



Turntable TIMES

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

Volume 32, Number 12

December 2000

Happy Holidays from the Turntable Times Staff!





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Volume 32, Number 12
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EDITOR

Kenney Kirkman

MIXED FREIGHT

Robin R. Shavers

SMALL RAILS

Dave Meashey

SPLINTERS

Bill Arnold

HISTORIAN

Kenneth L. Miller

All materials should be sent directly to the Editor:
Kenney Kirkman
590 Murphy Road
Collinsville, VA
24078-2128

Turntable Times is published monthly as the newsletter of the Roanoke Chapter, National Railway Historical Society, Inc. Opinions and points of view expressed herein are those of the staff members of the Turntable Times and not necessarily reflect those of the members, officers or directors of the Chapter.

Meeting Notice

The Roanoke Chapter of the National Railway Historical Society will hold its next general meeting on Thursday, January 18, 2001 at 7:30 pm. This will be our annual meeting with election of directors for the year 2001. The meeting will be held at the First Presbyterian Church on the corner of McClanahan and Crystal Spring Avenue in Roanoke.

From The Head End

Cards and Flowers

If you know of a Chapter Member who is sick, lost a loved one or has a new birth in the family, please contact Bonnie Molinary. Bonnie is responsible for Chapter cards and flowers and can be reached at 362-0273.

Deadline for Turntable Times

The deadline for the next issue of Turntable Times is Monday, December 18, 2000. Please send articles, information and all exchange newsletters to: Kenney Kirkman, Editor, Turntable Times, 590 Murphy Road, Collinsville, Va. 24078-2128.

Happy Holidays!

Best holiday wishes to all Turntable Times readers from the editor and staff. Hoping your holiday season is the brightest and best ever!

Cover Photo

At one time a Virginia tradition were "Santa Claus Trains." Sponsored by department store Miller & Rhodes in Richmond, Alexandria, Fredericksburg and Roanoke, the trains ran on Saturday(s) between Thanksgiving and Christmas, beginning in 1957. The RF&P continued the trips until the late 1960s. On the N&W with the end of the steam era, the trips ended as well. The first two were powered by steam. Alas, when this trip ran in 1959, two diesels were on the point. The train would stop at Salem to take Santa and the Snow Queen on board. The Salem Shifter crew watches as newspaper photos are made. From left: R. L. Bohon, Elbert Miller, J. E. Bohon and another unidentified crew man were captured by Bill Cecil.

Christmas Gathering

Members and guests enjoyed a wonderful social occasion on December 14th at the Virginia Museum of Transportation.

Our thanks go out to Bonnie Molinary, Kathy Overholser, Wanda Troutman and their various helpers who helped make this a special event. Can we look forward to another one next year?

Meeting Cancellation Policy

Since it's that time of year, as a reminder we have the following policy regarding inclement weather.

The meeting will be considered cancelled if any of the following conditions are met: 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.

Bullet Trains

by Ray Myers

ABULLET TRAIN FOR VIRGINIA? No, but the nations first bullet train has been approved for Florida. On election day (November 7, 2000) an amendment on the statewide ballot asked voters to vote yes or no for a government funded high speed train designed to serve the states five largest urban areas with construction to start by 2003. The majority vote was YES for a "high speed monorail, fixed guideway, or magnetic levitation system".

In 1989 in a presidential farewell address the president said "We the People tell the government what to do, it doesn't tell us - we the People are the drivers, the government is the car (substitute train), and we

decide where it should go, and by what route, and how fast". The state government now can handle the details provided the politicians don't prevail in causing a derailment. Oddly enough the Governor rejected high speed rail earlier in 2000.

The projected route would be an L shaped area from Miami up the space coast and then west thru Orlando to the Tampa Bay area (approximately 335 miles). The Orlando area is the worlds number 1 tourist destination with Disney World, Sea World, Universal Studios and others. Most tourist from Europe, Africa and South America arrive in Miami which is also the country's number 1 cruise ship port. It is noted that Amtrak plans to operate at least one train over the Florida East Coast Railway between Jacksonville and Miami beginning in 2001.

It is the writers opinion that high speed trains will be of limited value to Florida residents, however their use will ease congestion at airports while eliminating thousands of rental cars whose drivers are not familiar with our way of 'tooling around'.

Yes, we can vote for trains while having trouble voting for the highest office in the land.....

