that your hobby is railroading, you can receive some unusual phone calls. In the wee wee hours of 3:27 a.m. on February 7th, I received a frantic phone call from a lady friend named Tracey. She reported to me that "my train tracks" were on fire. She had already called the fire department. She and her husband have a business located near the southend of CSX's Acca Yard where she spotted the fire. I told her I would check it out despite the fact that it was 13 degrees and I had just been awoken from a nice dream of enjoying strawberry dacqueries in the company of the First Lady Michelle Obama and Halle Berry on a yacht in the African Riviera. THANK GOD FOR DREAMS. I arrive to find a huge fire engine and a huge SUV full of fire officials plus a CSX SUV. The alleged fire was nothing more than a smudge pot used to keep the switch from freezing. Several had been ignited but only one could be seen from Tracey's business location. It was quiet in terms of train activity so I headed for home where I called Tracey to give her an education about smudgepots. I told her she did the right thing by calling the fire department just in case it might have been a real fire.

Moving from smudgepot to Amtrak, the company reported that the new regional that operates out of Lynchburg to Boston exceeded expectations by a healthy margin. In all, 8,500 passengers rode the trains in October. This generated \$414,000 in revenue which was 87% more than expected. It was nearly enough to cover the train's operating expenses.

Here are two historic notes. This past January 20 marked 55 years since O. Winston Link took his first night photos at

Waynesboro, VA. This coming spring will mark 25 years since N&W class A # 1218 was pulled out of Wasena Park to begin it's journey to Birmingham, AL for a restoration that would require nearly 2 years. That was a day to remember.

The Virginia Museum of Transportation is interested in hearing from the general public on what it needs to do to attract more visitors and to fulfill it's role as Virginia's official transportation museum. An online questionnaire has been created for those whom wish to present their ideas and thoughts. Go to the VMT website at www.vmt.org Norfolk Southern has already stepped up to the plate by offering a \$1 million Challenge Match toward improved infrastructure and the development of new exhibits. Norfolk Southern's Challenge Survey is available at www.surveymonkey.com/s/5G9VBDB I know past administrations have left some unpleasant memory's and hurt feelings too. Maybe now will be the time to undo what has been done and to make the VMT a facility of compliments versus a facility of criticism.

I'm gonna do a slight backtrack here concerning the day 1218 was pulled from Wasena Park. Like a lot of folks that day, I chased the 1218 move frm the park taking photos along the way. All that work was for naught because the film developer or the Postal Service lost the two rolls of film.

Despite all of this REAL winter weather, spring is just around the bend. Doswell, like North Collier, has been an attraction for railfans for years and even more so since the Buckingham Branch made the scene 5 years ago this December past. With this increased attraction, parking has become somewhat of an issue with a few BB railroaders and the proprietors of Squashapenny Junction, an antique store. I'm passing ths information on to reduce the number of issues between the railfans and the two businesses men-

tioned. Do not park at The Squashapenny Junction parking lot unless you are intending to spend time at that business only. On the BB side, you should not park at the former RF&P crossing between 7:00 a.m. and 6:00 p.m. Monday thru Friday. There are 2 BB employees whom just don't understand or care to understand railfans and our interest and passion for railroading. These 2 will definitely ask you to leave the crossing area if they see you there. I received this info from a railfan/BB employee that I have known personally for over 25 years. I usually park near the former C&O tracks and just walk over to the former RF&P when a train arrives. You will also be asked to leave the front area of the Buckingham Branch headquarters that face the SCL/BB diamond. If you want a photo or 2 from that area, ask permission first and take it from there. On the weekends things are more relaxed but please let common sense prevail.

Those of you whom have not been to Doswell in years will be pleasantly surprised to see how clean and upkept the place is. When the Buckingham Branch had an open house for the public last spring, an indepth grounds cleaning occurred prior to the event. What little litter there was, tie plates, old crossties, spikes and other railroad related debris was disposed of. As railfans, lets do our part to keep the area presentable.

