



Turntable TIMES

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

Volume 35, Number 2
February 2003



Saved! See the story inside on how Roanoke's Virginian Passenger Station will rise up from the ashes as a Roanoke Chapter project. Top photo by Brian Crosier from January 31, 2001 shows the immediate aftermath of the fire. Even today, the site is much improved with the trailer gone, and trash cleaned from the track side and end of the property. Below: This is how the station will look when completed. J. L. Sanders Collection, from August, 1910.





Turntable TIMES

Volume 35, Number 2
February 2003

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MIXED FREIGHT

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SMALL RAILS

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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 meeting on Thursday, February 20, 2003 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. The program will be a video of "Thunder of Steam In The Blue Ridge."

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 Saturday, February 15, 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 most newspapers; a condensed rewritten article crediting the source, however, is acceptable. We still need material on an ongoing basis. Please contribute! It is your newsletter.

Cover Photo

We are thrilled to report that Norfolk Southern has graciously donated the former Virginian Passenger Station in Roanoke to the Roanoke Chapter, NRHS. The donation culminated almost 20 months of effort to assure the building's survival. Now thanks to NS's generosity, this wonderful structure can live again! This will be a major Chapter project and will need all hands pulling to bring back this place from its near death experience.

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.

On our regular meeting night, January 16th, the cancellation plan kicked in just before 6 pm, as Virginia Western cancelled night and evening classes. We were almost caught in a bad situation, as Roanoke City Schools were off on Friday for a work day. If VWCC had not closed, we would have had a meeting, despite the snow.

Membership Renewal Time!

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

Annual Banquet, March 29, 2003

by Dave Meashey

The Chapter's Annual Banquet will be held at the Clarion Hotel in Roanoke on Saturday, March 29th. 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 a seated dinner and will feature your choice of a chicken or beef entree. We have managed to hold the cost this year to the same as last; \$23.00 for members (which includes spouse or significant other, plus immediate family members) and \$26.00 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.

Fond Memories...The Series

by Mr. Robin R. Shavers

That Trip to a Tech Game

Many years ago I wrote sideline stories of personal railfan experiences sporadically which I called Fond Memories. It has been a long time since my last story so I thought I would tell of a minor trip that occurred either during the winter of 69 or 70. I really don't have much to report on for the Mixed Freight. Most folks are really surprised that as a male I have almost no interest in sports. At least I'm honest about it. On a cold winter afternoon during a Saturday around 4:00 pm., my dad walks into my room and asks me if I'd like to join him for a Virginia Tech basketball game. At the time I was in junior high school and had not earned a drivers license at that time. Going on any trip out of Danville, especially on a weekend, automatically got a thumbs up from me. If it was a trip that involved coming in contact with trains, I experienced an immediate adrenalin rush. When he said Virginia Tech, I automatically thought of passing thru Roanoke and thus coming in contact with the Norfolk and Western. He said we would depart around 5:00 pm., and have dinner somewhere in Roanoke.

Our first stop would be the K Mart store in Danville where they had a special going on for Quaker State motor oil. As dad headed for the automotive department, I headed for the record department to see what was on hand with strict orders to be back at the

car within 10 minutes.

Before I go any further, if you are old enough to remember what life was like back in 1969 or 1970, keep that in mind as this story progresses. It was truly another world compared to today even before Sept. 11th. Computerization was known as data processing because that is basically what computers did back then, process data. 24 hour convenience stores with gasoline were unheard of including Wal Mart type stores. A website was a spider home. Think of all the railroads that still existed back then.

After leaving K Mart, it was westbound on U.S. 58 to Martinsville where we turned northward onto U.S. 220. Things would not get interesting railwise until we got a few miles north of Rocky Mount. I knew from past experiences that seeing a train on the Winston-Salem Line as I called it would be highly unlikely. Looking for the lineside signals was somewhat of a treat within itself. Listening to Top 40 hits on the car radio, dad switches stations hoping to hear a program. No such luck which suited me fine.