Mixed Freight - December

by Mr. Robin R. Shavers

For starters, I sincerely hope you readers were able to piece together my MIXED FREIGHT column and other articles found within the pages of the September 2000 Turntable Times. I don't know what happened but I hope it won't happen again. With the aid of a photocopier I was able to redo my Turntable Times so I could read

and enjoy each article as intended. Matching some of the articles was a challenge indeed.

During the early part of November, the 8th thru the 11th, The Science Museum of Virginia presented a High Speed Rail Exposition. Visitors were treated to onboard tours of Amtrak's ACELA, Virginia Railway Expresses newly refurbished bilevel commuter train and equipment used for passenger service between New York City and Buffalo for New York states Empire Corridor Service. Similar equipment from California was on display too. One important factor that was emphasized was the fact that a number of individual states are working individually or in cooperation with neighboring states to provide needed passenger train service where there is an obvious market waiting to be tapped. Building more roads and adding to existing roads just isn't the solution every time to meet growing transportation needs. Representatives for High Speed Rail New York, American Cities Express, Amtrak and North Carolina Dept. of Transportation Rail Division were on hand to answer questions, listen to suggestions and to pass out literature. During my Friday afternoon visit, a number of railfans and retired railroaders were present to check out the exposition. The weather was perfect.

While on my way to Burnt Chimney via state route 122, I noticed that the grade crossing at Moneta had been closed permanently. Though the crossing is closed, the area is ideal for viewing trains as there is ample parking for vehicles without trespassing.

The Blue Ridge Live Steamers held their

final run for the year 2000 during the last weekend of October. Trains were operated, comraderie was enjoyed and more vegetation cleared. The weather was great but man did it get cold that Saturday night/Sunday morning. 2001 looks good for us with a full head of new ideas and projects to forge ahead with. Oh yes, the highlight of the weekend was bidirectional running. It was something that we had wanted to try in the past but were not allowed to. We tried it and it was very successful. It broke the monotony of running in the same direction all of the time and gave our operation more of a prototype feel. Due to siding capacity, the most we could operate in both directions at once is 4. Two eastbounders, tow westbounders.

For me, attending the annual Gaithersburg railroaders show or flea market for a more accurate term, is something I really look forward to. Normally the nearby B&O tracks offer only a smidgen of trains during the flea market that last from 9:00 a.m. til 4:00 p.m. on Sunday. This past Sunday November 5th more than a smidgen of trains rolled by. Those of us whom have been attending this event for the past several years were really surprised and bewildered at the number of trains on the move that day. No complaints just puzzlement. Gaithersburg, Maryland was the location.

The first weekend of October as I mentioned in a previous MIXED FREIGHT was a real smorgasbord of railfan related activities and events within and near the city of Altoona, PA. There was Altoona Railfest 2000, the convention for the National Model Railroad Association, Cresson

Heritage Weekend, The Gallitzin Tunnel Festival and East Broad Top's annual Autumn Spectacular Weekend. From what I experienced and heard, every event was well patronized. In some instances, folks actually had to make hard decisions on whether to participate in one event or another. The weather was a mixed bag especially up on the mountain west of Altoona where Cresson and Gallitzin are located. Brief snow showers were common most of the weekend with periods of bright sunshine to boot. While purchasing a newspaper in Cresson, I overheard a local woman comment "I had no idea there were so many train people in existence"! Yes, indeed, we were definitely out in numbers in and around Altoona that weekend.

A few months ago I reported that the former N&W Railway depot at Prospect, VA had been destroyed by a mysterious fire. No one has yet to be arrested. In the meantime, local residents do indeed plan to rebuild the depot for use as a civic center and other public uses as originally intended. I will end this month's column by wishing all of you a safe and pleasant holiday season and a likewise New Year 2001.

Here and There

by Kenney Kirkman

In the November issue of Turntable Times within this particular column we mentioned that according to the Virginia Creeper Club, The North Carolina Clean Water Management Trust Fund had announced a grant of up to \$636,000 to acquire 14 miles of the former N&W Abingdon Branch right of way from the

Virginia state line south to the area of Lansing, North Carolina.

Now comes word that hopes for extending the Virginia Creeper Trail into North Carolina suffered a major setback when the Ashe County, North Carolina Commission informed the state Clean Water Management Trust Fund that organized opposition by reversionary property owners made the proposed project nonviable. It seems that the complainants have iced the usual story heard when some organization wishes to convert an old rail bed into a hiking, biking trail, that is there's going to be more trash, crime, loss of privacy, etc. (Story from North Carolina Rail Trail on-line newsletter "Little Toot").

