



Turntable TIMES

Volume 33, Number 12

December 2001

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





Turntable TIMES

**Volume 33, Number 12
December 2001**

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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 regular meeting on Thursday, January 17, 2002 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.

Our next event is the upcoming holiday gathering on December 20th. Look for the writeup elsewhere in this issue for details.

Our program for January will be announced a bit later and we need volunteers for programs during the year.

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, December 18, 2001. Please send articles, information and all exchange newsletters to: Kenney Kirkman, Editor, Turntable Times, 590 Murphy Road, Collinsville, Va. 24078-2128.

Material For Turntable Times

We are always in need of articles, photos or news items for the Turntable Times. Due to copyright restrictions, we cannot reprint articles from many newspapers; a condensed or rewritten article crediting the source is acceptable.

Cover Photo

The holiday season always brings to mind traveling by train, the snow and cold weather. The snow had stopped, and the sun was out, but it was still pretty cold when Bill Cecil recorded the westbound Tennessean No. 45 at Sites Crossing in Salem about 1958. For those younger members, this is across from Salem Valley 8 Cinema near where 419 crosses over.

Bill Cecil Photo

Holiday Gathering

by Bonnie Molinary

For the last two years in December a number of Chapter members and friends enjoyed a Holiday social meeting in lieu of the normal Banquet which occurred at the end of January.

Come and join us once again this year for an evening of food and fun at our regular meeting location at the First Presbyterian Church on the corner of McClanahan and Crystal Spring Avenue in Roanoke on Thursday, December 20 beginning at 7:00 pm. You can enjoy a wide variety of finger foods, desserts and beverages.

There will be plenty of time to socialize with no business to be conducted except for the installation of officers and directors for 2002. Come and enjoy! For details and/or to volunteer to help, contact Bonnie Molinary, Kathy Overholser or Wanda Troutman.

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

We are still working towards the 611/ Railroad Heritage for Virginia residents. Please send your form or bring your check-book to the Holiday Gathering on December 20th! 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.

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.

Accolades and Thanks

by Carl Jensen

Chapter Director Bill Arnold has decided to step down as an officer of our Chapter at the close of his term in December. Bill has been both our Chapter Director, and our official representative as National Director on the Board of Directors of the National Railway Historical Society since 1995.

In 1998, we hosted the Spring meeting of the National Board of Directors at Hotel Roanoke. Bill did what we have all come to recognize as his usual thorough job of arrangements and negotiations, covering everything from hotel rooms and various meeting room and food arrangements to buses, registration, and other details that

go into hosting any meeting which involves over 100 persons from all over the US.

Our Chapter has been fortunate to have had more than usual recognition at the National Board level for many years, due in large part to our reputation as one that set out to do, and did, many interesting and unique activities. By sponsoring two national conventions (1977 and 1987) and operating a number of "Independence Limited" special trains among other trips and events, we have had more or less constant recognition, both throughout the Society, and consistently through the National Board.

In the 6 years that Bill represented us at the various Board meetings, he has always made both the presence of Roanoke Chapter known, and in the process came to be recognized himself. He has indeed been a very outstanding representative of our Chapter. Many Directors seem to just sit on their hands at those meetings, and do not actively participate. Bill was not among those silent types. He contributed. When he announced at the recent Board meeting in Chambersburg, PA that he would not be running again, and thanked the Board for the opportunity to serve with it, he was applauded by the other members in attendance. That just doesn't happen in that group, and is a great indication of the respect and recognition he has gained. Our thanks, Bill, for another job well done.

Small Rails

by Dave Meashey

The month of November is pretty sparse for news. I was unable to visit the Roanoke Valley Model Engineers HO club.

The Big Lick Big Train Operators decided to have a meal at the Famous Anthony's near Rick's Hobbies on December 1st for their last meeting of 2001. Club members will share new projects and fun events of their year during the meal.

Right now it looks like THE train set for Christmas 2001 will be Bachmann's HO/OO scale Hogwarts Express. With the popularity of the Harry Potter books and movie, children enthused with the Harry Potter theme will surely be asking for this train set for Christmas.