It's funny how the human mind works sometime. The other day at work I just happened to think about an old television show from the early seventies or very late sixties entitled The Littlest Hobo. It was a short lived show about a scruffy little terrier named Landon. Landon would hop freights from a boxcar level platform and venture from town to town helping people where he could. Sometimes friendly railroaders would board him onto the trains. It really bothered me how cruel and intolerant a lot of humans

can be to a friendly and easy going little dog. If I remember correctly, the trains were diesel powered and most of the settings appeared to be from the midwest or western U.S.A.

Running Trains the Old-Fashioned Way

by Joe Fagan

After Dr. Morse and Mr. Vale finished inventing The Electric Telegraph system and the code to make it work and after a few years of salesmanship and necessity, railroad bosses decided that putting trains on timetable schedules and operating rules was a good idea. With the proper brilliant (he-he) telegraphers they could run trains both ways on a single track at the same time. It was simply a matter of installing passing siding tracks every five or ten miles and manning most of them with telegraphers. The (ahem) smartest one was put in the dispatchers position. It was supplied with a key and sounder connected to all of the stations in the district. The dispatcher's job was to issue passing instructions by train orders to each train. Using the timetable schedules and a lot of intuition and guesswork he could pretty well make a good "meet". The telegrapher at the passing point and at a station on each side of the passing point would be called telegraphically to make copies of the order to deliver to each affected train. It was the job of the telegrapher at the passing point to be sure that the instructions were carried out. The telegraphers on each side were charged with delivering the orders to the engineer and conductor of the appropriate train. There was a semaphore signal at each station the operator put in a stop position to advise the engineer there was a train order for him. To keep from stopping the train the

operator put the order and any other messages in a order hoop and giving the engineer a hand signal to go forward, crossed his fingers and closed his eyes, stood up close and hoped for the best. The conductor on the caboose got a copy too. It was real tricky to hand up orders in the dark.

The telegrapher kept a record of the time the train passed and "OS"d the time to the dispatcher so he could make future meets on down the road. The dispatcher had a long sheet of paper printed with the layout of the district he was in charge of and kept an exact record of every train move made in his district. The telegrapher had other duties too. Usually he was the agent, ticket agent, Western Union agent, baggage master, Express Agent, warehouseman, janitor, yard clerk and entertainer of the local loafers. Most of the small towns expected him to be the village scribe too. By the time I got into the game conditions were much better. The stations were electrified and most of them had city phones and the railroad had its telephone system and the dispatcher used the telephone to send train orders. Most of the rest of those duties were still there but that was a walk in the park compared to the job I had as Telegraph operator in "MH" office in the Roanoke passenger station and as leverman in Randolph Street Tower. Looking back, those were the most fun times of my railroad career. 73s

Board report from Feb. 2, 2010

compiled by Jeff Sanders

This is a condensed report of the board of directors meeting.

All board members were present as well as Membership Chairman Walt Alexander.

Jim Cosby submitted the Treasurer's report, which is available to any member upon request.

The Board voted to accept applications

from Peter and Carla Lewis, bringing our current membership to 169. Walt then presented a new application form, which is a slightly revised form of the new National application. The Board voted to adopt this new form.

Mechanical Chairman Eddie Mooneyham reported that the mechanical crew has been working at the siding, even during the recent snows, and thanked everyone for their dedication.

Jim Cosby gave us the latest update on the Virginian Station project. The Board voted to terminate the bid process of last October, due to unresolved questions regarding the bidding process. We then authorized the employment of a qualified council to represent the Chapter and the Virginian Station Committee, for the purpose of previewing bid documents and to advise the Board and the Station Committee throughout the bidding process as we prepare to re-bid the project.

The Board voted to assist the Thaxton Elementary School's "Reading Railroad" program, by helping to arrange a rail outing for students who successfully complete the program. Jim Cosby is arranging Amtrak transportation from Lynchburg to Charlottesville on the new regional train. The school will bus the students to Lynchburg's Kemper St. station, then meet the students in Charlottesville for their return to Thaxton. Several Chapter members will go along as guides to provide information and answer questions of the students regarding railroad and passenger trains.

