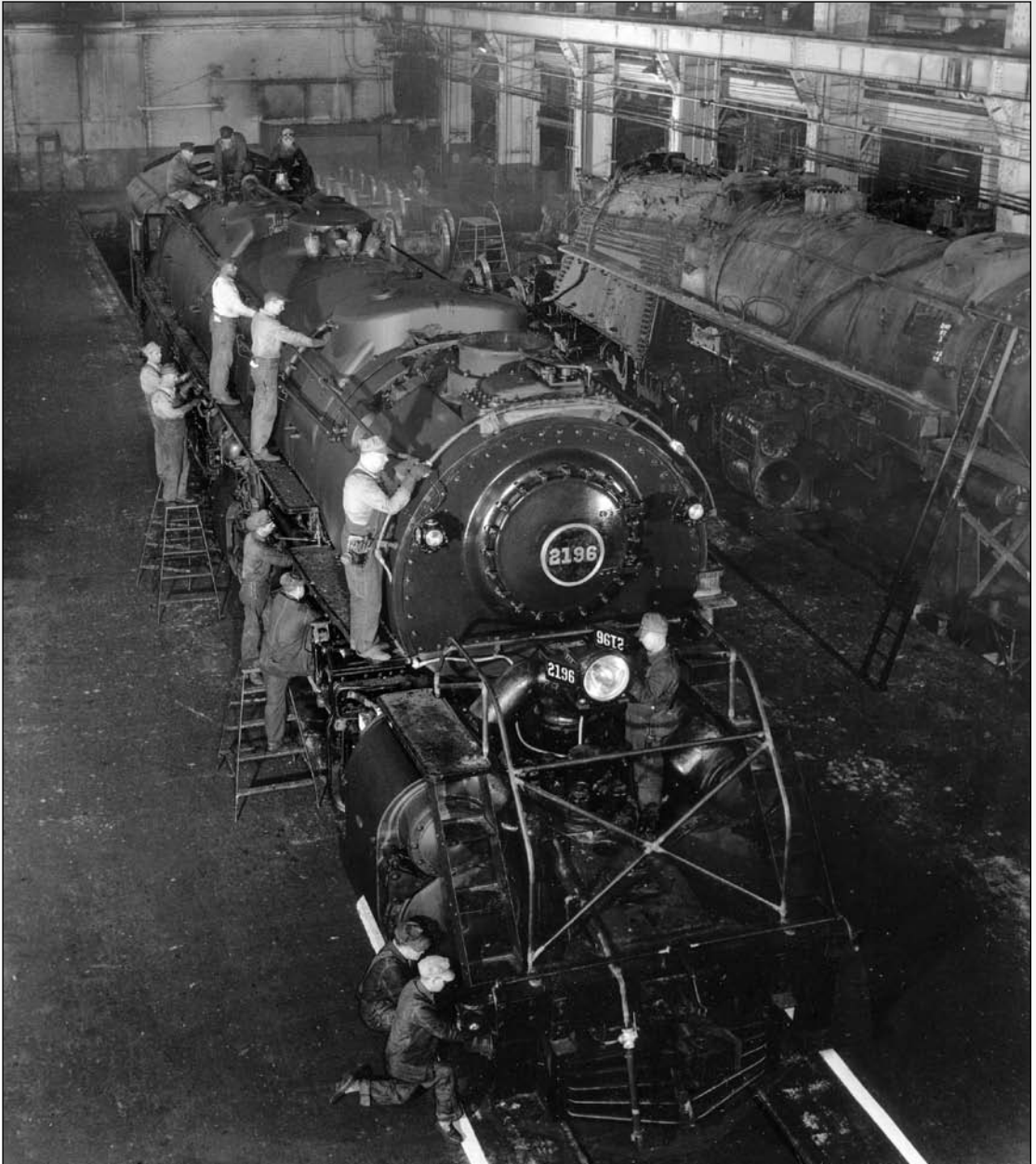




# Turntable TIMES

**Volume 34, Number 1**  
**January 2002**

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





# Turntable TIMES

**Volume 34, Number 1  
January 2002**

## **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 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 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**

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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**

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The deadline for the next issue of Turntable Times is Friday, January 18, 2002. 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**

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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. Even with the extra articles we had left over last month, we are now out again!