Those of us who are somewhat older are eagerly awaiting the Lord of the Rings movie. I hope to soon begin work on my own Lord of the Rings train. The little 2-4-2 steam locomotive will bear the livery of the fictitious Brandywine & Gondor Railroad. Steam will be generated by the fiery breath from "Smaugette," a small blue dragon riding atop the fuel bunker of the tender.

Mixed Freight - December 2001

by Mr. Robin R. Shavers

When I wore a younger man's clothes to quote a line from singer song writer Billy Joel from his mega hit song Piano Man, time for me for some special events seemed to drag on forever. Now as a grown man, times seems to roll by faster and faster. As a railroad enthusiast, the element of time plays an important roll on how I enjoy and perceive railroading as a hobby and as an industry. Think about the following items. This past May 1st marked Amtrak's 30th anniversary of existence. This past October 31st marked 10 years since CSX Transportation absorbed the RF&P after much legal activity. This past

March marked 20 years since Conrail reduced itself to a three track mainline over The Allegheny Mountains between Altoona and Pittsburgh. Speaking of 20 year anniversaries, next June 1st will note 20 years of marriage between the former Southern Railway and the Norfolk and Western. It's already been 7 years since that marriage terminated it's popular steam excursion program. Last but not least on a personal note, this past October 19th marked 10 years since I enjoyed a cab ride aboard Nickel Plate Road # 765 from Montgomery to Thurmond, West Virginia during a 1991 New River Steam Excursion. The above are some of the more notable events of my personal interest. Take some time to browse thru old railroad hobbyist magazines that you've long since read. You like me will find yourself muttering, "Great Scott, has it been that long since that occurred".

The Blue Ridge Live Steamers held their final run weekend for 2001 during October 26 thru 28. Friday was cold and VERY windy. Train operating was significantly reduced. Night running was cancelled. Things were better on Saturday weather-wise but Saturday night we all opted to sitting and talking around the warm campfire instead of running the trains. Plus, most of us were quite stuffed from our own all you could eat steak dinner held at our clubhouse. Sunday I paid a long overdue visit to Clifton Forge where CSX provided an ample amount of train traffic for a lazy autumn Sunday in the mountains.

September usually kicks off the heaviest traffic for railroads nationwide. It also kicks off the use and deployment of lease loco-

motives. So if you crave variety on the business end of the freight trains you photograph and video, get going while the getting is good, especially on CSX.

Speaking of CSX, a word of warning. For years, railfans have watched and photographed trains from a rust colored foot bridge over the former Atlantic Coast Line high iron in Rocky Mount, N.C. across from CO Tower. The foot bridge is off limits to anyone whom is not an employee of CSX. There is not a NO TRESPASSING at the base of the bridge. This change went into effect in late September. You may enjoy the action all you wish at ground level but please stay off of the bridge, including it's base, and of course the tracks.

The information below was taken from The Blue Ridge Dispatcher and provided by Mr. Herb Edwards. I thought it would be of interest to Roanoke area railfans.

Scrap Yard Report - I got an update and my curiosity satisfied during a recent visit to Ken's Trains in Roanoke regarding updated status on all the old UP/SP/D&RGW units we've collectively seen rolling in over the last several months. OK, here's how I understand it. Colorado Scrap Metals bought all these units from UP "on the cheap". UP hauled them as far East as possible on their system at no-charge to CSM which is/was Memphis. These units are then handed over to NS for routing on their system to Roanoke via Chattanooga, Knoxville and Bristol. CSM has a contract with Cycle Systems in Roanoke to perform a selective scrapping procedure where the traction motors and generators are removed and retained from these retired units. CSM also has a contract to sell these

items to NS at a fixed price. Cycle Systems removed the traction motors and the generators and loads them into gondolas for NS to pick up and transport to the former Conrail Juniata shops to be reworked and used during major shop repairs and overhauls of GE and EMD locomotives. Cycle Systems gets to keep and scrap the balance of the locomotives.

