



# Turntable TIMES

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

**Volume 35, Number 7/8  
July/August 2003**





# Turntable TIMES

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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, August 21, 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.

Program for August will be Great Scenic Railway Journeys by RVC Video Productions. Visit thirteen of the greatest scenic rail-ways the eastern United States has to offer. From Maine to North Carolina, experience the history and beauty of railroading's golden days. Plus a behind the scenes look at the filming of the train wreck in the film "The Fugitive." Railroads included are the Conway Scenic, Potomac Eagle, Great Smokey Mountains and many more. Thanks goes to Skip Salmon for the June program, The August program is the holdover from July.

## *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, August 18, 2003. 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 love having articles of news, of a historical nature, the staff will be glad to assist in finding information or illustrations if you do not have any available.

### **Cover Photos**

Editor Kenney Kirkman provides us with a look at he 1218 both on its way and on final placement at Virginia Musuem of Tranportation on June 11, 2003. See his story in this issue.

## Turntable Times

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Unfortunately, this months Turntable Times is running a bit off schedule due to the holiday, and late arrival of some material. Rather than push the mailing due to late arrival from the printer, we decided to combine July with the August issue, to simplify the mailing process as well. The good news is that we have a considerable amount of material already on hand for the next issue, including an article on some preserved stations by Gary Ballard Having articles on hand is wonderful! However, that is not often the case, and material is always needed.

## Mixed Freight - July

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by Mr. Robin R. Shavers

I need to make a correction to an item I reported on a few months back. Norfolk Southern GP59 # 4610 was repainted in it's Southern Railway green cream and gold trim, not Norfolk Southern black and white.

I made my traditional adventure to Altoona, PA and environs for Memorial Day weekend. Traffic was reasonable but not like it was back in the days of Conrail. Very few Conrail painted locomotives were seen powering the freights. There were still a commendable number of all blue pusher sets in operation. The new Norfolk Southern logo that incorporates the horses head into the N of NS with speed bars was quite present on a number of locomotives that I observed. I refer to it as The Thorobread logo.

Normally Memorial Day weekend brings out more railfans than normal to the Altoona area. There was a significant decrease in the number of fans out and about during my four day visit. Maybe it was the Code Orange for national security or

dreary 'n' rainy weather. Saturday and Sunday were rainfree. The Altoona Police were busy but the former Conrail property was obviously not high on their agenda. Common criminals were. Ironically the last train I saw before I departed at 8:07 pm., was an eastbound coal train complete with 3 Conrail blue SD40-2s on the point and 4 more like machines helping out on the rear.

The Blue Ridge Live Steamers were unable to have their Memorial Day weekend run as scheduled due to the property being over saturated with water from all of the rain the state has been experiencing. It was moved to the following weekend despite very rain saturated grounds. No steam was operated. Maybe one quarter of the membership showed. Most of the people whom came to ride were members of a baptist church located in Bedford. They were invited guest of one of our members. They showed their appreciation by preparing and serving one heck of a lunch. Having a small breakfast I really took on some tonnage and almost required pusher assistance to leave the table. It was a one day run and everybody had packed up and departed by 7:00 pm. We have made a change in respect to our Open To The Public weekends. The public is encouraged to come out on Saturday only. Sunday will be employed for members to do some private running and to prepare for loading up and headin' it out. If members of the public do appear, they will probably be accommodated up til 1:00 pm. Our next public run will be Saturday July 19th. Time will be from 10:00 am. til 4:00 pm.

The Manassas Railway Festival was scheduled to occur on Saturday June 7th. With heavy rain scheduled to happen the same day, I called the festivals toll free information number to verify if the festival was to happen rain or shine. The pleasant voice at

festival HQ said it would occur despite the heavy rain forecast. When I arose Saturday am., at 6, it was pouring like no tomorrow. I SERIOUSLY debated about going and after contemplating the less than acceptable Friday night, I decided to go. Anything that involves railroading will usually cure personal blues. When I arrived at the former Southern Railway passenger depot, festival HQ, it was obvious that the festival had been canceled. Sad faces decorated the festival grounds. I traveled 108 miles one way for no festival. The staff apologized and to consider myself lucky. With the festival out of the picture, I turned on the scanner hoping Norfolk Southern would come thru. IT DID. Four trains in roughly 90 minutes. Afterwards the balance of the rainy day was spent with CSX at Doswell.