## *Cover Photo*

50 years ago at 10 am on December 20, 1951, Y6b No. 2196 was getting its finishing touches and released for service. This magnificent image graced the cover of the January, 1952 N&W Magazine with the heading "New Power for the New Year"

N&W Photo/ Negative No. 507514/K. L. Miller Collection

## **Holiday Gathering**

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Our Holiday party was again a success on our regular meeting night of December 20. Over 70 people signed the register for a good attendance..

Our thanks go out to Bonnie Molinary, Kathy Overholser and Wanda Troutman who headed up the organization of this event. Recognition also to the folks who assisted them in setting up and decorating the room for a wonderful holiday atmosphere.

## **Meeting Cancellation Policy**

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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.

## **Membership Renewal Time!**

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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.

## **Small Rails - January**

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by Dave Meashey

I have not visited the Roanoke Valley Model Engineers at their Crossroads Mall location recently. I will try to get there again before January is over.

On December 1, the Big Lick Big Train Operators held their final meeting before

winter. The club had a dinner at the Famous Anthony's near Rick's Hobbies. We enjoyed fellowship and food. Brad Dobbins brought his LGB Kitson-Meyer articulated steam locomotive and an Aristo-Craft snow-plow plus some Christmas decorations to help set the mood. The next club meeting will probably be in April, 2002.

## **Mixed Freight - January 2002**

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by Mr. Robin R. Shavers

For starters I need to make an adjustment to what I mentioned in last month's MIXED FREIGHT. Some railroads employ leased locomotives year round, not just during the autumn peak. So for those of you just getting into this hobby, don't let last month's statement mislead you. Leased power is just more prevalent during the fall peak.

Most of you have probably heard or read something about a proposed intra Virginia passenger train service known for now as The TransDominion Express. The Virginia General Assembly has made available 89.3 million to upgrade Norfolk Southern tracks. At best, the earliest The TransDominion Express would depart for it's first run would be sometime during the year 2004.

Fans of today's Norfolk Southern take note. The NS merchandise catalogue is out. To order call 1-800-264-4394 or go online at [www.nscorp.com](http://www.nscorp.com).

Working in one profession for over fifty years is quite uncommon in today's labor market. Working that long injury free is also a feat within itself, especially on the railroad. Such an employee can be found and honored in CSX's Western Region. That person's name is Nock Goebel. CSX was so impressed with Mr. Goebel's accomplish-

ment that a locomotive was named in his honor, GP 38-2 # 2745 is now known as NICK'S ENGINE.

I wish I had known the date and time the following event was going to happen so I could have experienced it in part or in whole for myself. On Thursday December 13th the town of Burkeville, Virginia moved the former Southern Railway passenger depot from it's previous location since 1915 to The Burkville Town Park about 200 yards northward. The \$400,000 move was hoped to be accomplished within an hour. It took most of the day. The 350 ton depot was donated to the town by Norfolk Southern 10 years ago when the structure was declared historic. With a busy former N&W high iron on it's southside and the Virginia Southern tracks flanking it's northside, it was necessary to move the structure in the name of public safety. It will be used as a transportation and community center. The town now needs to raise funds to restore and remodel the building. Most of the town's 535 residents came out to witness the move. The weather was perfect.

Back on October 30th, 2001, Norfolk Southern dedicated it's new John W. Whitaker Intermodal Terminal. John W. Whitaker was a trailblazer for his time. He was an employee for several railroads that make up today's Norfolk Southern on the Southern Railway side. As an African - American railroader back in a time when discrimination based on race was widespread and pretty much accepted as the way of life, Mr. Whitaker with the help of others helped form The International Brotherhood of Railroad Employees to address workplace discrimination. He later became the first of his race to earn a place

on the right hand side of a locomotive as an engineer. He was the first African - American to become a Road Foreman of Engines for the Southern Railway, a transportation officer. And last but not least, John Wesley Whitaker served as one of Southern Railway's first road foreman instructors in the locomotive engineer training program. It is probably safe to say that the facility is the largest transportation facility named in honor of an African - American who's career was in the field of transportation here in the U.S.A. Even better, Mr. Whitaker is alive and well to enjoy this honor that has been bestowed upon him. The new terminal is located in Austell, Georgia.

