



Turntable TIMES

Volume 32, Number 9

September 2000

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





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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, September 21, 2000 at 7:30 pm. The meeting will be held at the First Presbyterian Church on the corner of McClanahan and Crystal Spring Avenue in Roanoke.

September's entertainment feature will be the 30-minute tape UNION PACIFIC 6900s, THE CENTENNIALS. Delivered in 1969, the Union Pacific's centennial year, the EMD DD-40As were a study in diesel locomotive superlatives. The Centennials weighed 545,000 pounds, carried an 8,000 gallon fuel tank, and could attain track speeds of 90 mph. Their 16-cylinder dual power plants could generate 6,600 horsepower. The tape not only has action footage, but also offers a guided tour of the DD-40A's mechanical systems: prime mover, air brakes, safety devices, trucks, and cab controls. The Centennials were retired in 1986, but this video lets you enjoy the sights and sounds of Centennials in action again.

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 Tuesday, September 18, 2000. Please send articles, information and all exchange newsletters to: Kenney Kirkman, Editor, Turntable Times, 590 Murphy Road, Collinsville, Va. 24078-2128.

Cover Photo

No. 1218 is pulled out for Vanity Fair magazine photographers and posed with O. Winston Link. All 1218 photos by Chris Helmer.

Condolences

While the last newsletter was at the printer, we received word that the Chapter's longtime flower and card person Elizabeth Leedy passed away on August 3. Elizabeth was quite dedicated to her job and was very involved in organizing the Chapter Picnic over the years, it was only in recent years after her health had failed her and she was unable to be involved in the many things she would have liked to have done.

The Chapter extends its thoughts and wishes for the family.

Railcamp 2000

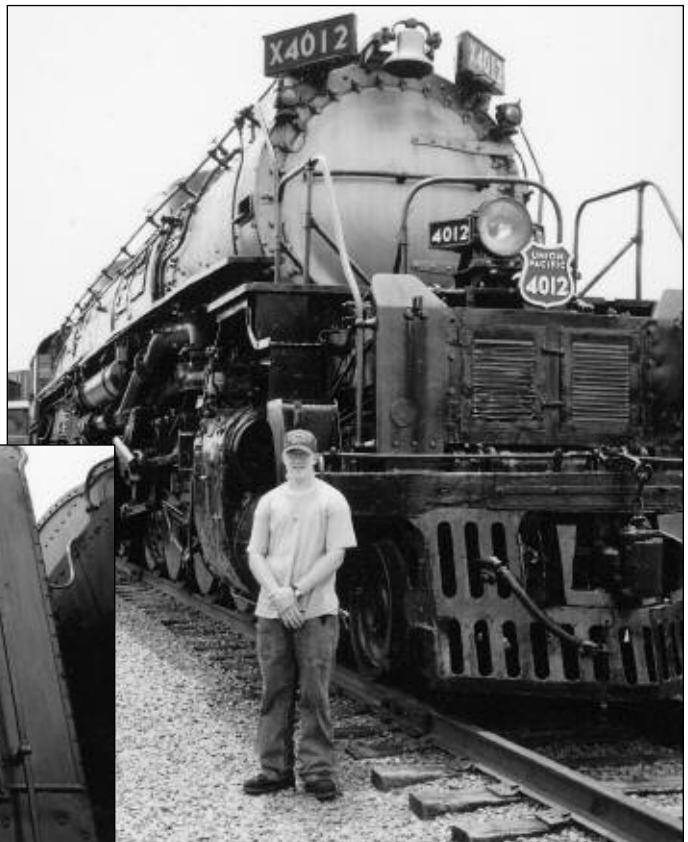
Daniel Eggleston will share his experiences at Steamtown USA at Scranton, PA at our next Chapter meeting, Thursday September 21. He also has a number of photographs that he took while there. As you will recall, Roanoke Chapter sponsored Daniel, a Cave Spring High School senior, at the joint US Park Service/NRHS Railcamp 2000 in June. Let's all give Daniel a warm welcome at the September Chapter meeting.