Getting closer to Roanoke, my excitement builds as I knew I would definitely see some action if only briefly. We have dinner at a fast food joint somewhere on Franklin Road north of Tanglewood Mall. That mall did not exist back then. Finishing dinner, we continue for Blacksburg. Dad was going to head west on U.S. 460 (Orange Avenue). I convinced him to head west via Shenandoah Avenue and pick up 460 in Salem. It may have been Saturday night for a lotta folks but if you had a job involved with keeping the N&W Railway rolling, it might as well have been Monday morning. The yard was busy that night and as cold as it was, I would have happily stood by the fence along

Shenandoah Avenue to enjoy the action while dad enjoyed the game. If the cold conquered me, relatives were a short walk away over on Loudon.

Despite the fact that we drove slow so I could take in as much as possible, it seemed shorter. The next segment of our trip to look forward to was a few miles east of Elliston where the N&W and U.S. 460 are side by side. Staring hard into darkness looking for any sign of a moving train, I get lucky. A set of dim lights are moving west like we were. The step lights were of 5 diesels working hard on a time freight. We catch up to the diesels and pace them. Dad is no railfan but he would engage himself to a degree if it was not an inconvenience. "He's really working to conquer this mountain" dad exclaims. Then all of a sudden, dad accelerates the car getting ahead of the freight. At Elliston he makes a series of right turns eventually reaching Elliston's only grade crossing. How he knew where to go was a shock to me. Many years into the future, as a man and hardcore railfan, this crossing would be visited by me many times to watch and or photograph time freights and steam powered excursion trains.

We pull up to the crossing and wait. The roar of diesel locomotives is in the rear distance. Soon a headlight lights up the tree lined right of way. I'm excited to a high degree, but I keep it under control. I roll down the window to get a full dose of sound but that was not enough. I get out of the car for a full effect. I'm ordered to roll up the window to keep the heat in. It was REALLY cold. In the meantime, the train crew must have thought I was gonna attempt to dash across the tracks. They laid on that horn like no tommorow. Horn blaring, dust flying

from active sanders, engines roaring and a speed of maybe 25 miles an hour. I was in hog heaven. After a few minutes, dad tells me we need to get going. I wanted to see the entire freight but I was indeed grateful. Proceeding west, I observe my train from a distance ascending the grade. To my surprise, there was an eastbound coming down the mountain. Keep in mind it's dark. All I see is locomotive lights. As we proceed west of Shawsville, we meet another eastbound. "That N&W is busy tonight" my dad exclaims. "It sure is" I respond grinning ear to ear.

We arrive at Virginia Tech in time for the game. We might have been inside the warmth of the basketball facility, but my mind was back at Elliston with that westbounder. Me not being a sportsfan, I do not remember who played against Tech or whom won but I believe Tech won because everybody with Tech gear was happy and jubilant. I do remember a rather impressive redheaded Tech cheerleader.

The ride back was unimpressive. No trains to be seen. Dad did not come back via Shenandoah Avenue. Of course The Pumpkin Vine line was quiet. Though what I experienced and enjoyed on this trip was short lived, it beat being at home watching the popular television programs of that time period for a Saturday night.

A Visit To Roanoke, Part Two

by Jim Carter

(Editor's Note: Jim is one of the Roanoke Chapter's original members, and visited the city on the first weekend of November, 2002)

—continued from last month—

The Market Area is unique in that at one

end is the Market Building and two blocks later Market Street ends leading into Elmwood Park passing by Norfolk Southern Regional Office, Trigon Insurance, The Library, and onto the Community Hospital. This is all very walkable with a grid of approximately 10 square blocks bounded by Norfolk Southern tracks on the north, Interstate 581 on the East, Community Hospital and its school of nursing on the south and Jefferson High School and the Virginia Museum of Transportation on the west. In the market one will find farmers selling their wares. This is not a Saturdays in the summer adventure. It is a six-day all year long venture and will include produce from around the world. In the center of all this stands the McGuire building formerly disused five story furniture warehouse into which the citizens of the valley have brought there historical museum from a series of store fronts, the science museum from an old school house and have added a planetarium, an art museum from an old mansion in South Roanoke and a theatre from the old Rockledge Inn atop Mill Mountain after the Inn had burned. MMT arrived in the center after a stay in an old movie theater in the Grandin Village neighborhood. The Grandin has just reopened as a renovated movie theater. Roanokers like to fix things.