The Board approved the operation of a Chapter and public outing on Friday, May 14. We will have two charter buses to take us to Lynchburg where we will board the new regional train for our ride to Washington. There will be approximately 4 1/2 hours free time in D.C. where each pas-

senger will have time to persue their own interest. We will then board the southbound regional for our return to Lynchburg, then bus back to Roanoke.

We have received an inquiry about the possible lease of one of our cars. Eddie is following up on this

Board members were asked to be considering destinations for our fall trips, which will have to be decided soon.

Roanoke Chapter NRHS Meeting Minutes 1-28-10

submitted by Secretary Skip Salmon

Call to Order: 7:32 by Jeff Sanders at OWL Auditorium

Welcome Guests: Former member Billy Daniel, Peter and Carla Lewis, who rode our fall excursion train and expressed that they really enjoyed the trip.

Sign In Sheet: 33 members and guests signed in.

Cards and Flowers: The Ken Miller family thanked Chapter for their response of Elbert Miller's passing. Jeff Sanders reported that Kim Shell is at UVA and asked for all to remember her in prayers and read a Thank You card from Richard Shell. O. Winston Link Museum sent a Thank You card for the Chapter's help with Santa by Rail. Jeff mentioned a Thank You card from Percy Wilkins. Jeff showed the members a plaque of gratitude that was presented to Chapter Board Tuesday from the Virginia Museum of Transportation

Treasurer's Report from Jim Cosby by Jeff Sanders. Complete Treasurers Report is available to any member upon request. Jeff reported that our net income in 2009 was \$24,099 up from \$13,162 in 2008. Jeff reported that the fall excursion was a financial success.

Membership by Walt Alexander. Walt reminded members that Chapter mem-

bership fees were due 12-31-09. 29 have not renewed yet; we have 167 members this date. Walt passed a form to get email addresses from members.

National by Carl Jensen Carl reported that all members should have gotten the 2008 NRHS Yearbook by now. It will be the last printed version of this yearbook. As a money saver, this will be available in the future by email. He also reported that the "Bulletin" of Fall 2009 is now mailed. Carl presented Rick Radar his 25-year NRHS membership service pin and a letter of congratulations from the National Office. Other Chapter members not present who have earned the 25 year award are: Delta Helmer Pelgrim, Tim Kelly and Tom Murray. Carl gave a report of his recent 2-day Board Meeting in Charleston, SC. The emphasis was on getting those who are internet rail fans to join our organization. Also the Board has authorized changes of the National Web Page to attract more young people. Changes in the number of Board Members from 160+ to about 25 is being considered. Rail Camp Program in Nevada was pulled. Scranton is still on for July. The National Office is working with Spencer for possible Rail Camp there. Applications for the National Grant Program must be in by April 29, 2010. We are working on an application for one for 1134 repairs.

The 2010 National Convention is in Scranton, PA June 24-27. The 2011 Convention will be in Tacoma, WA. The national membership is down 6% from 2008. National membership is about 12,500, which is half of what it was 10 years ago. The National is adopting an investment policy and formed a committee for investing earmarked funds such as Rail Camp, Education etc. The 2012 Convention was awarded to Cedar Rapids Iowa where the Chinese 2-10-2s are located. The next National Board

Meeting will be in April in Huntington, WV and Carl will appoint someone to take his place. Jeff Sanders reported that our Board voted to sponsor a person for the Scranton Rail Camp and asked members if they had someone in mind.

Committee Reports

Mechanical by Eddie Mooneyham. Eddie reported that our cars in Spencer were used during the RPCA Convention there, except the 1148. The Marti Gras (3305) was used as a static dinner train. 537 still needs AC repairs but the heat is working OK. Eddie, Jim Overholser and Carl Jensen entertained several people interested in purchasing some of our passenger cars while attending the RPCA Convention. There will be a work session at the 9th Street Siding this weekend for cleaning up. Will Harris is working on the 1134 side rods. The VGN caboose has been moved up for work on the inside during winter weather. Eddie was able to assist NS in preparing the 5828 C&O GP7 at Shaffers Crossing before it left for Clifton Forge yesterday.

