



Turntable TIMES

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 regular meeting on Thursday, March 21, 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 February was a video tape on C&O Steam Power. This month's tape will be a review of 1985 Norfolk Southern Steam. We still 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 Monday, March 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

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. At the moment, we have several articles on hand, one by our own Gary Ballard which arrived just as this is was to go to press on passenger train news.

Cover Photo

In some people's opinion, it's not a train without a caboose! Sadly cabs are pretty rare in regular mainline service these days. Bill Mason captured C-31P Caboose No. 518688 is bringing up the rear of a Lone Star Shifter in January, 1993. The train is passing the former depot site at Hollins, Va.

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.

Membership Directory

Lawanda Ely, our membership chairperson reports that the membership directory for 2002 will be available at both the March and April meetings.

Annual Banquet, March 23, 2002

by Dave Meashey

The Chapter's Annual Banquet will be held at the Hotel Roanoke on Saturday, March 23rd. A cash bar happy hour will begin at 6:30 p.m., and the meal will begin at 7:30 p.m. The meal is buffet style; the entrees are: Sliced Roast Beef with Sauce Robert and Breast of Chicken with Champignon Sauce. The cost is \$23.00 for members (which includes spouse or significant other, plus immediate family members) and \$30.00 for non-members.

Please sign up by the February membership meeting. Telephone reservations may be placed with Bill Arnold at 540-389-3217. The deadline for reservations and payment is March 18th.

Our featured guest is NRHS National President, Greg Malloy, who will be presenting a program of one of his travel trips

to railroads far afield. Greg's program (subject to change) is a review of a 1998 trip through southern South America - Chile, Argentina, and Paraguay. It has a little of everything - trains, scenery and stories.

Chapter Plans Spring Outing.

by Richard D. Shell

Mark your calendars for the weekend of April 27th and 28th as we plan to board an Abbott bus and head for wild and wonderful West Virginia for a two day weekend of train riding.

Our Abbott bus will depart the Lancerlot in Vinton on Saturday, April 27th at 8:00 a.m. We will plan a rest stop in the White Sulphur Springs area. We will board the New Tygart Flyer at Elkins, West Virginia at noon for trip to Tygart Junction and return. Our very own Alco T-6 No. 41 is scheduled to be our motive power. Lunch will be provided in the Mardi Gras. Our evening meal will be on your on your own at either Shoney's or Ryans in Elkins. We will spend the night at the Days Inn in Elkins.

Sunday morning and we will again board the New Tygart Flyer at 9:00 a.m. for a trip to High Falls arriving around 10:30 a.m. We will have snacks on the train. We are scheduled to meet the Cheat Mountain Salamander for our trip to Cheat Bridge arriving around 12:15. Here we will board our bus for the trip over the mountain to Durbin. We will have lunch in the station (included in your ticket price) as the train gets steamed up and ready just outside our window. Did I say steam??? Yes! We are scheduled to be pulled on the Durbin Rocket by No. 3, a Climax steam locomotive. This classic 92-year old locomotive

was built in 1910 for the Moore-Keppel Company of Ellamore, WV. We will be departing Durbin for home at 3:00 p.m. for our trip back home.

Tickets are \$125. We will be taking payments and additional signups at the March chapter meeting.

For more information, please call Richard D. Shell at 540-992-3611.

Mixed Freight - March

by Mr. Robin R. Shavers

Probably one of the major issues facing today's American railroad scene is the future of Amtrak. Back in 1997, Congress gave Amtrak 5 years to get itself financially stable so it would no longer have to rely on annual federal subsidies just to remain afloat. That fifth year will be up come December 2002. All entities involved with this issue, including Amtrak, have conceded that the goal of self sufficiency will not be achieved as set by the congressional mandate.

In February Amtrak made public a "proposed list" of "possible" route cuts. All the routes are classified as long distance. The list is as follows. Keep in mind the list is just a proposal that may be implemented come this October.