Sounds clean, huh? NOT! Here's the rub. Somehow CSM was under the impression that Cycle Systems were to scrap/process four units a day. As we all locally know, Cycle Systems MAYBE can process/scrap four units per WEEK. So in the meantime these units keep rolling in. In Roanoke, South Yard (old Virginian yard), filled up as much as allowable, then more units were put over in the West Yard (adjacent to Louisville Scrap Metals). Next they stored the overflow units in Bluefield, then Radford, & now I understand they are collecting in the big yard in Louisville, Ky adjacent to the main "home office" LSM facility. Normal NS storage policy applies: free for thirty days, then \$1 per foot per day! Needless to say, there is a BIG stink brewing not to mention some pretty hefty storage fees that continue to grow daily! Cycle Systems is doing the best they can processing these units, but only at the Walnut St. facility inside the large metal building that sits next to the old former Virginian main diagonally across the diamond from the recently burned former Virginian station. (I was not able to get over to that area to inspect/view the procedures today. In fact, I was not even aware that this second facility even existed in Roanoke).

Unfortunately, to add insult to injury, Cycle Systems tried to move a locomotive from the Walnut St. facility to the other facility that most of us know over next to I-581, sans traction motors, but with most everything else intact via tractor-trailer flatbed, & lo, it flipped over in the middle of Jefferson St. when it made the turn from Walnut St! How do you say...no special permits & flagging/escort vehicles to Roanoke's "best" when you are blocking one of the main arteries in central Roanoke with a unauthorized movement that went awry? I am told the event made a big splash in the Roanoke paper. Did anyone see it?

I also found out interesting info regarding NS's last auction in Roanoke and Juniata this summer....but that's another story for another time. Later. Herb Edwards.

On The Road Again - 29 Day Round Trip To British Columbia Part 2, Days 7-17

by Dave Helmer

DAY SEVEN - AUGUST 31ST, Wallace, ID - South Cle Elum, WA (I-90)

Day seven was a short driving day. Water from the Columbia River provides the necessary irrigation for the many crops growing in the area. Without this water, the land is semi-desert in east central Washington. Wheat farming is a challenge due the sharp hills. The crossing of the Columbia is difficult, especially the long climb a coulee towards Ellensburg, WA. This evening was spent in a very nice B&B, the Iron Horse Inn, which is in the former crew dorm of the Milwaukee Road. The

abandoned tracks of the Milwaukee Road have been turned into 100 mile hiking/biking trail in central Washington. Our hosts, Mary and Doug Pitts, are also members of group restoring the nearby train and electric power station of the former Milwaukee. This is a rail-fan friendly B&B (www.ironhorseinnbb.com).

DAY EIGHT - SEPTEMBER 1ST, South Cle Elum, WA - Delta, B.C. (I-90, I-405, I-5, 99)

The last westbound grade in the USA was just ahead - Snoqualmie Pass, which follows the ole Milwaukee route. This mountain pass was not exciting to cross in the summer (in the winter - they get a lot of snow in the Cascades). Traffic around Seattle and north was even heavy on a Saturday. Pacific Rail Operators (www.pro-online.org) sponsored the motor car meet we were attending. We had agreed that the best port of entry into Canada for the motor cars would be via Lynden, WA, in the dairy country of the state of Washington. After we cleared Canadian customs, we went to the American customs office to register the railway motor cars we were taking into Canada. The customs officer's first reaction was not to deal with us because his family went to the University of Oklahoma, and we were wearing our Oklahoma State University tee-shirts. He was very helpful in the end, and we proceeded a few kilometers on country roads to the Delta Town and Country Inn, in Delta, BC, a nice facility on a bay of the Pacific Ocean. Can anyone guess why we stayed in Delta?

DAY NINE - SEPTEMBER 2ND, Delta, BC - Squamish, BC (99, 91, Trans-Cont 1, 99)