## **Passenger Train Update**

by Gary Ballard

**A** new interlocking and signal system has been completed south of Washington D.C. This helps pave the way for proposed high speed rail travel between Washington and Richmond, VA.

Before the upgrade, some 80 trains daily crawled through the old Alexandria-Franconia interchange at a slow 10 mph. Three mainline routes converge at this location. Many of those who rode Norfolk Southern steam trips out of Alexandria to various destinations southward in Virginia, remember the occasional meet with a steam train and a Florida bound Amtrak train, waiting for their turn to go through the interchange.

Now, the new signal system with four new tracks and 18 highspeed switches will be able to handle up to 160 trains. Each crossover ( or switch ) allows trains to exit and enter a track. Mr. Mark Roeber of

Virginia Railway Express said, all of the tracks in the junction can now handle high speed trains.

Meanwhile, officials in Washington are studying the proposed high speed service. State officials in North Carolina have showed interest in having the service run south from Richmond, VA to both Raleigh and Charlotte, NC. To date, this would cost \$2 billion to \$3 billion and would be shared by Virginia, North Carolina and the federal government. The system could be built and running by the year 2010. ( re-written from an article in The Washington Times ).

Personal observations around Union Station in Washington have found new double decker cars on Virginia Railway Express Trains. Actually the cars are from the Chicago area. Perhaps some of you remember the N.R.H.S. Convention in Chicago, back in 1993. A few of us rode double decker commuter cars on trains out of the Windy City for a little sight seeing around the area. The non-fluted or smooth sided coaches such as those once found on the Chicago and Northwestern are the ones now found on VRE trains in northern Virginia. The sight of additional cars on VRE proves that more people are turning to rail transportation to get them to where they have to go. In Maryland, a new MARC line in about to open. Those who want train service in Frederick, MD will see passenger trains as of December 17, 2001. The extension of service will come off the Brunswick line which provides service from Washington to Martinsburg, WV. The Frederick line will connect at Point of Rocks, MD. At first there will be three morning trips to Washington and three return trips in the afternoon.

Those of us in Roanoke and in western areas of the state, still wonder when Amtrak service will come through here? After all, in TRAINS Magazine, the governor of Virginia has said in print that the number one complaint he receives from citizens, is the amount of truck traffic on I-81. He favors improving Norfolk Southern's line that runs in the valley from Roanoke, Harrisonburg and Hagerstown, MD. The feds want to study where the trucks are coming from and where they're going. The Governor returned with an answer, "They're going to and from New Jersey and Tennessee!" It's been pointed out that fixing the rail line to handle more trains would be faster than widening I-81.

Not only is general-freight running out of room to travel on the busy stretch on I-81, the general public is having a difficult time as well. We all know that a proposed passenger train running between Washington, Roanoke and Bristol is being discussed. Three or four years ago, motorists were surveyed in various rest-areas how they felt about taking a train instead of driving along I-81. Many said such an option is one they'd take, especially for a long trip. This whole thing has turned into a much heated debate with Norfolk Southern, local leaders in Richmond and the motoring public. NS says the passenger service would disrupt their traffic and business of hauling freight. The general public asks why is that it seems to be 4 to 6 hours of "nothing" between the last freight train and the next one coming? Richmond says the process of adding more lanes to the highway could take 10 years, and that improving the railroad to serve everybody would be completed sooner. Dollar incentives could come to

NS if the project ever comes off the planning table. But for now, that's where it stays.

Since the terrorist attacks of September 11th, long haul trains on just about all Amtrak trains have seen a jump in ridership. It is worth saying that when cost cutting discussions rumble about the company known as Amtrak, that the long haul trains are the first to go. Sometimes even Congress shows a desire to tell Amtrak to get rid of them. After all, our leaders on the "Hill " seem to take a jet whenever they have to travel somewhere, so why not the same for the American public? The days of no air-service after the Attacks put a new slant on the way everyone thinks concerning rail travel in this country.

Congress admits now, that Amtrak provides a much needed service, and that rail travel is an important part of the total transportation scene. This turn-a-bout of feelings that Congress has toward Amtrak is being played out in the newspapers and on TV newscasts in the Washington and Baltimore area, almost weekly. Some newspapers have reported that Congress is giving Amtrak a figure of \$1.7 billion to take care of added security measures at stations, and to help fund improvements to certain tunnels and bridges. This is right at the time that the feds just gave the airlines a \$15 billion bail out to help cope with a down turn in business since September 11th.