Since Center in the Square was founded it has expanded into a building across the alley which houses Mill Mountains prop & costume shop, a second stage and various administrative offices. The theatre has taken over the nearby Shennadoah Hotel transforming it from a flop house into a dormitory for actors, rehearsal halls, and dance studios. On the first floor is located Twist &

Turns furniture store, which got its start as a railroad supplier and may still be. The history museum is expanding into the railroad station, which will house the O. Winston Link railroad photography national display aside from the visitors and maybe someday passenger trains. During my travels I learned that the former headquarters of the Grand Piano & Furniture Company has been donated to the Art Museum or the Center in the Square the disposition of which is yet unknown. I also heard that there may be a chance that a new art museum may be built in a vacant lot behind Billy's Ritz at the base of the sky walk. Center in the Square has expanded to include ballet and opera which are housed in the renovated Jefferson High School. Thus, this cultural complex campus has expanded to at least six buildings.

After exiting the Center in the Square I took yet another gaze at the skyline seeing a mixture of modern bank buildings, old multi-story office buildings and two & three story retail establishments with dates ranging from 1890s to 1910s in their pediment. I proceeded down Century Plaza facing a fire house loosely designed to look like Independence Hall in Philadelphia. I happened into a barber shop and spoke with its proprietor Shelby who I discovered was a civic sage knowing much about the history and future of the valley. All those who are wise seek Shelby's advice as to the future of the economy and other such matters. She told me the fire station was built in 1906 may be the oldest operating in the country. In it one can find the places horses were spotted to pull fire wagons. Today this space is occupied by large hook and ladder tiller truck and a number of chief cars. If I should come to pass that this station should be

replaced by a more modern downtown facility this building should be retained as a fire fighter museum.

On Shelby's advice I moved onto a haberdasher named Davidsons to outfit myself for the weight gain I could expect at the thirty restaurants. I had learned that Davidson's had been very generous to the Center in the Square. After a proper outfitting I was advised to move on to the Virginia Transport Museum via the Patrick Henry Hotel a ten story 400 room built in 1925. This establishment had a very pleasant lobby, and it seemed many activities civic and otherwise were going on. I proceeded out of the back of this hotel across the parking lot of the Appalachian! American Electric Power Company to the Lee Plaza government complex. On Franklin Road just outside the Plaza one will find the 13 story Poff Federal Building. Surrounding the Plaza are located the Commonwealth of Virginia Building, which could also be known as the Capital of Western Virginia. Across the park is located the City Municipal Building on Church Avenue, which sits back to back with the 1924 City Hall on Campbell Avenue. Interestingly this classical building cost \$250,000 when new. Included in this complex is the court house building, police station and city jail. Nearby one will find one will find the WSLN-NBC-TV station and newspaper, which is undergoing a massive addition. Of course, there many law offices, but no county buildings.

I finally made it to the Virginia Transportation Museum, which is located in warehouse row in the old Norfolk & Western freight station and Shenandoah Division Headquarters. I was impressed with the new Claytor Train Shed covering N&W Class J

mountain type bullet nose streamline locomotive. This jet black engine is accented with a Tuscan red stripe down the running boards and onto to the tender making it very colorful indeed. 611 was built in Roanoke shops in 1950. Next to No. 611 is Virginian rectifier electric locomotive EL-C. This engine is in black with gold accent stripe and next to the EL-C is the early 1900s N&W #6. This spot will be replaced by N&W class A or Y loco 1218. These are part of the subjects of O. Winston Links works, which will be displayed at the new visitors center museum in the passenger station. Also of interest in the rail yard were the recently painted Washington, D. C. Transit PCC car and a Pennsylvania GG1 locomotive which were designed by Raymond Lowey. There are numerous locomotives steam, Diesel, and electric & passenger and freight cars of various types. Inside I found many interesting displays on railroads and actual trucks, autos, and aircraft.