The urban planners of Vancouver did not

want their equivalent of "interstate" highways to connect therefore, we had to take a circuitous route to cross to the north side of Vancouver. This route included several crossings of the Fraser River, the longest river in BC. We stopped for lunch with ole friends from A.A.R., Roger Clarke and his wife in West Vancouver. Roger had recently retired as Vice-president Finance, BC Rail. They live in a condo directly overlooking the tracks of BC Rail. During lunch, the Hudson Excursion train came by with a full load of passengers. This train is now diesel powered, since the Royal Hudson engine #2860, needs major repairs and did not operate in the 2001 season. Back on the road north again - one receives an unpleasant surprise where the Trans-Continental highway ends, and provincial highway 99 begins. There is A MANDATORY STOP for a brake check, before going down a 12% grade. Welcome to driving in the Canadian Rockies! The 48-kilometer route between West Vancouver and Squamish can best be described as a long roller coaster ride cut on the sheer cliffs of the Coastal Range, with BC Rail tracks below along the waterline. Both the highway and railroad were constructed in the mid 50's. Prior to that time, taking a BC Ferry was the only way to get between these communities. At the time the railroad was expanded, it was known as the Pacific Great Eastern Railway. The name of the railway was changed to BC Rail in 1972.

DAY TEN - SEPTEMBER 3RD, Squamish, BC

The motor car meet began on Labour Day (that's the proper spelling in Canada) with a picnic in a suburb of Vancouver. We

decided to skip that event since we had somehow safely reached Squamish where we would set on the cars the next day. We didn't want to take the Beast back over some of those roads. Therefore, we walked around this interesting little town, which still is a seaport exporting wood chips and toured the railroad museum on BC railroad history. We have seen this museum grow and maintain its rail collection during the past few years. Later that evening, the others participating in the Pacific Rail Operators event began to arrive, including the rest of the Roanoke delegation. There were 20 motor cars (primarily Fairmont) on the excursion, mainly from the west coast, north of central California.

DAY ELEVEN - SEPTEMBER 4TH,
Squamish, BC - West Vancouver, BC -
Squamish, BC

Our leader, Dr. Denny Anspach of Sacramento, CA, hosted an early morning group breakfast in the Howe Sound Inn. Denny provided a detailed safety meeting, and introduced the participants, including BC Rail supervisory personnel who would travel with the excursion. Afterwards, the group took their motor cars to the railhead in the Squamish yard to set on for a "round-trip" ride to West Vancouver, BC. A rollback from Whistler, BC was called to remove the motor cars from the Ryder truck and place them on the rails. The excursion was operated very professionally - watching out for auto traffic at road crossings. Grace and I rode this day with Chris and Jamie on their motor car, lettered J&C 412 (there is logic in this number). The scenery on this line is a mix of sheer mountains (with snow/glaciers) and the

Pacific Ocean. One of the other larger motor cars pulled a small flat car, with a portable loo. At the rest stops, it becomes comical as the women use the "on-board" services, while most of the men look for bears in the woods. Both Chris and Bill's motor cars operate over this trip - with only minor operating problems, which were quickly fixed.

DAY TWELVE - SEPTEMBER 5TH,
Squamish, BC - Lillooet, BC (99, TC 1, 12)

An early morning departure was scheduled for the 119 mile excursion to the little mountain town of Lillooet. This route covers perhaps the most spectacular scenery of the entire meet. Roads do not run parallel to portions of this route. It is so remote that a school TRAIN is operated into Lillooet when the public schools are in secession. The daily regular passenger train (multi Budd rail diesel cars) still delivers the daily newspaper to remote villages en-route

To assist in the logistics of the PRO motor car meet, Grace and I had volunteered to drive the Ryder truck as far north as Prince George, BC, as a baggage truck to take the luggage of the participants of the excursion to the next overnight motel. The road options to Lillooet were poor. The Squamish visitors' center rated the direct route (a logging road) a 13 (not good - as higher numbers reflect hazardous driving conditions).

Therefore, plan B - we would drive via the Fraser River canyon (shared by both the mainlines of CN and CP) - more than double the rail mileage. However, as we left the motel in Squamish, the ABS light in the truck came on - NOT a good omen. After a

road service call by Ryder, we stopped at the International Truck repair center in Vancouver for a computer check of the brake system - which were fine. After more than a 4-hour delay, we proceeded eastward to Hope, BC, then north through the Hells Gate portion of the canyon. At Lytton, BC, we switched drivers for the final 64 kilometers to Lillooet. It turns out that highway 12 is a mess - a 12% grade leaving the transcontinental highway, a very narrow bridge across the Fraser River and approximately 2 miles of ONE lane highway (not protected) - as the other lane had recently collapsed into the canyon many feet below. (We now knew what the sign meant when leaving Lytton, that highway 12 would be closed soon for two months for repairs). Despite these problems, we did get to our destination, got the bags to their rooms and joined the rest of the group a few hours later for dinner in a unique little hotel.