One brighter note, after a recent game between football's Redskins and Giants. The Redskins chartered an Amtrak train to New York to play against the Giants. The team was dropped off at Penn Station, the crew and equipment later deadheaded to

Newark, NJ to spend the night. The next day, the Skins lost to the Giants. The team got on the evening train to Washington. Not too many words were spoken, the guys were unhappy because of their loss. Never missing a beat, the Amtrak crew provided the evening-meal with dessert to the team. The attendants refilled drink glasses and provided for the guys pillows to add a measure of comfort. Upon arriving at Union Station in Washington, the Redskins coach told the on-board crew, " If we'd of played football as good as you all provided service to us, we'd be number one! "

## **Book Review**

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by John Austen

American Steam Finale,

by Lloyd E. Stagner,

South Platte Press, P.O. Box 163, David City  
NE 68632; 2001; 8-1/2" x 11", 48pp.; soft  
cover; \$19.95 plus \$3.00 shipping  
(Nebraska residents add 5% sales tax).

**N**oted steam authority Lloyd Stagner presents here a synopsis of the last years of regular steam service. The book is presented in two sections, as well as a one-page introduction and a brief epilogue. The first section covers Class I railroads from 1954 to 1960, the end of their steam era. The second section covers Class II railroads (i.e. short lines) during their last steam years: 1960 to 1970. The introduction explains the choice of these periods, noting that N&W produced the last steam locomotive delivered to a mainline American railroad (an 0-8-0 switcher delivered 10 December 1953).

The book has a brief entry for each of the 93 Class I and Class II railroads operating steam locomotives in the period. The

entries vary in length from a few lines to a page or two. The New Haven entry, one of the shortest, mentions that steam operations ended 11 March 1952 except for three 2-8-2s retained for snow melting service at three terminals until March 1956. The N&W entry occupies much of two pages and shows 444 steam locomotives still on the roster 1 January 1954. Eight railroads had more locomotives still on their rosters at that time, and eight others had nearly as many. The entry for each railroad begins with a statement of the number of locomotives of each type (Whyte classification) and continues with a summary of the services they performed during those last years. Much information is packed into each entry. The percentages of steam-operated freight ton-miles, passenger car miles, and switcher hours are often shown. Particulars include train numbers, service locations or routes, and dates of last runs. Locomotive usage by class or engine number is often shown ("The Y-5 and Y-6 class did the balance of main line freight work, with Y-3 class 2-8-8-2s on mine runs in the coal fields. Y-4 class 2-8-8-2s were in heavy yard service..."). The book includes 51 black & white photos, and two color photos on the covers, as well as an index by railroad.

This is a very interesting and useful glimpse at the last years of steam. It shows just how each of these last users of steam proceeded through the final phase-out. It is interesting too for the absence of some roads (already fully dieselized before 1954) such as Southern. It serves to remind us that, although N&W was essentially the last operator of steam in any big way, there were several fairly close seconds.

## **On The Road Again - 29 Day Round Trip To British Columbia Part 3, Days 18-29**

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by Dave Helmer

DAY EIGHTEEN - SEPTEMBER 11TH,  
Prince Rupert, BC

When we were planning this trip, this was to be the "rest" day on the excursion. We were to layover in Prince Rupert a day, since the Skeena did not go eastbound until the 12th. The Roanoke delegation seriously considered flying in a seaplane to the nearby town of Ketchikan, AK for lunch and return later in the afternoon.

However, as the excursion drew near, we decided this would be a day to just leisurely tour this Pacific Ocean port city and have a good salmon dinner. Grace and I decided to take a city bus to the North Pacific Cannery, which is now a museum to that industry, located just outside of the city.

We were up early as usual. I turned on the television set to ALL HELL breaking loose in New York City, at the Pentagon, and southwestern Pennsylvania. We were shocked as we watched the events unfold before our eyes. We called Christopher and Jamie to turn on their television. The Canadians' reaction to the events was disbelief that this would ever happen in the USA and determination to liquidate those responsible. It turns out that a Canadian financial firm occupied the top floors of the north tower of the World Trade Center and lost some 700 employees, out of 1,000, in just a few minutes in that "day of holocaust".