As I made my way back to the Hotel a came across a group of citizens, public and railroad officials who were dedicating the rail walk, which was accented by a series of trolley stop sheds. This would be ideal as the path for a light rail system extending down Jefferson Street through downtown by Community Hospital and its nursing school on out to South Roanoke by the site of the new biotic center on to Roanoke Memorial Hospital to Crystal Springs. During this dedication I am sure all 80 trains came by drowning out the speakers. No one complained as that was money rolling by. In this area is the Campbell Court Transit station a modern city bus terminal for Valley Metro and intercity busses enclosed by a historical facade. Afterwards this delegation strolled

down to the N&W station for a floor sweeping to reveal the N&W seal on the floor and renovations began. And again the citizens of Roanoke have revived another historic building. Finally, I made it back to the Hotel for a brief rest before taking care of some banking business, which was one of the reasons I was in town. I would be remiss if I did not mention that I got many of the dates listed above from Roanoke in Vintage Postcards by Nelson Harris, who I understand is Roanoke Vice Mayor.

Small Rails

by Dave Meashey

—The Train Under the Tree—

I regret that I haven't had anything to write about for a couple of months. Sometimes the creative well just runs dry. Now that the holidays are over, I've been inspired to do some reminiscing.

When I was a young child (under the age of 11), our family always had a train set up at Christmas time. It was either under the Christmas tree or on a nearby train platform. Do you remember your first toy or model train? Sometimes it's fun to think about that first train.

My first train was a Lionel "Torpedo" freight set. It must have been purchased second-hand, as it was a prewar (WWII) set, and I was a postwar baby (just barely, with a birthday of 12/14/1945). The set consisted of: a 2-4-2 bullet-nosed "Torpedo" locomotive, a sheet metal whistling tender, a lithographed Baby Ruth box car, a lithographed Shell tank car, a lithographed New York Central long caboose, a small transformer, and a figure eight set of O27 track. The tender and cars had either box or latch couplers, another prewar characteristic.

I loved to watch that train lurch around its figure eight layout. The locomotive's gears would growl and sparks would shoot out from the drive wheels. Sometimes I would run that train too fast for the O27 curves, and centrifugal force would have its way with the locomotive. At those times it seems that it was always the floor that suffered, and not the locomotive. I still sometimes miss the smell of ozone, an odor I always associate with the operation of tin-plate trains.

I provided a train for under the tree at our chapter's holiday party. This time a large scale D&RGW C16 Consolidation pulled a four-car narrow gauge passenger train. The train acted like a magnet for conversation. Several of you told me about your early memories of toy and model trains. I really enjoyed the memories that you shared with me.

The hand microphone was setting on the stage, waiting to be used for the announcements and the grace. Sometime during the group conversation, Jim Overholser quietly turned on the microphone. Suddenly the room sounded like a subway platform as my train rumbled past the microphone! I never had realized that a model train could sound so convincing when properly amplified. I think that next year I may bring my C&S Mogul. It has an electronic sound system.

Recycling A Railroad Station

by David G. Helmer

Centennial Station Dinner Theatre,
High Point NC

What to do you do with an ole unused freight station built in the 30's and fire-damaged during the race riots of the 60's? Find an enterprising and creative

developer and turn the facility into a FIRST CLASS dinner theatre. That's what has just happened in High Point, NC to the former Southern Railway freight station located in beautiful downtown High Point, just a few blocks north of the Amtrak station, which is also currently undergoing MAJOR renovation.

The interior of the freight station has been essentially retained during the restoration, as you walk on the old wooden floors. It still has the freight station motif. Several large railroad artifacts will be added to the outside—since the depot is adjacent to a team track.