Open House 2000

The mechanical and Archive crew will be holding an open house at our 9th Street Maintenance Facility and Archive on Sunday, October 1, 2000. All members and their guests are invited to come and see what is being done, see our equipment and all the work that has been accomplished.

Visitors (and workers) are more than welcome, our visiting hours are set for 2-5 pm. For directions to the facility, please feel free to contact any member of the board or mechanical committee. Come to the Chapter meeting on September 21st for details.

Work is continuing on the paint removal



on GP-30 No. 522 however the incessant rain over the past three weeks has considerably delayed the work. In addition, a broken spring in one of the needle scalers has limited the man-hours by half. The Mechanical crew is hoping the replacement part is soon to be in hand.

We also had a break-in at our maintenance facility, our ex-N&W maintenance of way boxcar had the lexan door window on the hidden end of the car knocked out, nothing was apparently removed as there is little in the car to take.

Notice of Annual Meeting

The Annual Meeting of the Roanoke Chapter of the National Railway Historical Society will be held at the First Presbyterian Church on the corner of Crystal Spring and McClanahan Street on Thursday, November 18, 1999. The meeting will begin at 7:30 pm. At this time we will hold our annual election in which six (6) directors will be elected.

This election provides a change from standard procedure, normally we elect five directors in even number years, however with the resignation of Gary Ballard earlier this year, we have the remaining year of his two-year term to fill with the election, therefore, we elect six directors, one of which will serve a one year term.

Instructions for Absentee Ballot: This year we will be electing six (6) directors. Election will be by secret ballot. Any member may vote by absentee ballot. The nominees will be included in the November Turntable Times, and announced at the October meeting.

Please Note: if you are interested in running, or know of another Chapter member who is, please contact the nominating com-

mittee as soon as possible.

To vote by absentee ballot, one must:

1 - Request an absentee ballot from the Secretary or a member of tile nominating committee. The nominating committee is chaired by Bill Arnold. You will receive (a) one ballot; (b) one "ballot" envelope; and (c) one mailing envelope.

2 - Mark the ballot (vote for not more than six (6) directors. If more than six (6) votes are cast, the ballot will be discarded).

3 - Place the ballot in the "ballot" envelope and seal. Do not put your name on the ballot or "ballot" envelope.

4 - Place "ballot" envelope in the mailing envelope. Write your name and return address on the mailing envelope and mail to;

Roanoke Chapter, N.R.H.S.

P. O.Box 13222

Roanoke, VA 24032-1322

or the envelope may be hand delivered to the Secretary anytime before the election at the annual meeting.

Splinters From The Board

by Bill Arnold

Book sales are going well. Two months after receiving our new book, NORFOLK AND WESTERN CLASS J, total sales are approaching 1000. Initial pre-publication orders numbered over 150, and have continued to filter in and individual sales at our gift shop continue strong. We have established sales outlets at thirteen dealers (throughout the US and including one each in England and The Netherlands) and distributors. One dealer from Brooklyn has placed four different orders totaling 68 books. In addition, we had an article in the Salem Times Register (spanning two weeks), an on-the-air interview between

vegetation. We BRLS's were not busy at our site for nearly two years, but Mother Nature surely was. All the rain this summer definitely made a tremendous contribution to the vegetational prosperity. We plan to have our traditional Labor Day Weekend Run in early September. The public is indeed invited.

It's hard to believe the Summer of 2000 is almost over. With the coming of Autumn comes the barrage of railroad hobbyist activities. Normally, The Altoona Railroad Festival and East Broad Top's Autumn Spectacular Weekend fall on two separate weekends. This year, both events happen during the weekend of October 7th and 8th. With Altoona and Orbisonia being about an hour apart, convenience is the word here. Oh yes, one more item concerning that weekend in Altoona, the National Model Railroad Association will be holding it's annual convention there too. Needless to say lodging will be tight and this does not even include the football fans attending area college football games.

A few months back I reported that former C&O Greenbrier No. 614 was up for auction. The auction took place, but was deemed unacceptable in terms of the highest bid offered which was only \$200,000. Ross Rowland is seeking \$ 1 million dollars minimum for his locomotive. If you are interested phone 704-436-9393 or FAX 704-436-9399.