Virginian Station by Skip Salmon. Skip explained the recent set back by VDOT concerning the bidding process for Phase I construction at the Station. The high bidder gave a line item bid and the other three, including the low bidder, gave a total figure bid, as we had requested. City officials and Salem VDOT officials approved our bidding, but a VDOT representative in Richmond interpreted this as unfair. We are now in the process of re-bidding the project. It was pointed out that with the new bidding, we will be able to make the project two phases, stabilization and restoration. This should allow us to complete the entire roof in Phase I instead of the previous plan to start with a temporary roof. We are moving forward as fast as we can to get this project moving again.

New Business

Jeff Sanders at the last Board Meeting appointed a By-Laws Committee of Walt Alexander as chairman, and Jim Cosby and Jim Overholser. They will go through our Chapter By-Laws looking to make updates, or any changes necessary to bring us into compliance with our Articles of Incorporation, or with the National's By-Laws. This is something that needs to be done periodically.

Jeff Sanders announced to the membership that the award given to non-board members who have shown outstanding service or contribution to our Chapter, formally called the "Thank You Lantern Award" will from this time forward be known as the "Elbert Miller Award". Jeff said that Elbert Miller exemplified what this award meant, and the Chapter Board voted to name it after him. Elbert's son Ken Miller was brought forward and shown the new lantern globe with the "ELBERT MILLER SERVICE AWARD, ROANOKE CHAPTER NRHS" etched on it. This year's winner, whose name will be placed on the lantern, will be named at a later meeting.

Dorr Tucker announced that "Classic Trains" magazine has an article about Roanoke in the new issue. He also told the membership that many copies of the "Discover" magazine with articles about the "lost engines of Roanoke" and our work on them are in the lobby for all.

Spring Trip by Jim Overholser and Carl Jensen: They announced that this years fall excursion dates are November 6 and 7. Also an Amtrak trip is being planned from Lynchburg to Washington and return with bus travel from Roanoke to Lynchburg. Jim said that if it were on a weekend, the lay-over in Washington would be about 2 hours, but a weekday trip would allow about 5 hours in Washington. When the membership was polled, about a dozen responded

with interest. Most responded that a week-day trip would be preferred. More on this later.

Blue Ridge Chapter: Norris Deyerle reported that the Lynchburg Chapter is planning a Circle Tour on Amtrak from Lynchburg (by bus) to Richmond to Alexandria to DC and back to Lynchburg on Amtrak April 24, 2010. The cost is \$35 for the bus and approximately \$57 for Amtrak tickets. Jim Overholser added that the Washington Chapter is having an excursion the same date.

Minutes of the 11-19-09 Chapter meeting were passed around.

After a change in wording in XIII-A adding "closed to move nominations and" Eddie Mooneyham moved that the minutes of 11-19-09 be approved as changed. Second by Dave Meashey. Motion Passed.

Break: no refreshments because of being a make-up meeting.

Program: CD furnished by Paul Howell, second half showing of "The Adirondak"

Adjourn: Approximately 10 PM

The next scheduled Chapter meeting is February 18, 2010.

Roanoke Chapter NRHS Meeting Minutes 2-18-10

submitted by Secretary Skip Salmon

Call to Order: 7:36 PM by Jeff Sanders, OWL Auditorium

Welcome Guests: Newest Member Peter Lewis (Sign In Sheet: 28 members signed in.)