Westward Ho on Amtrak!

by David Helmer

In the mid 70's, Amtrak discontinued operation of any passenger service to the fine state of Oklahoma. The last train was called the Lone Star and operated from Chicago to Texas, via Oklahoma City. However, Amtrak with assistance from the Oklahoma Dept. of Transportation, began operating in mid 1999 the "Heartland Flyer" on a daily basis from Fort Worth, TX. to Oklahoma City, OK., connecting with the "Texas Eagle".

Therefore, to take the annual fall pilgrimage to Oklahoma in 2000, Grace and I decided to use Amtrak - especially since our granddaughter Madeline was going with us and she did not want to "buckle up" this time traveling to Oklahoma. On Friday November 10th - we drove to Oakton, Virginia, to our daughter Delta's current residence, since our point of depar-

ture on Amtrak was going to be Washington DC.

Saturday, November 11th

Arriving at Union Station approximately hour before train time, we checked our luggage and briefly visited the Metropolitan Lounge - since we were traveling in deluxe bedroom accommodations to Fort Worth, then in coach to Oklahoma City. We left on train No. 29, the Capitol Limited on time from Washington DC for an overnight trip to Chicago, IL. Dinner in the diner that evening was excellent - in fact we had great service both in the sleeper and diner on all segments of our journeys. This was Madeline's first trip on Amtrak in an overnight sleeper - she was very interested in both sleeping and taking a shower on the train. She just could not go to sleep the first evening - choosing to stay up for a while and watch the lights of the countryside outside the moving train (think this trait was inherited from her mother).

The consist of the superliner equipped Capitol Limited was a crew sleeper, two passenger sleepers, three coaches, a diner and one sightseer lounge. This consist upon arriving at Chicago - becomes the outbound consist of the Southwest Chief to Los Angeles, CA. In addition, there were approximately 10 road-railers and 5 express mail cars on-bound. Madeline quickly observed those strange cars at the rear of the train - with tires, while boarding the train in DC.

Sunday, November 12th

The Capitol Limited was on time to Toledo, OH. - where the morning paper was received prior to morning coffee and breakfast. Bad news in the newspaper - the

Presidential election still in chaos and Oklahoma State got slaughtered by Texas Tech, 58 - 0. The Capitol Limited was on time leaving South Bend, IN. for the final run to the Windy City. However, about 10 miles west of New Carlisle, IN. - Norfolk Southern had an operational problem - both tracks were blocked - the westbound by a stalled multilevel train and rail problems on the eastbound. Thus - with a little delay - we backed up 10 miles to the next available crossover and proceeded slowly over the repaired track. Just south of the Union Station in Chicago, the road-railers and express cars were set off, prior to the train backing into the station.

As a result, we were about 1 1/2 hours late arriving in Chicago. Since our layover in Chicago was nearly 7 hours, that delay was a blessing. Since it was cold outside - we decided not to go to the zoo. Lunch, visiting the Great Hall inside the station, using the Metropolitan Lounge facilities and a Mc Donald's like play area for children in the station allowed time to quickly pass, before the next train trip of over 1,000 miles to Texas.

Departure time of the Texas Eagle was at 5:05 p.m. on an essentially Union Pacific route to Fort Worth. We departed on time with a similar consist as the Capitol Limited, except only one passenger sleeper. After dinner in the diner - all when to sleep by the time we reached Springfield, IL.

Monday, November 13th

We awoke while in Little Rock, AK., around 6:30 a.m. on time, after completing around 60% of our trip on the "Texas Eagle". However by the time we reached

Texarkana, AR./TX., we had lost about thirty minutes from the schedule. On the Texas side of the station next to the tracks, there is a large prison where you could observe prisoners en-route to taking their shower.

Between Texarkana and Big Sandy, TX., Amtrak now operates west over the long "freight only" route of the former Cotton Belt and east over the ex Texas & Pacific lines. This operation seemed to facilitate the operation of our passenger train in Texas. While in Dallas, some the road-railer and express cars came off the train. This activity allowed observation of Dallas's new Light Rail system and the "Trinity Rail Express" which was expanded to serve the DFW airport using ex Rock Island trackage.