Talk about a lack of foresight. Amtrak will limit it's Acela Express to 75 miles per hour between New York and New Haven and the train's tilting function on curves will not be activated on the grounds that a malfunction may cause two trains to strike each

other.

Here is the latest I have on the restoration of former PRR steam locomotive K4s # 1361. Pennsylvania Governor Tom Ridge has released \$600,000 to restore the locomotive to operating condition. The restoration project was on the verge of coming to a full halt had the funding not come thru. A grant for \$420,000 from The Southwestern Pennsylvania Heritage Preservation Commission got the restoration project rolling back in 1992. As of this writing, the restoration is 60% complete.

The Altoona Railroaders Memorial Museum was recently awarded a \$40,000 grant via the Transportation Equity Act of the 21st Century AKA TEA-21 to clear vegetation and to plant ground cover for protection of the environment at Horseshoe Curve. The project is not expected to commence until late 2001.

To the dismay of photographers, Norfolk Southern has installed a fence on the bridge spanning it's tracks at Gallitzin, PA. This has been a popular photo vantage point for decades and required absolutely no trespassing.

Amtrak Update

by Gary Ballard

The new streamlined version of Amtrak's reliable little electric Locomotive (the AEM-7) is running on the northern end of the Northeast corridor. Observers will notice the Front of these units closely resembles that of the Acela power units. The AEM-7 is the successor to the GE-E60 electric locomotive, the E-60 was the successor to the legendary GG1 of Pennsy days. The newer versions of the basic AEM-

Ken Miller and Frank Murphy of WFIR radio, a visit to our archive facility for a Live at Five segment on WDBJ Channel 7 covering both the archive facility and our book, and a book signing at Barnes & Noble (with another one requested for November). Additional promotions are scheduled over the next several months. The book is available locally first and foremost at our Gift Shop (mail order and direct, Barnes and Noble at Tanglewood Mall, Rams Head at Towers Mall, Ken's Trains on Orange Avenue and Books a Million at Crossroads. Let's all promote this book every chance we get!

1218 Rolls Again - be it a short distance!

by David Helmer

In mid-July I received a telephone call from O. Winston Link. "Dave, I need your help on a matter that is important to me," said Winston. So began the above journey.

The matter turned out to be that Winston had been selected by Vanity Fair Magazine, a noted New York City publication, to be one of the top photographers in the WORLD. Further, he wanted to be photographed in his natural setting - in Roanoke, VA with a steam locomotive.

After discussions with the Vanity Fair producer of the above story (which will most likely be in the upcoming January 2001 issue of the magazine) the process to achieve the objective of getting Winston photographed began. On July

15th - a commercial photographer from the Charlottesville, VA area was dispatched to Roanoke to shoot pictures of various steam locomotives and locations in the Roanoke Valley which could be used for this upcoming publication. Various locations - Shaffers Crossing, old N&W passenger station, Virginia Museum of Transportation were scouted. After review of the pictures by the Vanity Fair staff and Winston - N&W No. 1218 was to be the locomotive, while the site selected for the photo shoot was the west end of the Roanoke Shops complex - which was to be conducted at night - of course.

Next - was the task of getting Norfolk Southern to agree to having THEIR engine and site used for this article. This proved not to be very difficult - as personnel in the Public Relations Department in Norfolk VA understood the quality of the magazine and the importance of this honor to Mr. Link. With authorization in hand on Friday July 28th - for having the photo shoot on the following Wednesday August 2nd - I went to see the Superintendent of the Roanoke





Locomotive Shops - Bob Corea - to advise him of the mission which Mr. Goode had committed.