Announcements: Bonnie Molinary asked for volunteers to provide refreshments at several 2010 Monthly Meetings. Eddie Mooneyham reported that his Dad is doing OK after a recent stroke. Jeff Sanders gave condolences to member Fred Boettner on the recent death of his father

Jeff announced that there are many "give-aways" on a table in the lobby for Members. Jeff reported that a VMT planning meeting

is going on tonight and Ken Miller is representing the Chapter there. About 12 Chapter members attended the Tuesday night VMT planning meeting and there will be another one there March 2 at 7PM, and members can fill out a survey on line at VMT.org. These meetings are for input for VMT staff to consider for future activities, changes, additions etc. at the museum and methods to help with matching NS funds.

Jeff told Chapter members that member email addresses are needed for up-to-date news like that of these meetings. Jeff reported about the C&OHS Train Show Saturday at Clifton Forge, 9A to 5P at the National Guard Armory with admissions \$4 for adults and \$2 for children which includes admission to the C&OHS Heritage Center also. Jeff and Skip will represent the Chapter with a table at this event.

The National Train Day is May 8 and VMT will lend 611 to OWL. We will take part. More on this later.

Jim Cosby is heading a trip for Thaxton Elementary School "Reading Railroad" Program with a train trip from Lynchburg to Charlottesville and return on April 27th. Jim Cosby, Jim and Kathy Overholser will assist and Jim Cosby asked for several more members to consider helping. Our National NRHS Convention is June 22-27 at Scranton, PA (414 miles north on I81) Jeff mentioned the Chapter Spring Trip, Lynchburg to DC on May 14. More in this report. Jeff reminded members to remember November 6 and 7 dates for our Fall Excursions.

Minutes of January 28, 2010 Chapter Meeting: Skip Salmon After the minutes of 1-28-10 were passed around and read, Joe Fagan moved that the minutes of 1-28-10 be approved as read. Second was Landon Gregory. Motion Approved by Membership.

Treasurer's Report: Jim Cosby: The full February Treasurer's Report is available

to any member upon request. Jim Cosby reported to the membership that our fall excursion trips were a great success with a benefit of approximately \$54,000 raised. Jim thanked all members for helping with the excursions. Jim reported that our "lost engine of Roanoke" 1118 is now on our list of assets.

Membership: No report

National NRHS: Carl Jensen: Carl said that notices for 2010 membership now out. The National Convention in Scranton in June now has some events full. Mechanical/Siding/Equipment: Eddie Mooneyham: All three coaches are in service at Spencer. Eddie reported that the "faithful" mechanical forces are working in the snow at the Siding. Eddie said that our T-6 No. 41 needs painting before the May 8 Rail Day and asked for help. He will have a "all hands on deck" session soon.

Virginian Station: Jim Cosby and Skip Salmon: Jim Cosby reported that we are still trying to get VDOT approval for our bids. The October bids and bonds have been released and we are now working on making the project two phases, one for stabilization and one for renovation and re-bidding the project. Our architect and engineers are now working on drawings to complete the roof with phase one. Skip reported that we now have a lawyer, Wilburn C. Dibling, Jr. Esquire of Gentry Locke Rakes & Moore representing us with the project re-bidding. Skip expressed renewed hope that with the restructuring of phase one, this "bump in the road" by VDOT may be to our advantage in the long run.

Spring Project: May 14 Amtrak Lynchburg to DC: Jim Cosby and Jim Overholser: Jim Cosby has ordered 102 tickets @ \$60 for the event. He also reported that we also have cancellation privileges but probably will not need them. More details will

be given Chapter members on this later. Jim Overholser added that this trip is also open to the public. Fall Trip: Jeff Sanders: The November 6 and 7 trips are now being studied by the Board, and Committees, and details will be released as soon as they are available.

Old Business: None

New Business: Jeff Sanders recognized the birthday tonight of one of our newest Chapter members, Russell Chu.

Break: Refreshments were provided by Carl and Carol Jensen

Program: East Broad Top Steam video from 1996 by Jeff Sanders.