Those of you whom could not attend the official welcoming of Class A No. 1218 to The Virginia Museum of Transportation under the newly completed Claytor Pavilion truly indeed missed out on a great occasion. Even Mother Nature cooperated. I arrived shortly after 9:30 am., that beautiful Saturday to insure myself a close and legal parking spot. I was joined in line by Roanoke Chapter member Lawanda Ely. I commented that it was too bad Mr. O. Winston Link did not live to see this day. I said likewise for the Claytor brothers. Lawanda quickly corrected me on the second statement. If Robert Claytor were still alive, 1218 would be out on the high iron and the rest of us along with her. I couldn't agree more.

The event was well attended and was like a reunion for everyone involved with 1218 and or the now gone Norfolk Southern Steam Program. I saw folks I hadn't seen since the last excursion turned a wheel.

## Mixed Freight - August

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by Mr. Robin R. Shavers

The Southeast High Speed Rail Corridor project continues to make progress. The organization has been holding a series of public hearings which commenced on July 10 in Dinwiddie, VA and will end on August 7th at Alberta, VA. For those of you whom may have forgotten or never knew, this project hopes to rebuild the former Seaboard Air Line high iron from Petersburg, VA to Norlina, N.C. The trackage was removed by CSX back in the late eighties. Freight that would normally travel the former SAL route to Raleigh travels the former Atlantic Coast Line via Rocky Mount now. This is just part of the route that proponents envision carrying passengers between Washington D.C. and Charlotte, N.C. The project is undergoing a second environmental impact study which should be completed by the end of 2005. At the earliest, service would not start rolling til 2010. Many of the small communities that are located along the proposed route are looking forward to the return of train service. These communities were hit twice by the powers that be in transportation. Highway U.S. 1 lost traffic to parallel Interstate 85 in addition to the removal of the former SAL track. Many are allocating funds to give their respective communities a much needed facelift. Some freight service would return and many hope this will attract industry in an area that has and still is experiencing a depressed employment market. For more info, log onto [www.sehsr.org](http://www.sehsr.org)

A few months ago, I reported on an N&W wooden caboos located in the community of Carson, VA a few miles south of Petersburg. The caboos is located on a piece

of track behind the library and just a stone's throw from the former ACL high iron. The caboose has been painted a rich red. There is no lettering yet. The inside has been painted light green and thoroughly cleaned. The lawn area is always kept cut.

The Blue Ridge Live Steamers were unable to hold their July run and Open House due to an insurance snafu. Hopefully things will be ironed out in time for our August weekend run and Open House on August 30 & 31. Keep in mind, our new policy is to entertain the general public on Saturday only from 10:00 a.m. til 4:00 p.m.

## 2004 Link Calender

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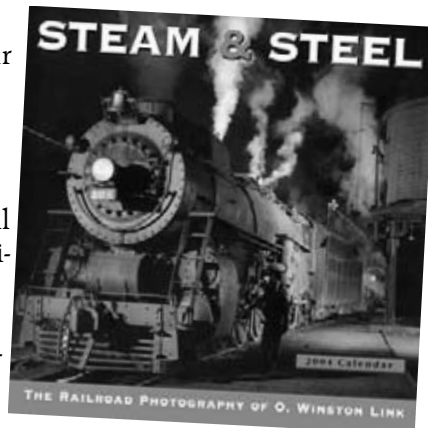
The Roanoke Chapter, National Railway Historical Society PROUDLY announces the pre-sale of the 2004, O. Winston Link Calendar, "Steam and Steel".

By the mid-1950's The NORFOLK & WESTERN RAILWAY became the last American railroad to abandon steam and covert to diesel. This event coincided with photographer O. Winston Link's ten year dream to document, AT NIGHT, the steam railroad phenomena using synchronized flash..

With his passing in 2001, O. Winston Link left behind a photographic legacy of a period in American history that remains unrivaled. The 2004 Calendar celebrates the photographer's legacy with some of his best known images, accompanied by a brief description. While the calendar's cover is the same as last years – ALL the pictures are different. LAST YEAR'S CALENDER SOLD OUT QUICKLY AND WE COULD NOT SATISFY THE DEMAND. We expect the same this year.