The Roanoke Locomotive Shops team was up to the challenge and were extremely cooperative and helpful in making the photo shoot a success. On Friday afternoon - the 28th - the 1218 rolled out of the old paint shop in the complex - where it had been stored for 5 years - to the west side of the shops. Since No. 1218 is not in operating condition as a steam locomotive - diesel locomotives were used to transfer No. 1218. Next - the engine was scrubbed clean and certain missing parts - number plate, head light, marker lights - were reconnected onto No. 1218 for use in the photo shoot. Since they wanted the No. 1218 to look like it was under steam - Roanoke Chapter member John Garrett and Chris McBride of the Virginia Museum of Transportation - developed a scheme - which worked wonderfully, and realistically - to give the appearance the photographers

were looking to capture.

Vanity Fair's noted photographer for the shoot was Michael O'Neill, who had just taken the picture cover for Newsweek magazine - of George W. Bush and Dick Cheney. On Tuesday August 1st, Winston and the team from Vanity Fair (to eventually 8 members) - began to arrive in Roanoke, despite stormy weather conditions. Later that evening - a practice night photo session was held in the shop complex. The No. 1218 was repositioned several times by Norfolk Southern to get the proper angle and background for the actual pictures. It was interesting watching - at times - Winston giving fatherly advice to Michael on how to photograph a steam locomotive at night.

Then came the night of the big event - Wednesday August 2nd. At noon - it began to rain again, and it looked as though it would be a long night. However, just before the photographers began to move the equipment in place - the rain stopped and

All 1218 Photos:
Chris Helmer

1218 and company at Roanoke Shops, August 2, 2000.



it turned out to be a beautiful and exciting night to capture the spirit of No. 1218. After numerous photos, - including Winston on the No. 1218, the shoot was finally completed around 2 am on Thursday morning.

Sadly - that afternoon - the No. 1218 was moved back into the paint shop - away from the public view. It's fate for the future is still unknown.

Small Rails

by Dave Meashey

The Roanoke Valley Model Engineers are laying new track on the module where the diesel locomotive service facility will be. The main freight yard is also being upgraded with some new splice track sections and refurbished scenery along the edge of the yard. A new passenger station will also be constructed along the inside

edge of the yard. Although there's a lot of work in progress, members still are given a chance to run some of their trains during these work sessions.

The Big Lick Big Train Operators' July 29th meeting was a trip to visit the Historic Spencer Shops. We met in Fort Chiswell and "convoyed" from there to Spencer. We had a grand time visiting the museum. The train was under the able power of former Buffalo Creek and Gauley Railroad Consolidation number 604. I was impressed at how much improvement had taken place since my last visit, which was one of our chapter's outings in the early 1990s. The roundhouse is simply terrific, and we spent much of our time in there. I was pleased to see that the business car Loretto had been restored to its former glory. I had last toured the car at the McGee museum in Bloomsburg, PA, just a day before Hurricane Agnes devastated the

Dave Meashey

Former BC&G No. 4, lettered as Southern 604 handles trains at Spencer Shops.



museum and its exhibits.

We also enjoyed looking around and making some purchases at the Little Choo Choo Shop, which is directly across the street from the museum.

This hobby shop is well stocked with all the popular model railroad scales. Books, magazines, videos, modeling supplies, and spare parts are also in abundance. I found a whimsical "lady" hobo figure to ride in one of my boxcars. Lunch was at the local ice cream and sandwich parlor. We made one more trip to the ice cream parlor late that afternoon, before departing for home.

A Most Unusual Geared Locomotive

by Dave Meashey

One of the displays in the roundhouse at Spencer is a Porter fireless steam locomotive, Carolina Power & Light #3. The locomotive first caught my eye because of its unusual livery, a sort of mustard yellow with red trim and "accents" (such as the headlights, sand domes, steam dome, bell bracket, stack, and cylinder caps). In my mind, this locomotive would look perfect if it had Ronald McDonald for its engi-

neer! (Or perhaps Big Bird.)

At first glance, the locomotive appeared to be an 0-4-0. Closer examination revealed that it was really an 0-2-0-2-0. Between the two drive axles were a set of cranks with counter weights a`la the D&RGW Mudhens. The shaft for the cranks passed through a large gearbox mounted between the frames. It was a geared fireless steam locomotive. Now I know about Shays, Climaxes, Heislars, Dunkirks, and even some oddball Baldwins, but I had never heard of a geared Porter steam locomotive - fireless or standard.