DAY THIRTEEN - SEPTEMBER 6TH,
Lillooet, BC - Williams Lake, BC (99, 97)

Again, we drove to Williams Lake, while the PRO group motored in their cars a somewhat shorter distance, via Kelly Lake, one of the most beautiful places in Canada. BC Rail operates a daily RDC passenger train "The Cariboo Day-liner" from North Vancouver to Lillooet, with tri-weekly service north through Williams Lake to Prince George. Kelly Lake is the highest point (3,511') on BC Rail, south of Prince George and the ruling grade northbound is 2.2%, for approximately 20 miles. This is tough railroading for both long BC Rail merchandise freights and motor cars. Since most of BC Rail trackage is welded rail, motor cars

easily "cruised" at 35 m.p.h. on level track, with frequent stretches of 45- 50 m.p.h. (This sure beats riding on ole jointed rail branch lines in the east).

The drive to Williams Lake was much better than the disaster the day before. The roads were windy and hilly for the first 40 kilometers leaving Lillooet, but improved through Marble Canyon and the central plateau. We followed the ole Cariboo Trail of gold prospectors, with towns sometimes identified by mileposts. Timber and mountain terrain changed to ranching and flat, with plenty of "guest" ranches leading from the main highway. Interestingly, the sides of some mountains were covered with black plastic, for growing ginseng. Williams Lake is a town of 10,000 folks, with an economy based on timber and ranching, with a little mining. The big news in the local paper was the expansion Junior Hockey team that will begin playing there next year. The motor cars were late getting into town, which meant our steak dinner was still good - despite the late hour.

DAY FOURTEEN - SEPTEMBER 7TH,
Williams Lake, BC - Prince George, BC (97)

This day would be rather short, for both the truck and motor car operations, as the 150 mile route is fairly flat. The ole PGE line originally ended at Quesnel, BC (approximately halfway) until 1952, when the railroad was extended north to Prince George and connected with the CN. Like an IL excursion, we stopped on the way for supplies (i.e. antifreeze). We took our lunch break en-route and took pictures of the southbound Day-liner. Prince George is the largest city in northern British Columbia,

some 70,000 folks and has several large paper mills in the vicinity. We walked around the yards looking for a place to park the "beast" for 5 days while we rode on the motor cars and VIA. The yard operating personnel at Prince George are very cooperative in making this motor car excursion a success. That evening - its dinner in the Caribou café - sorry, caribou was not on the menu.

DAY FIFTEEN - SEPTEMBER 8TH, Prince George, BC - Tumbler Ridge, BC

For the next two days, we rode with Christopher and Jamie on their motor car over the last modern construction on BC Rail. In 1955, expansion of the railroad network beyond Prince George began towards Dawson Creek (beginning of Alaska Highway). In 1965, saw construction begin of a remote branch to Fort Nelson (the most northern point of service). In 1970, construction began on another branch towards Dease Lake, still today, a true logging railroading (this is one of the options being considered for an ALL Rail route to Alaska). Finally, to exploit coal reserves on the eastern slope of the Rocky Mountains, another line (electrified) was constructed to Tumbler Ridge in 1981-1983. The new town of Tumbler Ridge was built to house the workers at the large Quintette Mine, which had a 15 year contract to ship coal, in unit trains, to Japan, via the port of Prince Rupert, BC on the CN. Construction of this line, from the Pacific watershed to the Arctic, went through the 5.6 mile Table Mountain tunnel (which has numerous waterfalls within the tunnel), along with another tunnel of 3.7 miles. (Table Mountain is the second longest rail-

road tunnel in North America). Coal traffic on the line is significantly down, since the contract with the Japanese was not renewed. Fortunately, there is another smaller coal mine near Tumbler Ridge, which is active and still operates unit trains. However, the electric locomotives have been mothballed, because of low traffic density and high operational costs.