Names of the 18 Amtrak long-distance routes that could be cut in the fall followed by the major cities they serve: "Silver Palm"-New York-Savannah-Tampa-Miami; "Silver Star"-New York-Miami; "Silver Meteor"-New York-Savannah-Miami; "Capitol Limited"-Washington-Pittsburgh-Chicago; "Twilight Shoreliner"-Boston-Washington-Newport News; "Cardinal"-Washington-Cincinnati-Chicago; "Kentucky

Cardinal"-Louisville-Chicago; "Pennsylvanian"-Philadelphia-Pittsburgh-Chicago; "Crescent"-New York City-Atlanta-New Orleans; "Three Rivers"-New York-Philadelphia-Pittsburgh-Chicago; "Lake Shore Limited"-Chicago-Boston/New York; "City of New Orleans"-Chicago-Memphis-New Orleans; "Sunset Limited"-Orlando-New Orleans-Los Angeles; "Texas Eagle"-Chicago-San Antonio; "California Zephyr"-Chicago-Emeryville, Calif.; "Empire Builder"-Chicago-Seattle-Portland, Oregon; "Southwest Chief"-Chicago-Kansas City-Los Angeles; "Coast Starlight"-Seattle-Portland-Los Angeles.

Along with possible service slashes, Amtrak may cut personnel by 4%. This could include 700 union workers and 300 others whom are not under union contracts. A reduction in training, advertising and supply purchases are possible. In order for Amtrak to maintain it's status quo and implement improved service and expand others, it will require and ask for \$1.2 billion for fiscal 2003. Amtrak lost \$1.1 billion for fiscal 2001 according to the inspector general for the Transportation Department.

A few months ago I made commentary and spotlighted events that range in various spans of time within the arena of railroading. One that I was not aware of is the 25th Anniversary of The North Carolina Transportation Museum located in Spencer, N.C. It was early autumn back in 1977 when the Southern Railway deeded it's Shops facility to the state of North Carolina. The museum will be presenting a number of events thru out the year to celebrate a quarter century of existence. Those of us whom have been attending events at

the museum over the past 10 to 15 years have seen for ourselves the progress that has been made and continues to be made. I've said this before and I'll say it again, if you have never visited The North Carolina Transportation Museum in Spencer, you should. If you haven't visited in over 5 years, you owe it to yourself for a revisit. Phone them at 1-877-628-6386 to find out about 25th anniversary activities. RAIL DAYS are scheduled for the last weekend of April, the 27th and 28th from 9 a.m. to 5 p.m. both days. Website log on to nctran.org.

If you have spent any time at all railfanning over the past five years, you have probably seen freight cars painted blue sporting the words Golden West Service along with three red squares and three yellow squares. GWS started out as a business venture between the Southern Pacific Railroad and Greenbrier, a freight car manufacturing firm. Aging Espee cars were sent to Greenbrier for rebuilding. They were repainted into the above mentioned paint scheme and leased out to any railroad or shipper that needs them. The cars are a real bargain for shortlines.

A lot of us have enjoyed riding behind, in some cases riding aboard, former Nickel Plate Road Berkshire No. 765. It was and still is one of my favorite in action to photograph steam locomotives. The locomotive needs a full scale overhaul and will receive such. The owner, Fort Wayne Railroad Historical Society, recently received a TEA-21 grant worth \$450,000 for 765's overhaul. This is an 80/20 program which means the Society needs to raise it's share of funds totaling \$90,000. The organization has

already raised \$85,000 plus as of December. To help raise the balance, a compact disc entitled 'Symphony of Steam' features the 765 in action pulling the annual New River Train excursions years ago is available. The disc features 14 tracks and is selling for \$15.95 plus \$4.00 shipping and handling. Forward orders to: Fort Wayne Railroad Historical Society, P.O. Box 11017, Fort Wayne, in 46855. Phone 1-800-779-0443.