Adjournment: 9:30 PM

Age of Steam Roundhouse

You might recall back in October 2008 one Jerry Jacobson selling off his accumulated collection of short line railroads encompassed under the Ohio Central Rail System. Jacobson had earlier given up teaching, as I can associate with, and subsequently retiring from the short line scene to pursue a notion of restoring steam locomotives and teaching future generations the repairing of steam locomotives. Owning several steam locos already, he soon acquired 34 acres outside of Sugarcreek, Ohio, and is today building his Age of Steam facility for future generations to enjoy. It will include a 115-foot turntable large enough to handle his largest steam loco, a store house, coal dock, wooden water tank and an ash pit. Environmental studies and facility design plans have been completed for probably what will become the largest timber-framed roundhouse in the world. This 43,000-square-foot, 15-stall structure, along with a back shop, is expected to be completed in 2010. Other structures will follow later.

Jacobson owns a fleet of ten steam loco-

motives, two dozen diesel locos, a dozen heavyweight and a dozen lightweight passenger cars, and miscellaneous work equipment. His latest acquisition includes Alco's S4 No. 18 and ex-Ohio Rail S2 No. 102 (at \$27,000 each), 2 passenger cars, a baggage car and W&LE caboose No. 0222 at an auction of the Steam Railroad Museum equipment in Minerva, Ohio, last October. Though buildings and structures will be built to modern day standards in safety, comfort and economy construction, their architecture will be of the 1920-era styling. For more, check out www.ageofsteamroundhouse.com.

from the Midwest Rail Report, Feb. 2010

Chapter Spring Excursion

by Jim Cosby

On Friday, May 14, 2010, the Roanoke Chapter, National Railway Historical Society, is sponsoring a bus trip to Lynchburg, Virginia where we will ride the north bound Amtrak Northeast Regional train to Washington, DC, and then return to Lynchburg and Roanoke. We will board buses at the Virginia Museum of Transportation parking lot at 303 Norfolk Ave., SW in Roanoke at 5:30 am and depart at 5:45. We will arrive in Lynchburg about 7:00 and depart on Amtrak No. 176 at 7:38 am.

Passengers may de-train at Alexandria at 11:05 am or Washington Union Station at 11:20. Metro stops are available at each location. Passengers may eat at Union Station which has a large international food court or at any of the many area restaurants and cafés. Suggested activities include visits on your own to the Capitol, Washington Mall with its many monuments and the Smithsonian Institution.

We will board south bound train No.

171 for scheduled departure at 4:50 pm (5:07 pm for those in Alexandria), return to Lynchburg at about 8:36 pm and arrive back in Roanoke about 10:00 pm. The trip will include over 300 miles of scenic train travel on former Southern Railway tracks. It is suggested that passengers bring sufficient food for dinner or purchase it in Washington for the return trip home. There will be no dinner stop in Lynchburg or enroute to Roanoke. Both north bound and south bound trains have a café car with limited food and drinks available for purchase.

The trip is priced at \$115 for adults, \$105 for seniors age 62 and over, and \$65 for youth under age 16. Tickets will be sold on a first-come, first-served basis and will likely be sold out early. To purchase tickets by credit or debit card call the Roanoke Chapter NRHS at 540-774-0611. Alternatively, send your check along with your name, address, phone number, email address and type of ticket purchased (adult, senior or youth) and the names and addresses of all other passengers in your party to the address at the top of this flyer.

No refunds can be given after confirmation of sale as we cannot cancel reservations after that date. However, tickets may be transferred to another person in the same ticket category (adult, senior or youth) up until May 7th by notifying us and providing the name and address of the new passenger. Please note that all adult and senior passengers and unaccompanied youth must have a photo identification card in order to board and it must match the name on the passenger list.

Mules Moved Railroad's 1,500-Ton Stone Freight House in 1926

By today's standards, picking up and moving an immense, fortress-like stone building is impressive enough. While true,

moving it with mule-power is another thing altogether! Yet that's exactly what happened in Bloomington during the summer of 1926 when the Chicago & Alton Railroad relocated its freight house, which was part of the company's sprawling west side complex of repair shops. At its height, the "Alton Shops" employed upwards of 3,000 skilled and semi-skilled men, ranging from machinists to boilermakers to carpenters.