This News Release is being sent EXCLUSIVELY to those customers who purchased 2003 O. Winston Link calendars from the ROANOKE CHAPTER N.R.H.S.

We expect to receive our allotment of calendars arrived August 1, 2003. We will then immediately mail the advance purchase calendars to individuals or organizations.



The cost of the 2004 Calendar is \$13 – IF PICKED UP AT OUR GIFT SHOP LOCATED IN THE VIRGINIA MUSUEM OF TRANSPORTATION. The cost is \$18 to mail the calendar directly to your home or business.

Checks payable to: Roanoke Chapter, NRHS  
attn 2004 O.W. Link Calender  
P.O. Box 13222  
Roanoke, VA 24032-1322  
or vist our Gift Shop at the Virginia Musuem of Transportation!

Contact Grace Helmer Roanoke Chapter NRHS (540) 982-3595 or (540-366-2169)

Postage on a single calender is \$5.00, each additional calender is \$2.50 each as long as all are shipped to the same address. Sales tax is included for all mail orders.

## Small Rails-July

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by Dave Meashey

The Big Lick Big Train Operators helf their June meeting at the home of Otto and Imtraut Hartenstein in Blacksburg on Sunday, June 1st. The day was sunny and warm, perfect for garden railway activities. We did have to endure some swarms of gnats, but the trains ran despite the annoyance the gnats caused. Otto had recently converted his control system to LGB's ver-

sion of digital command control (DCC).

The system allows one train to run in "native mode," that is, without a decoder. Most guests were able to run their own equipment on Otto's excellent layout using this "native mode" feature. Tim Kelly had brought his radio controlled battery powered Mogul, so his locomotive could run completely independent of the track powered control system. For the sake of safety, we only ran one train on each loop. After all, with both DCC and battery power operating, it was possible to have a cornfield meet in miniature.

While a cornfield meet would not result in loss of life in large scale, there are few operators that would enjoy watching several hundred dollars worth of prized equipment get destroyed before their eyes. The variety of motive power included vintage steam, early modern steam, European steam, electric, and diesel, all of which got their power from the track or batteries. I believe it will be only a matter of time before one of our group ventures into the realm of #1 gauge live steam. The little live steamers should really add some interest to the club operating sessions.

## Small Rails-August

by Dave Meashey

Members of the Big Lick Big Train Operators attended Steve King's 7/8 inch scale gathering in Rocky Mount on June 21st. 7/8 inch scale is the largest of the scales that commonly run on Number 1 gauge track. The scale is used to represent the Maine two foot gauge common carriers, and several forms of industrial railway. Sometimes 7/8 inch scale is used with O gauge track to represent 18 inch gauge industrial track.

There were many fine live steam and bat-

tery powered locomotives pulling trains on Steve's layout. Two of the live steamers were also radio controlled. Most of the equipment is either built from scratch or kit-bashed from cars or locomotives made for the other large scales. Many detail parts are available, but currently the few kits available are mostly for British industrial prototypes.

One attendee brought a standard gauge boxcar to grace a short length of standard gauge track in Steve's freight yard. The size of these models really is driven home when one sees a standard gauge car. After all, 7/8 inch scale is not that far from one inch scale, which is used for ride on models.

The Big Lick Big Train Operators held their July meeting at my house on Sunday, July 20th. My track has fallen into disrepair, and due mostly to the weather I have not had time to work on it. Trains had to run on a track set up on my carport instead. Members brought new models to show, and we all had fun watching them run. Homemade ice cream was served along with the other refreshments.

## Memories of 1218

by Kenney Kirkman

On Wednesday morning, June 11, 2003, my cousin David Doss and I traveled to Roanoke to watch the movement of N&W Class A steam locomotive No. 1218 from Norfolk Southern's East End Shop area to the Virginia Museum of Transportation. About 30 to 40 other railfans were in attendance.