The next Great Scale Train Show will occur during the weekend of March 23rd and 24th at The Maryland Fairgrounds at Timonium, Maryland. This event will include a HI RAIL division too. HI RAIL are the larger trains such as Lionel, Marx and larger. The show like this I attended back during the last weekend of January drew 7002 patrons on Saturday alone. For more information call 410-730-1036 or log on to www.GSMTS.com

Book Review

by John Austen

The New Catechism of the Steam Engine
by N. Hawkins; originally published in
1904 by Theo. Audel & Co.

reprinted in 1987

by Lindsay Publications

P.O. Box 538, Bradley IL, 60915

5-1/2" x 8-1/2", 437pp.; \$19.95.

This is a comprehensive survey of steam engine technology at the turn of the century. It is a well balanced combination of illustrations and text. The illustrations include line drawings, engravings, and photographs. The drawings and cuts are reproduced well; the photographs are adequate, although not quite as good as the originals. (I have some original editions of early

Audel publications, and the photographs in them are not all that good to begin with.)

The book starts with 81 pages of general information and history of steam engines, and the basic aspects of the technology. It covers such topics as "Engine Foundations", "Care and Management of the Steam Engine", and "Aligning a Horizontal Engine". The following section of 80 pages is devoted to illustrations, description, and operational details of 15 brands of steam engines. There are enough illustrations to allow you to look at a photograph of an engine in an old mill and tell what brand of engine it is and how it works.

The next section (14 pages) covers the principals of the Corliss (rotary valve) engine. It is followed by 50 pages of details on 10 brands of Corliss engines. The book continues with sections on pumping engines, hoisting engines, locomotives, and marine engines. It even has chapters on gas, oil, and hot air engines. Such topics as condensers, compounding, and turbines are also covered.

The author succeeds admirably in the task set fourth at the bottom of the title page: "...explaining their principal points and their care and management."; and, as he says in the Preface: "to show how beautiful and how truly admirable in finish and in powers of execution is the modern steam engine..." of 1904. Lindsay Publications has earned the thanks of all serious historians of technology by reprinting this classic.

Lindsay offers hundreds of reprints on old industrial processes. Their shipping rate is very reasonable: \$1.25 for the first book, and seventy cents for each additional

book. If you wonder what it was like to be a machinist in Roanoke Shops you can get an idea from the many technical books reprinted by Lindsay. I reviewed *Modern Locomotive Construction* (1892) and *Laying Out for Boilermakers for the Society for Industrial Archeology* a few years ago. Lindsay offers several books on machine shops, lathes, foundries, forging, and other topics. They can be contacted at (815) 935-5353 or on the web at <http://www.lindsay-bks.com>.

Railcamp-2002

The Roanoke Chapter is looking for a few good students! The Roanoke Chapter is looking for applicants for a trip to the NRHS National Railcamp. The Railcamp sponsored by the National Park Service and NRHS at Steamtown in Scranton, PA. This year there will be two separate sessions, the first is July 18-24, the second will be July 25-31.

Young people between grades 9 and 12 who have an interest in such a camp, modeled after the popular Spacecamp, will feature railroad preservation, railroad operations among others.

Each session is limited to 24 participants. The Roanoke Chapter is willing to sponsor a participant at the camp and is looking for nominations from our membership. The candidate does not have to be a member, come to the March or April meeting for more details.

The National Railway Historical Society, in cooperation with the National Park Service, Steamtown National Historic Site, announces Basic RailCamp 2002, continuing the highly successful program first begun in 1998, designed to provide a rail history preservation background, railroad operations and career opportunities to high

school students entering the 9th grade through finishing 12th grade.

Tuition for Basic RailCamp 2002 is \$550 per student, and includes lodging and meals throughout the Camp, as well as student materials needed in conjunction with the activities of RailCamp 2002. Students are responsible for their own transportation to and from Scranton. Detailed information form will be provided in advance for attendees.