The motor car trip is run very well, with long periods of fast running since there are very few road crossings. Our lunch break this day was right at the tree line, just before going into the longer tunnel. We definitely needed our heavy jackets because we are at 3,815' and far north. Fortunately, the motor car is enclosed with curtains - to protect us from the cool weather and water in the tunnel. Since we arrived at the yard/shops at Tumbler Ridge early, our leader decides to continue to the very end of the line (8 miles of rare mileage) - where the Quintette mine stands forlorn, before returning to the shops for the evening layover. We understand, one can get property very cheap in this town, since the coal company is unloading their housing to the highest bidder, in what could become the next ghost town in Canada.

DAY SIXTEEN - SEPTEMBER 9TH, Tumbler Ridge, BC - Prince George, BC

This day's motor car excursion was in the reverse direction from the prior day, as we had reached the most northerly point of our trip. We made a very quick run back on the 82 mile Tumbler Ridge branch, through the tunnels and onto the main-line at the junction point of Wakely, BC. BC Rail had the main-line to Prince George tem-

porarily "out of service" since the m/w forces were completely replacing a loggers road crossing. Therefore, we quickly motored on past Odell, the junction to nowhere, and waited for the main-line to return to service. Meanwhile, several BC Rail freights were being held from operating. After we passed over the new crossing, the dispatcher put us "in the hole" for a southbound Tumbler Ridge unit coal train to pass. However, as that train was passing, the hot box detector caught the potential of a hot journal on one of the coal cars - so the train stopped. Meanwhile, a merchandise train was headed northbound, with too many car lengths for the next siding. Further, another coal train heading southbound was very near our location. Solution - once the first southbound unit train got going again, we rode right behind the rear car of the train on this block (with the second coal train on our rear), around the northbound train and scampered right into Prince George. This was an example of good and efficient dispatching.

DAY SEVENTEEN - SEPTEMBER 10TH, Prince George, BC - Prince Rupert, BC

Today, the group could all relax, as we rode VIA Train #5, The Skeena (named for the river the train follows for 200 miles). This train is a pocket streamliner, 5 cars (one local coach, three group tour cars in "Totem Class" service and a Park series round-end observation dome). This train runs on the ole Grand Trunk, now CN, tri-weekly on a daylight run of approximately 12 hours. The line was completed to the very deepwater port Prince Rupert, BC, a city of 20,000, around 1912 as the third Canadian transcontinental railway.

Modern terminals for both coal and grain export exist at Prince Rupert, but their volumes are pale in comparison with the facilities in metro Vancouver.

The Skeena is featured in both the video and book on great train rides of North America. However, the breathtaking views on this 751-kilometer route are not as impressive as on what we had experienced on BC Rail. The first class food service onboard was debatable in quantity and quality - but we made it to the Pacific Ocean on time. You can see several glaciers en-route and the Kitselas canyon walls have jagged rocks as the train passes through four short tunnels. We walked around the town that evening - little knowing what would happen in our nation the next day. Prince Rupert is some 4,100 miles from Roanoke - the farthest west city in Canada.

Next Month: Part 3

N&W Trivia Question

by Ken Miller

Still no sign of an answer on the trivia question about the shortest segment of original N&W mainline, ie. least amount of mileposts and what numbers are they on an actual original mainline N&W track, that was posted in last month's Turntable Times.

So, to encourage a little research, I will offer a period N&W steam era photo to the person who brings the correct answer to me first at the Holiday Gathering on December 20. If more than one person correctly answers the questions, a drawing will be done to select the winner.

Newsletter Update

We are still in need of material for the newsletter, while we have several articles on hand that we simply did not have space to fit in this issue.

611 License Plate Update

We are still considerably short of the goal of 350 orders for the 611 Virginia license plate.

Do not fear, if you have sent in your order, we have sent a card back to let you know, we will be holding the money for the DMV until we have orders for 350 plates by June 1, 2003. If we do not have the required number of orders, we will be issuing refund checks to all those who ordered. We really do not want to do that, so get your order in today!

UPCOMING MEETINGS/EVENTS

**Holiday Gathering
December 20, 2001
Everyone is invited!**

Note the New Date!!!!!!

Please note the date has changed for this event. Thursday, December 20th at our regular meeting space beginning at 7:00 PM.

January 8, 2002
Board Meeting

January 17, 2002
Regular Meeting

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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