Now things really got interesting. The cylinders drove another set of cranks mounted on the gearbox, and the steam chests were driven from a third set of cranks. Steam chests and cylinders were mounted between the frames, and the cylinders were above the steam chests! This really had me scratching my head. The placard beside the locomotive didn't say too much about the locomotive's drive system. It mentioned that the locomotive was completed in February 1937, that it could haul a prodigious string of coal hoppers, and then went on to explain the principles of a fireless steamer.

The Internet is a wonderful source of

information. A few days after I returned home, I found the Internet site for The North Carolina Transportation Museum and emailed them a request for more information about CP&L #3's unusual drive train. Mr. John Bechtel, the museum's Master Mechanic kindly answered my query via return email. His informative reply is quoted below.

"CP&L # 3, for a locomotive of its size, is truly a technological oddity. As Master Mechanic, I had the privilege to oversee her restoration and found her a fascinating piece to work upon. Here are few interesting notes.

"The locomotive is roller bearing with the exception of the rods and valve gear. With the side rods off, this engine can be moved on level track by hand.

"The pressure vessel (boiler?) is riveted like most. But, they then arc welded the seams. Electric Arc welding was just beginning to become accepted and this is the first time I've seen it used on a boiler.

"Now to try to answer some of your questions:

"As far as reverse goes, the locomotive as what appears to be Walschearts valve gear located inside the frame. The valve gear is driven by a shaft off the gearbox. Like any other steam locomotive, the valve gear is placed in reverse and this changes the routing of the steam through the valves and into the cylinders. On a standard rod engine, the valve gear is actuated by the eccentric crank off the drive wheels. The fireless has the eccentric come off a shaft of the gearbox. The shaft is driven by a gear that provides the correct speed and direction of rotation for the eccentric.

"I have no real specs for the gearbox. We estimated that it was roughly a 3:1 ratio, 3 cycles of the pistons resulted in 1 turn of the drivers. This would give you a very smooth, powerful, but low speed rod type engine.

"The steam chests were mounted below the cylinders to place the driving rods at the correct height to drive the gear box. This also placed them above the frame, which allowed for a larger diameter cylinder. This also helped boost the power. This arrangement also kept the engine narrow. Clearance was frequently an issue at facilities that used these locomotives.

"Thanks for your interest in the Museum."

John Bechtel, Master Mechanic
North Carolina Transportation Museum

Mixed Freight - September

by Mr. Robin R. Shavers

I am happy to announce that The Blue Ridge Live Steamers are back on track again. I am not going to present all the details to what has been going on with us for nearly the past two years. To make a long train short, member John Zinn purchased the land, trackage and structures located in beautiful Burnt Chimney, Virginia for an undisclosed to the public amount. The land, trackage and structures were in turn turned over to the Blue Ridge Live Steamers. Once the organization gets fully functional and a course of action planned, John Zinn is to be paid back. We had our first run in almost two years during the weekend of August 12 and 13th. It was a combination of running trains, our mouths and machines that cut and trim

7 will produce 8,000 horsepower and are from the Bombardier Alstom manufacturing consortium. The locomotives have cabs at both ends, the front face of the engines slope downward. Units are dressed in the new "metal-silver" and Acela dark blue.

As of now, the locomotives can be seen pulling revenue trains between Philadelphia and New York, thus, Phase I of the unit's first two weeks. Once this is complete, the locomotives will move to Phase II, operating a roundtrip from Washington to Boston one day, and a roundtrip from Washington to New York the next. Each unit will go these two operational phases. When completing the second Phase, the new "motors" will enter Acela "regional" service. Already, official company print is showing the "HHP" prefix to the class, for high horsepower. Acela regional service will use existing Amfleet cars (complete with new interiors) at speeds of 125 miles per hour, operating between Washington and Boston.