Assisted by three NS diesel locomotives, one of which was a slug engine, No. 1218 was slowly pulled out of the East End Shops area about 9:30 am. A short time later, No. 1218 was moved westward before she halted briefly in front of the former N&W Roanoke passenger station. This would be the last

time Engine 1218 would have her nose pointed westward in front of the depot.

Moments later, No. 1218 was pushed eastward, and then she was turned on the wye that connects with the Winston-Salem line. After completing her move on the wye, Engine 1218 was moved westward in reverse past the Roanoke station for the final time.

At approximately 1:30 pm., Engine 1218 was parked at the west end of the Virginia Museum of Transportation grounds. About an hour later, after a lunch break, the Norfolk Southern crew, using two of their diesels, shoved No. 1218 beneath the roof of the Claytor Pavilion.

Just a moment or two after No. 1218 was placed beneath the roof, railfans in attendance were allowed to walk up to the locomotive for a closer look. As I stood beside the giant locomotive, her wheels still warm from the day's activities, I began to recall many of the memories that she had presented to me over the years.

I remembered my dad wanting to go to Danville to see the 1218 as she made her way to Roanoke after being restored in Birmingham. Normally, dad wasn't one to follow trains that closely in his golden years but on this particular day at Danville, I could tell my late father was reliving memories, perhaps not only of 1218 itself maybe, but perhaps of other giant N&W steam engines that he used to take me to see at Roanoke or on the Winston-Salem line when I was a youngster living in Martinsville.

And how about the 1987 NRHS Convention trip with 1218 and 611 "racing" each other up the mountain to Christiansburg? There wouldn't be enough room in this newsletter to describe all the thrills and thoughts that were evident that day.

And how about the times 1218 would power the short trips to places like Bluefield or on the long Independence Limited excursions out to the midwestern United States? It was fun working on these excursions powered by 1218 as well as 611, but it would be almost beyond description here to try to explain all the thrills and excitement if you were one of those like me that got the opportunity several times to ride aboard the 1218 or 611. Those moments almost took my breath away, it was all so awesome.

So as I stood beside No. 1218 on Wednesday afternoon, June 11, 2003 beneath the roof at the Virginia Museum of Transportation I noticed something else that came with all the memories just described above. No. 1218 was so quiet, so silent, not even a creak from the rails she had just been placed upon. Perhaps she was saying something like, well, I'm here now, but maybe someday... Only time will tell for her and the 611.

## **Scanner Chatter:**

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SD9m 56 seen at Shaffers Crossing on June 24, one of the rebuilt Central of Georgia/ Southern units normally assigned to hump duty in Georgia or Ohio.

Long Island Railroad subway car seen loaded on a flatcar in a train on the hump in Roanoke yard behind three units facing west. Car number was possibly the 2399.

Union Pacific 4247 SD70M with Flared grills seen at Shaffers Crossing along with another UP unit on June 27

Signal lines along the Virginian near Patterson Ave are just about gone. Poles still stand sentry along part of the right of way but not for much longer. What used to be considered a nuisance to some photographers is still a major part of the history of the railroad and is being quickly replaced by

buried fiber optic cable along the right of ways. Get your pictures of them now before they are gone.

Norfolk and Western 1218 was seen making her way through downtown towards her new home at the Virginia Museum of Transportation where she is on display with the Dynamometer car coupled to her tender.

Pennsylvania Railroad Pullman Standard built 40' boxcar is located about 7 tracks in along Shenandoah Ave near 12th St. It along with a large number of other old cars is awaiting its final disposition as the end draw near. It stands out since it still adorns its large PRR keystone herald on the right side.

NS 6174(N&W low nose SD40-2), 1591 (N&W SD40 high hood), and 3185 (Southern SD40) were seen in south yard prepared to head east with a coal drag. Unusual for solid 40's lashup and two straight SD40's.

CNO&TP 2874 GP38ac seen in south yard with a rail train, starting to show southern paint through her Norfolk Southern paint (or lack thereof)

N&W cabooses 555000 and 555023 seen on rear of tie train in South Yard prepared to head west.

## **Ninth St News.**

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**C**had Jordan has been utilizing some of the rainy days to complete the third bunk for the N&W caboose. This will bring the interior back closer to its original appearance. Originally it also had three upper bunks that folded down above the lower bunks but due to safety hazards and space constraints currently we do not plan on rebuilding these.