The city-within-a-city operation featured more than a dozen buildings and miles of track devoted to the maintenance of locomotives, as well as the upkeep and manufacture of rolling stock. Running the passenger and freight trains, and shuttling several thousand cars through the yards on any given day, also required the work of engineers, firemen, brakemen, switchmen, section gangs and others. An ambitious rail yard expansion project to reduce congestion at the Bloomington bottleneck of the Chicago-to-St. Louis line necessitated the relocation of the 1888 freight house.

Unlike most buildings that comprised the Alton Shops, this 1,500-ton (according to one source) building was always located east of the mainline tracks. In 1926, it was moved southward more than 200 feet to the corner of Allin and Chestnut streets. The 225-by-40 foot freight house featured Joliet limestone walls 18 inches thick, and iron trusses supporting a gabled slate roof. It included a two-story office building at its south end, and a warehouse 192 feet long with side walls 22 feet high.

Throughout the 19th century and into the early 20th, buildings — even those as massive as the C&A freight house — were frequently moved, sometimes even miles. Back then, utilitarian commercial and industrial buildings were erected with meticulous care by armies of craftsmen, and thus

were built to last, unlike the cookie-cutter, precast-concrete warehouses of today. The 1926 move was said to be the most ambitious such undertaking in Bloomington's history, and it's doubtful any subsequent relocation ever matched its scale. The all-important contract went to Cedar Rapids, Iowa, mover E.W. LaPlant. According to *The Pantagraph*, the C&A paid LaPlant \$15,500 for the job, or about \$190,000 in today's dollars, adjusted for inflation. Prep work, which included excavation underneath the building, began in late June. On July 29, LaPlant's men began to lift the freight house using 480 jacks. The building was placed on rollers, which in turn rested on steel rails. Using nothing more than a team of mules, the building was then moved 225 feet south. The mules pulled the multi-ton building forward inch by inch by winding a cable around a capstan. "It does not seem possible that the one team will be able to exert enough power to move the structure but experts say that [buildings] of similar weight and size have been handled in this manner," *The Pantagraph* reassured its readers.

To make way for the freight house and yard expansion, several buildings along West Chestnut Street were themselves moved, while others were demolished. Even so, Chestnut remained a thriving commercial district. In 1928, for instance, the blocks straddling the shops were home to a church, restaurant, laundry, two billiard halls, barbershop, railroad hotel, bakery, two grocers, butcher, shoe repair shop and auto wrecker. Although the backbreaking work of loading and unloading shipments in the building was suspended, freight agent George Conley and his clerical force were able to remain inside during part of the move. It appears the freight house reached its new location in late September or early the following month. On October 20,

LaPlant, who had been on the job every day since early June, declared his work finished. The C&A Shops and yard operation declined with the rise of diesel engines, over-the-road trucking and the interstate highway system. The Chicago & Alton Railroad became the Gulf, Mobile & Ohio, which in turn became the Illinois Central Gulf. The C&A Shops are no more, and today a weedy, windswept field stands where the once-bustling rail center held sway over the west side. The good news is that the freight house still stands, and since the late 1980s has served as home for Darnall Printing. As a matter of fact, the building is the last 19th century survivor of the shops. It has stood the test of time for 122 years, and there's no reason to believe it won't be around for another century-plus.

by Bill Kemp, Bloomington Pantagraph
(January 9, from The Midwest Rail Report)

UPCOMING MEETINGS/EVENTS

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

March 18, 2010 - Regular Meeting
April 6, 2010 - Board Meeting
April 15, 2010 - Regular Meeting
May 4, 2010 - Board Meeting
May 14, 2010 - Amtrak Outing
May 20, 2010 - Regular Meeting
June 1, 2010 - Board Meeting
June 17, 2010 - Regular Meeting
July 6, 2010 - Board Meeting
July 15, 2010 - Regular Meeting
August 3, 2010 - Board Meeting

Visit us on the web: www.RoanokeNRHS.org

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