The much talked about Acela high-speed trainsets are nearer to their first revenue trips. Washington newspapers have been eager to report the new train's development process, including the problem of broken bolts in the trucks which is being reported as a situation that has been fixed. Sunny Side yard in the Big Apple will be the maintenance Facility for these futuristic trains. All heavy repairs will be made at Ivy City (Washington, D.C.) These trains will operate between Washington and Boston.

Acela express service will feature the new cars, or one of a kind consist. The new cars will not "mateup" to existing coaches.

Top speed will be 150 mph, the tilting mechanism of the train will make riding these speedsters a breeze, eliminating the G-force around the curves of the right of way. For months an Acela high-speed train has been seen daily, running from Washington to Philadelphia. These trips have been for the purpose of conducting tests. These test trips have been a spectacle for those riding in any one of the MARC (Maryland Commuter Service) double decker trainsets. A seat in the upper level of the MARC cars usually provides a good view downward into the windows of the Acela equipment, where one can spot the Acela's new furniture still wrapped in plastic! Of course, this observation is only guaranteed when the high speed train is performing a slow speed test.

"Capitol Limited" Update

by Gary Ballard

Service was disrupted during the second week of August, due to severe storms and heavy rains that rumbled through the western portions of Maryland. The "Capitol" came no further east than Pittsburgh, PA where crew and passengers were bused to Washington. Several rock and mud slides covered the ex-B&O tracks between Connellsville, PA., and Cumberland, MD. The bus service was time-consuming, covering the local stops the train would have made. However, the mountains along the way between Connellsville and Cumberland (read: the 9% upward struggle on Rt. 46 near Uniontown) gave everyone a late arrival in Washington Union Station of around 4 am. The first day of this mess had the train receiving the mudslide news upon entering the old B&O yard in Connellsville. Everyone and the train were sent back to

Pittsburgh to tie up for the night. This exhausted all crews involved from the headend to the coaches.

The next day, on-board crews on the "Cardinal," upon arriving in Chicago, were given new orders to crew the next east move of the "Capitol" as far as Pittsburgh. Amtrak then went to the phones, and rounded up a crew of on-board personnel to fly out to Chicago to bring back the "Cardinal". Amtrak's search for trusty servants included me! Seven of us were flown via US-AIR to Chicago to bring the now crew-less "Cardinal" back home.

As of the second week of August, normal operations resumed for trains 29/30 and 50/51.

(Turntable Times Editor's Note: As Gary Ballard noted above, he is now working for Amtrak. If you would like to contact him, his current address is: Gary Ballard, 1051 Deer Run Lane, Crownsville, Md. 21032. Thanks again Gary, for your contributions to the Roanoke Chapter and Turntable Times, and continued success in your new ventures with Amtrak.)

Thomas Scores Knockout at GSMR

Did you ever wonder which steam locomotive brings out the biggest crowds? Around here you might guess 611, 4501 or 1218. Out west maybe its 3985, 3751, or 844. Or to the north perhaps it's 261, 1522 or 4449. And back east how about 614, 765 or 2839?

Good choices everyone, but which of them has ever pulled in 26,000 paying customers over a nine-day stretch? Even if one of them worked two 3-day weekends in a row and carried 2,000 passengers on each trip, well that would total only 12,000.

The champion crowd pleaser is none other than Thomas The Tank. Working on the Great Smoky Mountains Railroad over nine

days near the end of July, TTT packed in 26,300 passengers, almost ten-thousand more than last year.

I called the very happy GSMR General Manager, Jon Schlegel, on August 9 to catch up on Great Smoky affairs. Clearly, Schlegel has more than Thomas about which to be quite happy.

The railroad continues negotiations with Norfolk Southern for purchase of Southern's old No. 722. The 2-8-0 resides in the Asheville roundhouse and recently passed several GSMR tests necessary for purchase. A veteran of Murphy Branch operations, the 722 is a perfect choice for GSMR. Hopefully, it will be on the roster soon.

The railroad continues its pursuit of turning devices and soon may install a turntable at Bryson City. Without any way to turn equipment, all coaches and engines always face the same way and the Lexan windows on the south side are beginning to fade.

In conjunction with the state, eight new crossing protection devices were installed and three others are planned.