Arrival at Forth Worth was still 30 minutes behind schedule, but plenty of time to make the connection to Oklahoma City. The "Heartland Flyer" operates over 206 miles of BNSF trackage to various Oklahoma points. This state sponsored train has three superliner coaches (with a small cafe operation in one of the cars) and two locomotives, since there are no turning facilities in Oklahoma City, OK. Departure was on time at 5:25 p.m. for the four and half hour ride to Oklahoma City. The speed limit is currently 60 mph: however, the State of Oklahoma is funding both signal and track improvements to increase the speed to 79 mph. in the near future. Arrival at Oklahoma City was on time. Since it was cold, windy, and late in the evening, we had the Amtrak conductor call head for a taxi, even though the Westin Hotel was only a couple of blocks from the station.

Tuesday - Sunday, November 14th - 19th

After getting a rental car, we packed up and made a 900 mile swing through Oklahoma. First priority, was visits to mothers (both in the 90's) and other relatives in both Watonga, OK. and Alva, OK. Then on Friday, drove to Stillwater, OK. (stopped en-route briefly at the Oklahoma Railroad Museum in Enid, OK.) to check on the next day's alumni band events. Saturday was spent primarily at Oklahoma State University - practicing for the half time performance, marching to and onto the football field, playing during the game etc. Since OSU beat Baylor 50- 22, we got plenty of opportunity to play again and again the various spirit songs and watch the OSU black stallion horse and cowgirl ride onto the field after each score. This was the first time Madeline had seen her grandfather play snare drums in a college marching band. During the 3rd quarter, with OSU safely in the lead, Madeline somehow managed to take a nap in the stands, just a few feet away from the marching band's Drum line. On Sunday, we drove back to Oklahoma City and toured, among other things - the newly established Oklahoma City National Memorial. Yes, even after 5 years since this tragic event in our nation's history, people are still bringing flowers, teddy bears, etc. to be placed on the fence at the memorial. This a simple, but an emotional memorial which will bring tears to your eyes.

Monday, November 20th

On this day, we begin our return trip to Roanoke, VA. using the reverse route. Amtrak leaves Oklahoma City at 8:25 am. Madeline was awake at 6 am., looking out our hotel window at the passenger train

parked overnight at the station. Having time prior to departure, we walked in sub-freezing weather to the station, with luggage in hand (Madeline's role was to tote her Thomas the Tank Engine suitcase). The "Heartland Flyer" was on time to Fort Worth, despite experiencing a little signal trouble just outside of Fort Worth. The train trip in daylight through Oklahoma was the first I had made - since returning from Vietnam in 1966. Since we had approximately four hours between trains at Fort Worth, we took the town's trolley downtown for lunch. Returning to the station - Madeline had another first experience, going to sleep on a station bench.

The "Texas Eagle" was on time leaving Fort Worth. By this time in our journey, Madeline was getting to be a pro in taking a shower on a train - after some initial reluctance to this new concept. The diner on the Eagle serves an excellent prime rib dinner and good kids meals (mac and cheese, peanut butter and jelly etc) throughout the day.

Tuesday, November 21st

We awoke around 7 am while in the Missouri Ozarks, south of St Louis. The train was early into St Louis, MO. However, we lost about 20 minutes leaving the station since we did not for some reason take the normal Merchants Bridge route over the Mississippi River. The train was packed with holiday travelers, having to use some lounge seats for coach passengers by the time we got to Chicago. The entry into Chicago from Joliet over trackage owned by IC (now CN) was slow and not well dispatched, resulting in our train arriving about a hour late, all lost in the state of

Illinois.

The time between trains was only 3 hours - time for a snack before dinner and watch the madness of holiday travel at a major Amtrak terminal. Since the Buffalo/Cleveland area had received a major snowfall, this was an indication of a potential delayed operation to DC. We boarded the sleeper about 20 minutes prior to the scheduled departure of the "Capitol Limited" at 7:45 p.m. However; come time to leave, we did not! Problems: the out-bound engines were not ready and a broken glass in one of the windows of the coaches. As a result - we left the station after 9 p.m. resulting in a late time to eat dinner. Also, the pick up of four express cars just south of the station, was not handled this time on a timely basis. By the time we had gotten out of downtown Chicago - we were already 2 hours late.