The Theatre features a LARGE all-you-can-eat gourmet buffet for all performances and is included in the ticket price. The theatre has both luncheon shows for children throughout the year—as well as a half a dozen different dinner shows. Prices for the dinner shows run from \$28-38 a person, depending on the day. The theatre's production is directed by a gentleman who ran the Barn Dinner in Roanoke many years ago

Centennial Station Dinner Theatre is the place to "dinnertained." Call 336-801-5888 to reserve a seat and an evening's entertainment. This is an excellent place to visit ñ especially in conjunction with a trip to the North Carolina Transportation Museum in Spencer, NC. With group rates available—the dinner theatre is an excellent destination for a Chapter outing.

Saved!

By Ken Miller

The February 2001 Turntable Times offered grim news to many in the railfan and preservation community. Just days before that newsletter went to press, a

homeless person had caused a destructive fire that nearly destroyed the former Virginian Railway passenger station in Roanoke. It appeared that the building was a total loss; however, not everyone had lost faith. In mid-March, a diverse group of interested representatives from a wide cross section of the preservation community met for the first time to discuss the building. This meeting, organized by Alison Blanton of the Roanoke Valley Preservation Foundation, was the first open forum on the fate of the station. A number of people had discussed the subject beforehand, but no definitive plan of action had been made. The group determined that the station deserved to be saved and was worthy of the effort.

Negotiations were opened with Norfolk Southern in the early summer and continued throughout the fall of the year. Money was pledged towards the purchase of this property. However, a number of snags were encountered in the attempted purchase, including a reassessment of the property value, which more than doubled the original price. Negotiations continued throughout 2002. Ultimately, the Roanoke Chapter and the Preservation Foundation were the major working partners in this venture.

Finally, on November 28th, the main points of contention between NS and the groups were eliminated, when the railroad offered to consider the donation of the building and land. The only restriction would be that if the station building were gone (i.e. destroyed or torn down) that the land would revert to NS. After almost 20 months of negotiation, both Alison and myself were astounded. Fortuitously, a number of other factors had worked behind the scenes to make this offer possible.



Brian Crosier

At the press conference on January 29, 2003, Alison Blanton (center, left) and Ken Miller (right) talk with reporters.

We appreciate Norfolk Southern's generosity in the donation, their recognition of Roanoke's place in rail history, and their allowing us the opportunity to save a very unique Virginian Railway building.

The news release from the press conference is as follows:

(Roanoke, VA) The Roanoke Chapter, of the National Railway Historical Society and Roanoke Valley Preservation Foundation today announced that Norfolk Southern Railway Company will donate the former Virginian Railway passenger station in Roanoke, in order to preserve the architectural landmark.

The station was damaged by fire on Jan. 29, 2001. A consortium of local groups interested in saving the station (including the Virginia Museum of Transportation, Roanoke Valley History Museum, City of Roanoke, Virginia Department of Historic Resources, and the Roanoke Redevelopment and Housing Authority) approached Norfolk Southern.

The group, led by Alison Blanton, president of the Roanoke Valley Preservation Foundation, and Ken Miller, president,

Roanoke Chapter, National Railway Historical Society, began working with Norfolk Southern in 2001 to save this historical structure. While the land has considerable value, Norfolk Southern shared the group's desire to see the station preserved. Norfolk Southern will donate the land and building to the Roanoke Chapter, National Railway Historical Society.

"Norfolk Southern is proud to help save the Virginian Railway station," said David R. Goode, chairman, president and chief executive officer. "This donation will allow the Roanoke Chapter to begin the preservation and restoration of the building to its historical configuration."

The station, built in 1909, was the only significant public-use structure built by the Virginian. The railway, completed in 1909, was built to haul coal from West Virginia to Tidewater Virginia and with the Clinchfield, were the only major railroads east of the Rockies built during the 20th Century.

The Virginian Railway built the station in Roanoke as a symbol of its commitment to the city. On Jan 29, 1956 the last Virginian passenger train pulled out of the Roanoke station. On Dec.1, 1959, the Virginian merged with Norfolk and Western Railway. The station was leased to a feed and seed store for more than 40 years, until the fire in 2001, 45 years to the day of the last passenger train run.