After checking in with Delta in Northern Virginia (she was fine, but a friend of hers was missing in NYC) we regrouped our-

selves and went on the cannery tour. Later in the afternoon, I checked my e-mails from a "Java .com" coffee shop - the first e-mail was a strong urging of support and outrage as what had be done to the USA, by my former counter-part with the Russian Railways in Moscow (in '93, NS brought her to the USA and I had her speak at a railway costing research meeting in New York City). We had dinner by the sea that evening. Since it was rainy all day (Prince Rupert is known to have rain 370 days a year), it was still overcast and we did not see the sun set over the Pacific - perhaps a fitting conclusion to this day. You will remember when and where you were on September 11, 2001!

DAY NINETEEN - SEPTEMBER 12TH,  
Prince Rupert, BC - Prince George, BC

We returned back to Prince George on the Skeena in a somber mood. Reports of border crossings being closed and massive delays were not encouraging! The scenery on this route is much better during the first six hours to Smithers, BC, where it begins to flatten out. The food service was somewhat better - but still not as we expected.

DAY TWENTY - SEPTEMBER 13TH, Prince  
George, BC - Williams Lake, BC (97)

A bus shuttled the group out to the motor cars in the rail yard and we then drove the ole Ryder truck, with luggage, down the road to Williams Lake. We got to the Fraser Inn around lunchtime, put the luggage into the rooms and went to the local history museum, which focused on the "cowboy life" in the area. The motor cars made a good run to Williams Lake and we had dinner at the motel at a decent

hour.

DAY TWENTY-ONE - SEPTEMBER 14TH,  
Williams Lake, BC - Squamish, BC (97,1 ,99)

Our earlier drive to Lillooet had not been pleasant and not to be repeated. While on the VIA trip returning from Prince Rupert, we decided on Plan B. The motor car operators would take one night's gear to Lillooet (like we all did to Tumbler Ridge) and the Ryder truck would take all the other luggage, dirty clothes and spare parts to Squamish, to meet the tour the next day. Thus, we drove approximately 600 kilometers on Canadian mountain roads to Squamish, BC to where the tour would finish. We were touched while listening to the CBC radio broadcast of the 9/11 Memorial services held in Ottawa, Canada. Both the Thompson River and Fraser River canyons are rugged and interesting to drive and watch the CN and CP below and sometimes, beside you. The major Canadian highways are much smoother than USA, but the rest areas, especially on provincial roads, are primitive at best. Dinner was at the Howe Sound Inn and we opened the windows at night to enjoy the ocean breeze.

DAY TWENTY-TWO - SEPTEMBER 15TH,  
Squamish BC - Bellingham, WA (99, 1, 539)

We spent most of the day in Squamish getting ready for the return trip to the USA and home. The motor car excursion tour was expected to arrive around 3 p.m. Arrangements were made to have another rollback vehicle at the yard to transfer our A-5's from the railroad track into the Ryder truck. We parked the Ryder truck into position for reloading and placed all of the luggage for the others in a secure area in the

yard. The BC Rail police and operating personnel were very helpful, while waiting for their arrival, which was being held up - because of mechanical trouble on an out-bound train. We were invited up into a BC Rail locomotive, to await the group's arrival, which finally arrived after 5:30 p.m. Since our rural border crossing point, closed at midnight, we were cutting it close! We were finally en-route to the border around 7:30 p.m., with Christopher driving the truck, dad as navigator, with the rest in the rental car driven by Bill. Using proper military convoy procedures, the slowest vehicle left first, while the rental car filled up with gas and got food to go at Wendy's. Despite it being dark, Christopher rolled the Ryder truck up and down the roller coaster road to Vancouver, through metro traffic and on to the expressway to Exit 73, where we were to turn and head approximately 11 kilometers to the border. We had driven to kilometer marker 72 and still no sign of the rental car. Did they not understand my instructions and take an earlier exit to the border? Therefore, we stopped the truck, opened up the back, and turned on the flashers on Christopher's motor car. Some ten minutes later, Jamie came running back to the truck with the food, as they recognized the truck as they "flew by" trying to catch us.