The 2001 schedule is out, and the big news is that GSMR will begin year 'round operations. January and February - formerly projected as light traffic months and set aside for equipment and plant repairs. Now, the railroad is set to run a 12-month operation.

As well as the daily excursion program is going for GSMR, the Thomas visit can't help but stand out. Incidentally, this is not the same idler engine you might have seen at Spencer last year. This is a converted 0-6-0 coal fired steam locomotive, formerly tending switching duties on the Brooklyn East Dock Terminal Railway.

Pulling five packed cars without a helper; Thomas led more than 75 trains west of Dillsboro over the nine days. Each round trip lasted 30 minutes and thrilled hundreds of children. (Story by Bob Loehne from Winston-Salem Chapter newsletter, THE RAIL.)

A follow up on the article on the W.R. COE that appeared in the March 2000 issue was submitted by John Teichmoeller of the Rail-Marine Information Group. Since his letter provides some additional information, I have reprinted it here.



"Dear Mr. Miller:

My friend Sam Jones from the NRHS Philadelphia Chapter sent me the brief piece you did on the Virginian tug, W.R. COE. I assume by now you've heard the answer to your question about her status, but if not, the answer is she is very much still in service in Boston. She has gone through several owners and is on at least her fourth name over the years and my information is that she is owned and operated by Boston Towing and Transportation as the Ethel Tibbetts.

Of the 51 or so diesel tugs built for U.S. railroads after WWII, all but one or two are still alive and in service in some form or another, most commercial and many re-engined. These were very sturdy hulls. What will gradually do them in is OPA90 which requires different ship handling technologies than traditional, pointed-bow tugboats. The COE was the last railroad tug to be built until Chessie System put two in service in 1984, only to sell them shortly thereafter.

Do any members of your Chapter have drawings of this tug? Presumably the archives of her builder, Jakobsen, exist somewhere, but I have not been able to find out where. The boys at the N&W Historical Society archives tell me they do not have them.

A friend of mine recently built an excellent N-scale model of this tug based on photos and dimensions. I have a feeling that if and when the drawings turn up his model will be found to have minimal inaccuracies.

Best wishes
John Teichmoeller"

Thus far, going through the thousands of Virginian drawings, our archive has not produced drawings for this tug, several general arrangements for some coal collier's have shown up, but nothing as new as this. Anyone have any ideas or other suggestions?

An occasion column appearing in the Turntable Times featuring material from the Roanoke Chapter Archive Facility.

**Historian
Kenneth L. Miller**

An material of interest comments or corrections may be submitted to Roanoke Chapter NRHS Archives, attn Ken Miller, P. O. Box 13222, Roanoke, VA 24032.

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UPCOMING MEETINGS/EVENTS

September 21, 2000

Regular Meeting, 7:30 pm

October 1, 2000

Open House-9th Street Maintenance
Facility/Archive

October 2, 2000

Board Meeting, 7:30 pm

October 19, 2000

Regular Meeting, 7:30 pm

November 7, 2000

Board Meeting, 7:30 pm

GUIDE FOR ELECTRONIC SUBMISSIONS FOR TURNTABLE TIMES

The following is recommended specifications for material usable in Turntable Times.

Articles: Export your file from your word processor program as *.txt or as a Macintosh text file. Do not do any formatting such as bold or Italic, it will not translate properly. Or if your article is short, you may cut and paste it into the body of your message.

Photos: Original prints or negatives is preferred. If scans are provided, they must be provided at 300 dpi actual size images. If sent electronically, they may be saved as a JPEG image at highest quality level. 72 dpi scans are generally unusable as they do not have enough detail to print acceptably.

If there is any question at all, please feel free to contact me at kmiller611@aol.com for guidance.

Turntable Times is published monthly as the newsletter of the Roanoke Chapter, National Railway Historical Society, Inc. Opinions and points of view expressed herein are those of the staff members of the Turntable Times and not necessarily reflect those of the members, officers or directors of the Chapter. Items of interest should be sent to Editor Kenny Kirkman, 590 Murphy Road, Collinsville, VA 24078-2128.

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