In 2001, the Virginian station was added to the Roanoke Valley Preservation Foundation's list of endangered historic sites and to the Most Endangered Stations list by the Great American Station Foundation in conjunction with the National Trust of Historic Places. It also was listed on the 2002 Most Endangered Places List of the

Preservation Alliance of Virginia.

Dr. John Kern and Mike Pulice of the Roanoke Regional Preservation Office of Virginia Department of Historic Resources will nominate the station to the Virginia Landmarks Register and the National Register of Historic Places this coming March.

Blanton, president of the Preservation Foundation said, "We are pleased to have helped coordinate the preservation of one of Roanoke's lesser-known railroad landmarks." Miller, president of the Roanoke Chapter said, "We are delighted Norfolk Southern is helping save one of the few surviving Virginian Railway structures. It is a wonderful piece of Norfolk Southern's heritage."

The station joins a number of buildings and properties, including the Norfolk and Western passenger station, the two former general office buildings and the 1218 steam locomotive, that Norfolk Southern has donated to organizations in the Roanoke area.

Both the Preservation Foundation and Roanoke Chapter, are tax-exempt, 501(c)(3) nonprofit organizations incorporated in the Commonwealth of Virginia.

Plans for the rehabilitation and future use of the Virginian station will be announced later.

We received excellent media coverage on the event, with Channels 7, 10 and 13 all on hand and airing stories the 29th and 30th WFIR radio broadcast reports during the day and the Roanoke Times covered the story as a feature on the front of its Virginia section on January 30.

The station site was cleaned up by several members on the Saturday and Sunday

before the press conference, picking up trash, removing a lean-to addition on the building and securing several doors and windows. Doug André, Brian Crosier, Alan Easome, Chad Jordan, Bill Mason and Ken Miller all participated in the first two days of the project. Now if only the rest of the project can show as much progress in an equivalent amount of time!

With the press announcement of January 29th, chosen as the anniversary date of both the last passenger train, and the fire, we hope to have begun a new trend of the 29th as an anniversary of good news, not bad.

There will be opportunities for members to see and work around the station, but for now it is off limits without specific permission. The property is still in the process of transfer from NS, and therefore NS property until that time, we will keep everyone posted as things progress and work session begin.

Ninth Street News

by Brian Crosier

The month of December and January have seen significant progress on track two with roughly 125 feet being respiked and gauged in about six hours one day. While we do not think that we will ever compete with the Chinese working on the transcontinental railroad we are making considerable progress. A few more work sessions will finish up track two and will get us halfway through track four. Track four is the new track that we have been able to add in since removing a section of concrete that at one time was a part of the water treatment pond. This track will boost our storage space by about two hundred feet. The mechanical crew moved form ninth street in late January as we were given limited permission to clean up the area

around the Virginian passenger station.

Doug André, Ken Miller, Bill Mason, Alan Easome Chad Jordan, and Brian Crosier each put in a few days of work removing the wood shed that had been added to the street side of the station and picking up trash and trimming weeds to improve the appearance of the station for the January 29th press conference to announce Norfolk Southern's donation of the building and property to the Roanoke Chapter NRHS.

Chapter member appears in USA Today newspaper

by Dave Helmer

You may remember the energetic member Delta Helmer who works with souvenirs for the Roanoke Chapter NRHS, appeared and was quoted in the January 23, 2003 edition of USA TODAY. (page 3A).

Delta Helmer Pelgrim was visiting the Department of Motor Vehicles office in Vienna, VA mid January to return the license plates on an automobile that she and her husband had donated to a charity. It's a simple transaction, but Delta stood in line OUTSIDE the DMV office in near-freezing temperatures for 45 minutes, then waited inside for another 45 minutes. "Our wonderful governor's trying to make a statement", Delta said. "He's taking money where it will hurt us, so we will scream for more taxes". (so much for being invited to Mrs. Warner's next tea).

The article's accompanying photo showed Delta with her tags, along with a long line of people trying to just get inside the DMV office.