So, at 9:45 p.m. we were in sight of the border crossing. Where was all the back-up traffic we had read and heard about? There were NO other cars/trucks waiting to cross back into the USA - we were the line! Would they want to make a complete search of the contents of the truck (you make recall the use of another Ryder truck

in a terrorist attack in Oklahoma)? NO - the American customs officer (originally from Oklahoma) whom we had met earlier was on duty that evening. We voluntarily opened the rear of the truck to show them the motor cars and we were on our way to the motel in the USA within minutes.

DAY TWENTY-THREE - SEPTEMBER 16TH, Bellingham, WA - Pendleton, OR (I-5, I-405, I-90, I-82, I-84)

On a foggy Sunday morning, we split with the Pinkerton's, and Chris and Jamie heading back to Seattle to take US Air to Roanoke, while Grace and I are "on the road again" with the Ryder truck. The Roanoke bound flyers got out of the airport on their regular flight (several hours late due to departure security procedures), but their Roanoke flight was canceled from Pittsburgh. They were diverted to Lynchburg's airport, arriving there at 1:30 a.m., on Monday - but back in Virginia.

The return truck trip retraced our going route from Bellingham, across Snoqualmie Pass to the Pilot truck stop in Ellensburg, WA. Then, we turned southeastward across central Washington and into eastern Oregon, following primarily the BNSF (ex-NP) trackage. Where there is water, you see fertile valleys of apples, grain and vineyards. Where irrigation does not exist from either the Yakima or Columbia rivers, it's a desert (part of the land is used as an Air Force bombing range and the Hanford nuclear site). We had several long hills, but no steep grades on this day. Just west of Pendleton is the town of Hinkle, OR, site of a large Union Pacific hump yard. We will follow the UP for the next several days to Limon, CO. We spent the night,

after a long day's drive, at a nice Holiday Inn Express, with a warm indoor pool and good hot tub.

DAY TWENTY-FOUR - SEPTEMBER 17TH, Pendleton, OR - Burley, ID (I-84)

Since we were on the road by daybreak, the first segment of the day was always a challenge driving directly into the sun for several hours. The only terrain feature of consequence is crossing the Blue Mountains, which is still a bottleneck for current UP operations. However, the interstate makes a long climb from dry ranching to the snowy forest area in just a few miles. We did not see much UP action, even though it parallels the interstate for considerable distance. Stopping at a rest area, we meet some fellow travelers, from Oklahoma. We had lunch with them at the welcome center in Idaho, further down the road. Nearing the Idaho border, the land is much more agricultural, with potatoes, sugar beet etc, as we follow the Snake River towards its headwaters. Volcanic land exists in central Idaho, reminders of activity thousands of years ago.

DAY TWENTY-FIVE - SEPTEMBER 18TH, Burley, ID - Rawlins, WY (I-84, I-80)

Welcome again to Big Sky country and the west as you see in the movies. The most popular exit name on the interstate is "Ranch Access", no services! East of Ogden, UT, the UP action is heavy, with a consistent variety of freights. Since we are following the UP main line, the grades are not a factor in driving, despite the fact we are close to 7,000' in attitude. Near Green River, WY - you see a major source of UP traffic in the area - several large soda ash facilities. When traveling across the Great

Divide Basin, you actually cross the Continental Divide twice, but you would never know it because the land is so flat. We slept soundly in Rawlins, knowing that the state prison is just up the road.

DAY TWENTY-SIX - SEPTEMBER 19TH, Rawlins, WY - Goodland, KS (I-80, I-25, 52, 79, I-70)

Before dawn's early light, we are headed east over Elk Mountain (UP follows a slightly longer route avoiding the mountain). This area can be very windy at times. We rolled pass Laramie and up the famous Sherman Hill of UP lore. We are now at 8,200', the highest point on the trip and site of a Wyoming welcome center which has displays of the building the UP over the hill. Going down the hill was a disappointment - just a gentle slopping hill towards Cheyenne. South of Fort Collins, CO, we made a mistake and stopped at the Colorado welcome center - rather than the nearby rest area. This proved to be good mistake, since we learned from the folks at the center that I-25 was blocked north of Denver and was not expected to be opened for along while (we learned later it was closed for nearly 14 hours). Therefore, we made our own detour going north and east of Denver; to both avoid the serious accident and Denver itself. We got on I-70 several miles east of Denver and began passing numerous small towns of the high plains, which were originally established during the construction of the Kansas Pacific (now Union Pacific). East of Limon, CO, we began following the old Rock Island mainline, now operated by a short-line. One could see the ghosts of The Rocky Mountain Rocket, as we bounced along the

rough Colorado interstate highway. We stopped for the evening at Goodland, KS, which is on Mountain Time, while most of Kansas is on Central Time.