Wednesday, November 21st

Well - late trains get even later is an old railroad saying. True it would be! Through the snow - we had signal/switch trouble on NS, resulting in the Capitol Limited being three hours late by the time we awoke in Cleveland, OH. Madeline was excited - seeing her first snow of the season (they only had a foot of snow in Cleveland along Lake Erie).

The train was packed - both sleepers and coaches being completely full. By the time we reached Pittsburgh, PA, the eastbound "Three Rivers" for connecting passengers to Philadelphia and beyond had already departed. Thus, the "extra" passengers had to remain onboard.. As the result of being late - we were outside the maintenance windows of CSX for track work being per-

formed between Pittsburgh and Connellsville, PA. Thus - more delay en-route to DC.

By the time we got to Washington DC, the train was slightly over crowded (not quite as bad as the "Bombay Express" trains the Chapter operated in the days of the Independence Limited). We arrived over 5 hours late; however, the onboard Amtrak staff were VERY accommodating providing free sandwiches, snacks from the lounge car and arranging IN ADVANCE, alternative transportation when necessary (i.e., having a taxi take a couple from New Haven, CT. to Hartford, CT., since all connections were missed) and holding some southbound trains (the "Crescent").

Union Station in Washington was very crowded - even at 8 p.m. on Thanksgiving eve. After picking up our checked baggage - we decided to spend the night with Delta and her family - rather than drive back to Roanoke.

Thursday, November 23th

Since we were having Thanksgiving lunch with Don and Kathy Page, we called to make our planned Thanksgiving activities at dinner time. The drive back on I-81 was uneventful - not much traffic on that day on the interstate. Thus ended - our trip to Oklahoma.

Small Rails

by Dave Meashey

The Roanoke Valley Model Engineers have finished working on the scenery on the layout until the Christmas display season is over. The modules have been blended together scenically to present a unified appearance. There are some minor

details that may receive attention, but the heavy emphasis will be on running trains for visitors. The club is planning to expand the current layout after the Christmas season. At the most recent meeting, members worked on freshening some of the paint in the room. Our space had been occupied by a store for gowns and other formal wear. Some of the trim in the room was painted over to allow the room to look more like its present function. Several nice photographs and some original artwork by retired roadmaster, Charlie Hamblin, are also on display.

The Big Lick Big Train Operators' meet for their last gathering of the year 2000 at the home of Tim Kelly in Salem, on Saturday, November 18th. The group was small, but congenial and lively. Normally we would have set up some track on Tim's patio and run trains there. Saturday was a bit too cool for that, so we slapped some track down in Tim's basement recreation room and had a great time running trains there.

In previous years the club had met in December for a Christmas theme train exhibition. We would usually run our trains for a nursery school or a retirement home, as a form of entertainment and education. This year there was no organization interested in having us run trains for them, so we wished each other a nice holiday and adjourned for the winter months. We plan to begin meeting again in April. The present members are reconciled to the fact that our group will remain small, but we hope to continue to attract a few new members from the Southwestern Virginia area.

A Little Bit of This And That

by Dave Meashey

Laura and B.T. showed us pictures of their honeymoon in London, England recently. My new son-in-law loves trains too, so there were enough railway pictures in the set. London reminds me of the spaghetti bowl model train layouts of the early 1960s. Tracks seem to run everywhere: over streets, through buildings, right beside some ancient historic landmarks, and even, seemingly, too close to rivers and canals. Great Britain had industry before it had railways, and the railways had to sometimes squeeze in wherever they could. It makes for some interesting "unprototypical" prototype track arrangements at times.

On one photograph B.T. took of the Docklands transit system, I was surprised to note that the system was using bullhead rail. I thought I had read that most of England had begun to use flat-bottomed rail like North America. Bullhead rail is very labor intensive to lay, as it requires special track chairs to support it properly, two chairs per tie. The advantage of bullhead rail is that it has two heads joined by the web, instead of a foot, web and head, such as we are accustomed to. The advantage of having two rail heads is that when the first wears out, the rail can be flipped to allow the new head that was once on the bottom to be used. That way the same rail can deliver double the use.

Where are the electric trains this Christmas? I hate to see this tradition ushered out, but when I read the colored advertising flyers, electric trains are conspicuous by their absence. I know Toys R'

Us have some HO and N scale sets and possibly even some Lionel, but nothing about it in their flyers. J.C. Penney at least shows about three sets in its Christmas catalog. I haven't seen the Sears catalog; I did see a train set under a tree in the Trim a Tree section of the local Sears store. From the track, I'd guess it was a MTH (Mikes Train House) set, but I did not see the set offered for sale.