Scanner Chatter

compiled by Brian Crosier

Seen this month in and around Roanoke.

Roanoke Chapter National Railway Historical Society
Recognition Award

The annual award(s) procedure is established by the Roanoke Chapter NRHS to provide a vehicle to recognize outstanding contributions and service to the Chapter by members.

IN RECOGNITION OF OUTSTANDING SERVICE TO THE ROANOKE CHAPTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY, I NOMINATE THE FOLLOWING CHAPTER MEMBER AS A PROSPECTIVE RECIPIENT OF THE 2002 AWARD.

Please explain your reasons for nominating this individual. Be specific in citing examples of his/her demonstrated dedicated service, etc. (use the back of this form if necessary)

All nominations must be returned in a sealed envelope by 3/16/2003 to:
Paul Howell
Recognition Committee Chairman
4408 Kirkwood Drive, SE, Roanoke, VA 24018-3508

Roanoke Chapter National Railway Historical Society

Annual Banquet

March 29, 2003

The Chapter's Annual Banquet will be held at the Clarion Hotel in Roanoke on Saturday, March 29th.

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 a seated dinner and will feature your choice of a chicken or beef entree.

We have managed to hold the cost this year to the same as last; \$23.00 for members (which includes spouse or significant other, plus immediate family members) and \$26.00 for non-members.

Please sign up by the February membership meeting or send this form and payment to the address at the bottom.

Telephone reservations may be placed with Bill Arnold at 540-389-3217. The deadline for reservations and payment is March 18th.

Menu

Entree (choose one)

Chicken Veronique
Roast Beef

Salad Medley of
Assorted Garden Greens

Vegetables

Roasted New Potatoes
Green Beans Almondine

Dessert

Chocolate Mousse

Rolls, butter, beverages

Name(s) _____

Address _____

Entree Choice m Chicken Veronique m Roast Beef

Guest Choice m Chicken Veronique m Roast Beef

Please include \$23 for each member or family member, and \$26 for each guest

Please enclose your check or money order made out to Roanoke Chapter NRHS and mail to:

David Meashey, Banquet Chairman

3666 Bond St. SW

Roanoke Va. 24018

611 License Plate

We are now in the home stretch for the 611 license plate, however we still need orders to get over the finish line. We are still short about 70 orders of making the minimum of the 350 for the state to make the plates. If you have not ordered thus far, we need your order now, if you have ordered, we appreciate your patience. We can make this goal as a team effort, every member and friend should be able to find a person who will order one of these plates.

The Roanoke Chapter and Virginia Museum of Transportation do not receive any monies from this project, but we very much want to see the effort to recognize Virginia's own 611 get the recognition and honor of a license plate.

We have order forms at the gift shop for the plates, or one can be had by sending a SSAE No. 10 envelope to

611 License Plate
Roanoke Chapter NRHS
P.O. Box 13222
Roanoke, VA 24032-1322



Union Pacific 4782 and 4613, all SD70m in Roanoke Yard

Union Pacific 4911 SD70m with flared radiators Shaffers Crossing Feb. 3

Union Pacific 2912 (SD40T-2 Ex Southern Pacific snoot nose) and Union Pacific 5640 GE B40-8 at fueling rack Shaffer's crossing Feb. 3.

Norfolk Portsmouth Beltline MP15 Shaffers Crossing ready track January 31

Norfolk Southern 5014 GP38-2 SOU with flashing yellow lights atop cab, one each side.

Florida East Cost- Ortner hopper on car shops track, 15143

Department of Defense DODX 900 caboose at Shaffers crossing car shops February 4

NS SD40-2 3329 in special Maersk Sealand paint was trailing unit on eastbound freight train at Salem January 26.

UPCOMING MEETINGS/EVENTS

February 20, 2003
Regular Meeting

March 4, 2003
Board Meeting

March 29, 2003
Annual Banquet

April 1, 2003
Board Meeting

April 17, 2003
Regular Meeting

May 6, 2003
Board 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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