DAY TWENTY-SEVEN - SEPTEMBER 20TH, Goodland, KS - Junction City, KS (I-70)

This was short day of driving across the prairies and wheat fields of Kansas, where Grace's brother (Al) and sister (Virginia) planned to meet us in the early afternoon. Towns along the way can be seen in the distance by the grain elevator on the horizon. At Junction City, we packed several bedroom and kitchen items from Grace's late mother's farm into the truck for movement back to Roanoke. The afternoon and evening was spent primarily catching up on the latest gossip from the homeland.

DAY TWENTY-EIGHT - SEPTEMBER 21ST, Junction City, KS - Evansville, IN (I-70, 370, I-270, I-255, I-64)

One of our longer days lies ahead, as we are to travel over 500 miles, going directly through Kansas City, KS/MO, and around St. Louis, MO. While the traffic was not bad, I-70 in Missouri near both the metro areas of Kansas City and St. Louis win the award of the WORST USA roads on the entire journey. Grace got the pleasure of driving over both the Missouri and Mississippi Rivers near St. Louis (she hates high bridges). By this time, most of the corn crop in Illinois has been harvested. We spent the evening in a Holiday Inn Express north of Evansville on I-64, with adjacent Denny's Diner (restaurant has an ole diner motif).

DAY TWENTY-NINE - SEPTEMBER 22ND - Evansville, IN - Roanoke, VA (I-64, I-71, I-

264, I-64, US 220, 116)

Another 500-mile day to drive and we will be back in Roanoke to turn back the truck to Christopher. Other than the occasional rough riding road, the return trip had been essentially uneventful. The sun is just beginning to think about rising and we are already headed east across Indiana to Louisville, KY. Approaching Louisville, road signs indicate that I-64 is CLOSED east of downtown, so we were directed onto a short detour, to rejoin I-64 east of town. Traffic was heavy headed east to Lexington, KY, with University of Kentucky football fans going to the game against Florida. All is doing well as Grace was driving on the West Virginia Turnpike heading uphill to the first tollbooth east of Charleston, until we run over some road debris. After paying the toll, we checked for damage and did not readily see such. However; as we begin to crest the grade where the tunnel was bypassed several years ago, the right front tire blew and we came to a halt in the truck lane of the road. Because we are in a large cut in the mountain, the cell phone would not work to call Ryder for assistance. Fortunately, a state trooper, passing on the opposite lane, spotted us and came to our aid. The state police radioed Ryder and help from Montgomery, WV was sent to replace the tire and rim. Within two hours, we are on the road again. The turnpike is not an easy road to drive. On interstate 64 east of Beckley, there are several long grades as we generally follow the ole C&O towards Clifton Forge, VA. Interestingly, the welcome center into Virginia west of Covington does not allow trucks, but we stopped anyway, since nature was calling.

Finally as darkness is falling, we were on U.S. 220 heading for Roanoke.

After 29 days, at 8:30 p.m., we had completed driving 7,500 miles (\$1,375 for diesel fuel), rode VIA for 1,000 miles and involved with a 1,300-mile railway motorcar excursion. Now it is time to rest!

### **Officers and Directors - 2002**

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- Vice President ..... Bill Mason
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- National Director ..... Carl Jensen
- Director at Large.....Lawanda Ely
- Director at Large .....Paul M. Howell
- Director at Large..... Dave Meashey
- Director at Large ..... Richard Shell

### **UPCOMING MEETINGS/EVENTS**

January 17, 2002  
Regular Meeting

February 5, 2002  
Board Meeting

February 21, 2002  
Regular Meeting

March 5, 2002  
Board Meeting

March 21, 2002  
Regular Meeting

Please note the meeting cancellation policy inside this issue.

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.

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

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