Finally some sunlight allowed some outdoor work to commence, with several of us making quite a bit of headway on new track

four. In just a short time Bill Mason and Brian Crosier were able to align, gauge and spike over half of its two hundred plus feet of length. The goal is to have track two and Track Four completed within the next two months. Both tracks have less than ninety-five feet left on each to place in new ties, align and spike. Track two will also receive additional ballast to bring up level with track three and four. Between working on these two tracks, some serious repairs must be made to the main track entering our maintenance area with a stretch of roughly forty feet needing replacement ties, and switch one and two needing roughly half of their ties replaced. The main track will require the removal of rail and old ties, grading and replacement of the sub and primary roadbed, replacement ties and reinstallation of the rail. We will be announcing a week-end work session where we hope to accomplish this. It is time consuming work but is not that difficult of work despite working with bulky materials.

Work will commence on the chapter's N&W caboose to complete the repaint that we were unable to finish last fall. We have some minor body work to complete and will have to scuff the exterior before two more coats of red may be applied. Then a retouch of the black and lettering can be reapplied. We are also hoping to complete at least two freight cars this year. We already have the Virginian wheel gon in primer, though it will need two more coats before it gets painted, and then it will once again gleam in its gray with black lettering that it wore in Maintenance of Way service forty years ago. If you recall the pictures we printed last year, as we needle scaled the car we were able to trace most of the original lettering for reference in creating new stencils. The Norfolk and Western B-6 boxcar will also be

completed in primer this year. Work began on it last year with part of one side being scaled and some into primer. This car will need some metal work on the lower side panels but is a priced addition to our collection of historical freight cars.

Work Sessions: Planned weekend work sessions will be held on the first and third weekends of each month. The projects to be covered will be announced at the membership meetings and will be posted in the Turntable Times the month ahead. Rain will usually just relocate work to the inside, as there are plenty of small jobs that can be moved inside to work on. There is never a lack of work to be done. Even sorting of passenger car parts can be done as we organize the "1829" on shelves in one of the boxcars.

### **Locomotive Test Train:**

From June 2 through the 12th, a test train ran from the Silk Mill lead on the old Virginian Railway line just east of JK tower south on the Winston-Salem line to Starkey. The first week saw the newest from GE and EMD fighting it out as a pair of GE C40-9w's (9780 and 9783 both in primer gray) and EMD SD70m's (2594 in the new horsehead paint scheme and 1598 still in primer but both with flared radiator grills) took turns pulling a train of 72 overloaded coal hoppers and research 32 while the other two units were on the rear in dynamic braking to simulate additional loads. The test train would run south multiple times a day and switch the motive power on each trip to test the units under near the same temperatures and rail adhesion conditions. At times the loads were reduced to test with different tonnage for different uses. After the first week of tests the motive power varied to include two ex Southern SD50's and a

lashup of three N&W low hood 1600 series SD40-2's. Results from these tests will help determine which manufacturer will get new orders and for how many units as the Research Department will evaluate tonnage ratings versus expected haulage and line capacities for each line for the next few years.

### **Book Review**

by John Austen

Chicago Union Station: A Look at Its History and Operations Before Amtrak, by Edward M. DeRouin; Pixels Publishing; P.O. Box 120, Elmhurst IL 60126-0120, 2003, softcover, 8.5x11i, \$29.95, 96 pp.

This is the first book by a promising new publisher, and the beginning of their Midwestern Rail Series. Many N&W cars terminated at Cincinnati, but some continued on to Chicago Union Station (CUS) in trains of the Pennsylvania Railroad.

Of the many stations in Chicago CUS is the newest. Opened in 1925, it replaced the earlier Chicago Union Passenger Depot. CUS was owned by three railroads (50% by PRR, and 25% each by CB&Q and the Milwaukee Road). A fourth railroad was a tenant at the station (Chicago & Alton, absorbed into the Gulf, Mobile & Ohio in 1947). Northern Pacific and Great Northern trains reached Chicago on the CB&Q, and Union Pacific trains came on the Milwaukee Road for a while.