I hate to see the wonderful tradition of train sets as holiday gifts fall by the wayside. I'm still hoping it will revive, after all, certain "retro" styles are becoming popular for automobiles, furniture, household utensils and small appliances. Maybe people will get "retro" about electric trains and the holidays again. Well, I can hope, can't I?

Archive Notes

by Ken Miller

The Chapter received a request from the Glencoe Museum in Radford to provide a display about railroading to remain in place for up to six months. On December 3, Bill Arnold and myself, made the trip to Radford to install the exhibit.

"Railroading in the New River Valley" features over 20 large format photographs, several drawings of the East Radford area and a few small artifacts. The photos feature several vintage views of the N&W's tie treating plant as well as a newspaper from 1976 with a story about the plant and its then very poor condition. Today, not a sign of the plant is to be found, as it has been completely replaced with the Dedmond Center of Radford University.

Other photos feature various scenes of railroading in Radford, Christiansburg,

Vicker, Blacksburg and Pulaski.

Normal hours of the Museum are from Thursday-Saturday, 11:00 am to 4:00 pm, Sunday 1:00 to 4:00 pm. It is located in Radford on Main Street past the Rt. 11 bridge.

Membership Renewal Time!

Your membership renewal notices have been sent out recently, please try to get them back in quickly so Lawanda Ely, our new membership chairperson will be able to get them back in to National.

License Plate

Last month we included a application for the 611/Railroad Heritage for Virginia residents. Please send your form in soon, the sooner we gather the 350 applications, the sooner we will get the plates made!

To those who order plates, we will be depositing the checks in a holding account and writing one check to the DMV when the time comes.

Due to conflicting information given to us, the details on the forms are not exactly correct. The only amount needed to reserve a plate is \$10 for the generic or \$20 for the personal.

Vanity Fair

The issue of Vanity Fair with a two page spread on O. Winston Link is now available at most newstands.

And we thought certain US railroads were bad!

from "The Brass Switchkey"

"NEW DELHI: How long does it take a train to cover a distance of about 1,100 km?

A day or two? A week, at the most? No. For the Indian Railways, even two and a half years is not enough. Incredible as it may sound, it took the Central Railways a staggering 34 months to move a wagon full of explosives and naval charges from Jabalpur to Mumbai. At about 32.35 km per month or a little over a kilometer a day, this is probably a slow-speed record by a railway.

On Dec 1, 1997, a wagon loaded with ammunition was dispatched by the Kamaria Ordnance Factory in Jabalpur to the Naval Armament Depot (NAD) at Karanja near Mumbai. Strange as it may sound, it took five-and-a-half months before the NAD took notice and brought it to the attention of the Central Railway's chief commercial superintendent on May 18, 1998.

Follow-up action ensued. But despite all the advances in information technology, it was not before another 2 years and 4 months, that the wagon carrying Rs 14.29 lakh worth of high-explosive ammunition was traced. The wagon finally made it to the NAD only about 3 months ago on Sep 9, 2000.

These facts were confirmed by defense minister George Fernandes in reply to a Lok Sabha question on Thursday by Ramchandra Paswan and Ramjivan Singh. 'An inquiry has been ordered to fix responsibility,' Fernandes said.

So what went wrong? Apparently, the markings on the wagon were smudged in rain, so the address could not be identified. Now the authorities have decided that the sender will keep track of the wagon till the receiver gets it." -- Times of India, Dec. 2, 2000

Amtrak Car Upgrade

Discussed at our December Christmas Gathering was the proposed upgrading of coach 512 to full Amtrak compatibility. Many points both pro and con on this topic resulted in a tie vote. The motion was made to continue study and provide answers to a number of questions and return the topic with more detail to the membership at a future membership meeting.

This proposition is quite costly and requires considerable thought and membership input, you will be notified when this discussion will once again take place.

UPCOMING MEETINGS/EVENTS

January 2, 2001
Board Meeting, 7:30 pm

January 18, 2001
General Meeting, 7:30 pm

February 6, 2001
Board Meeting, 7:30 pm

February 15, 2001
General Meeting

Annual Banquet
March 31, 2001

April 3, 2001
Board Meeting, 7:30 pm

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

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