While bedding' and linen are provided by the University, it is recommended that RailCampers bring an extra bath towel or two as well a cake of bath soap. Experience from prior RailCamps tells us that you will get dirty at RailCamp 2002! Be prepared!

TENTATIVE COURSE AGENDA

SUN., JULY 14/JULY 21: At 12 Noon, registration begins at the University of Scranton. Students will be housed in Gavigan Hall, an air-conditioned dormitory on campus. At 5 PM, over a group dinner, we'll have introductions by the NRHS counselor staff, and with each other. We'll also see a slide program detailing Steamtown and its history as well as learning about the National Railway Historical Society.

MON., JULY 15/JULY 22: Breakfast begins at 7:30 AM (as it will each day) and at 8:15 AM we will depart the University on foot for the short walk to Steamtown. We'll meet the Superintendent, who will welcome us on behalf of the Park Service. Following a mandatory safety lecture, we'll be given a tour of the Steamtown Site by an Interpretive Ranger so we may learn about Steamtown and what we'll be doing this week. Glenn Smith, Education Specialist, will brief us on the Park Service's role in interpretation, its philosophy and Railroads and the National Park Service. Following a box lunch on the grounds, we'll learn about equipment restoration at Steamtown, how it's defined and accomplished. We'll cool

off later in the day with an interesting, tour of the Lackawanna Coal Mine and Anthracite Museum, located in Scranton. You'll be expected to critique this tour, explain what you learned and how the story might better be told.

TUE., JULY 16/JULY 23: We'll spend the full day at Steamtown and dividing into two groups. Each group will alternately visit the Locomotive Shop and Roundhouse, learning both operations. Wear overalls or other clothing you can get dirty, because you will! Sturdy shoes are required, too— NO SNEAKERS!

WED., JULY 17/JULY 24: Following an early breakfast, we expect to board a chartered bus to take us to a major local rail facility, where you'll interface with employees regarding rail operations and careers. You'll receive an Operation Lifesaver presentation during the day, since most of you are at or near driving age. As part of the day, we expect to visit and photograph one or two historic railroad engineering landmarks.

THU., JULY 18/JULY 25: Once again, we'll gather at the Steamtown shops, with one group learning about the carpentry shop and the other metalworking restoration. Following lunch, the groups will rotate so everyone will have an equal experience. We can expect this day to be a "hands-on" learning experience, where you'll get to learn about and use various tools used in railroad repair and restoration.

FRI., JULY 19/JULY 26: This exciting day will be full and provide a wonderful culmination to the week. Students will experience a complete day of covering railroad operations on a "behind-the-scenes" basis. At 8:30, the entire group meets in the Steamtown Theatre to hear Mark Brennan, Supervisor Railroad Operations, brief the excursion train crews. At 9:00, we'll divide into two groups, with each learning about

railroad operating rules and dispatching, as well as conducting various railroad field training exercises, where you'll learn how to switch cars. During the day you'll ride one of the regular excursion trains to Moscow, PA, and while enroute practice taking Form D's and other exercises with the train crew. This will be a busy day, filled with plenty of exposure to railroad operations, and has been the highlight of prior Basic RailCamp sessions. At 5PM, there will be an awards ceremony followed by a cookout at 6:00 PM. Parents are cordially invited to attend both events.

SAT., JULY 20/JULY 27: At 9:00 AM, the closing ceremony will be held at the Steamtown Visitors Center, with groups of RailCampers giving reports on what they've observed and learned during their week in Scranton. Parents are encouraged to attend this session, after which Basic RailCamp 2002 will end at about 11 AM.

UPCOMING MEETINGS/EVENTS

March 21, 2002
Regular Meeting

March 23, 2002
Annual Banquet

April 2, 2002
Board Meeting

April 18, 2002
Regular Meeting

April 27-28, 2002
Chapter Outing on West Virginia Central
Contact Richard Shell 992-3611 for details.

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