The book is divided into nine chapters and consists of free-flowing narrative nicely balanced with over 150 illustrations, a third of which are in color. The illustrations include plenty of trackside action as well as several very useful maps and diagrams. There is a floor plan of the station, and track plans for the old and new stations and several supporting yards. There are even

loading diagrams for head-end cars.

The first five chapters of the book succinctly relate the development of rail service in Chicago, putting the many stations and railroads in perspective. The planning and construction of the station is related in detail, including discussion of the trouble of fitting it into the available site.

Over half of the book constitutes Part II—Operations, More Than Met the Eye. This delightful section is almost like being on a guided tour with the station manager, including discussions with many of the employees. The smooth-flowing narrative (supplemented by illustrations and train schedules) does a thorough job of showing how the station is organized and how it operates. CUS was a joint facility, but the individual railroads handled the movements (rather than a terminal railroad company). The station employed up to three thousand people directly (during the traffic peaks of World War II), including 1,500 mail and baggage handlers. The book goes into considerable detail on their activities, from team organization and operations, to floor-space layout, and placing and loading of head-end cars. There is plenty of interesting nitty-gritty detail here, even down to how cars were placarded: a mail storage car with a blue placard is a sealed Destination Car, not worked en route; a white placard indicates a Full Working Storage Car, with pouches and parcels loaded and off-loaded during the run and perhaps taken into the RPO for work. Destination Relay Cars (pink or salmon placard) were partially loaded or unloaded at intermediate stations; such cars often left Cincinnati full but arrived at CUS nearly empty.

Mail handling (along with some baggage and express) continued to employ nearly 1,500 people into the 1960s, until the

demise of RPOs when mail contracts migrated to airlines and trucks. During the war the station employed 200 Red Caps, 200 ticket sellers, 100 information clerks, as well as building maintenance people, signal maintainers, switch tenders, etc. CUS had two section gangs to maintain station tracks. By 1964 fewer than 20 information clerks remained from the wartime peak of 100. The operations of all these (and others) are discussed in considerable detail. This book really gives the complete picture of the many functions of a major railroad station. It also carefully delineates those functions performed by non-station employees (such as concessionaires in the Harvey House restaurant, and newsstands). It shows the cooperation between the railroads and the station towers as trains arrive, depart, and are made up or broken up.

The production values are uniformly very high: heavy slick paper for good photo reproduction; excellent editing, layout, typography and typesetting. The narrative deftly provides all the facts, woven into a "you are there" format that easily holds your interest. I highly recommend this book, and look forward to the next issues in this new series.

## **A Walk Through The O. Winston Link Museum**

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Dave Helmer provides an advance look at the visitor's experience with the forthcoming O. Winston Link Museum. Like anything in the construction phase, this is all subject to minor changes.

One will enter the O. Winston Link Museum on the Passenger (upper) Level through the lobby and ticketing hall of the restored former N&W Railway Roanoke Passenger Station, to begin the visitor's trip back through time. The first (premier)

gallery will provide a very general introduction to the museum that has three general themes: O. Winston Link, the photographer; steam locomotives, their unique Norfolk and Western legacy; and the Norfolk and Western Railway, a railroad and a way of life. There will be a limited number of large photos, map of the route of the N&W Railway and an introductory video program encouraging visitors to see and experience the unique world and photographs of O. Winston Link.

Taking the stairs or elevator to the Track (lower) Level, one passes a window looking out on the active mainline tracks of Norfolk Southern to the east. Also along the grand stairway, the first large artifact; a large restored sign the N&W herald, which hung on the station's concourse. The concourse was demolished more than ten years ago to accommodate NS double-stacked trains. At the bottom of the stairs, the visitor arrives at one end of a long gallery, Gallery One, and looks down a vista more than 100 feet long. The north wall is the exterior red brick of what had been a station wall. On the south wall will be a photographic panel, 48 feet long, of a Class S1 steam locomotive. Exhibits and photographic panels will be arranged along both walls. Openings, where windows or doors had been, will now become niches for exhibition of smaller objects.

Gallery One contains the majority of the artifacts in the Museum. The spaces begin with the story of Big Lick, Roanoke's prior name, followed by N&W Railway itself. Text panels and photos will transport viewers back in time to the railroad as it existed in Winston's day and several cases built into the window spaces contain railroad artifacts of the time in which Winston photographed. N&W passenger and freight operations,

including steam motive power during the '50's are covered in depth, along with when coal was king in the Appalachians.

About halfway down this long gallery, the theme switches to Winston Link. The chronology Winston's life is featured, along with some of his non-rail photographs. A visitor will soon learn both why and how, Winston took these complex photographs, primarily at night using flash photography. Several additional large blow-ups of Link's photos are featured, including the famed photo "Sometimes the Electricity Fails", along with the actual gas pumps in the photo itself. In order to provide a more learning experience on both N&W steam and Winston himself, several short videos will be available at the touch of a screen. Additionally, several full-length video programs will be presented on a rotating basis in a Lecture Hall/Theater nearby to Gallery One. Leaving Gallery One, the visitor will enter in a series of galleries which feature approximately two hundred and seventy-five (275) photos Winston created

In Galleries Two, Three and Four, the photos are installed thematically, drawing on such themes as The Communities, The Landscape, The People, The Abingdon Branch, The Machinery etc. Here his equipment and ephemera of the project – such as his actual custom-made reflectors holding up to 18 flashbulbs, the power supply to fire them are featured. A diorama will present how Winston actually set-up the lights for several night scenes, showing the impact of each individual lighting device. Gallery Four will display a tribute to Winston and his works and will include an array of books, magazines and other publications from US and various other countries, showing the wide appeal of Winston's photos throughout the world. The visitor sees that Winston

Link was not – and is not – just a local phenomenon, nor relegated to the historical past.

Gallery Five houses the open storage area, a closely hung auto dimmed collection of approximately half of the Link prints in the Museum's collection. Here, visitors may gain a more completed experience of the steam locomotive. The gallery will be equipped with interactive stations to view Winston's entire collection of images and chose to listen to several different recordings of the sounds of steam.

One leaves the museum as one entered, by taking the stairs or elevator back to the Passenger Level. The Museum Gift Shop will be in the location of the old N&W coffee shop, a spot Winston Link frequented because he could enjoy a cup of coffee while watching so many trains passing by the station. The original corrugated ceiling in this space is being restored. Books, videos, sound recordings, other railroad and historical memorabilia will be available.

All Museum Shop proceeds will support the operation of the Museum. A small conference room will be adjacent to the shop. Here Winston's original, limited edition estate prints will be exhibited and offered for sale.

The visitor will exit the Museum Shop through the South Lobby, all that which remains of the Station's concourse, and see and hear today's freight trains that frequently rumble by the station. In the South Lobby, the Station's schedule board is being restored, arranged as Winston photographed it in June 1955. It will be a wonderful place for train watching. These spaces, open to the public, will be managed by the O. Winston Link Museum with programming on related topics and themes.

## Chapter Outing

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by Paul Howell

It is time to get ready for an outing! This year we have opted for a single day out and back trip. Our date is October 11, a Saturday. We'll be leaving town via the Abbott bus, somewhere in the vicinity of 8 am, headed for Lynchburg and a brief stop at the recently completed Kemper Street Amtrak station. If you have not seen the finished product, you should! We'll put some box lunches onboard and head east for our train ride on the Buckingham Branch railroad on the Old Dominion Chapter's excursions. After the trip, we turn homeward stopping somewhere along the way to eat and socialize. Arriving back in Roanoke at a reasonable 9 pm.

The trips on the Buckingham Branch usually sell out quickly, but we have gotten 40 tickets for members and friends, we expect this to be sell out trip for the Chapter as well, so come to the September meeting with money in hand! The cost? An amazing \$40 per person, everything but your evening meal included!

Dorr Tucker will have a sign up sheet at the Chapter meeting in August and we'll have a firm schedule on the board in the next issue.

## License Plates

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by Ken Miller

At long last, a three plus year dream has become a reality. With a heavy last minute push for orders, Bill Arnold delivered a grand total of 457 applications to the DMV in Richmond on June 24th ahead of the deadline by days. We needed 350 and it took a lot of begging and pleading to get the orders in hand.

On the first of August the DMV began mailing out the first of the 611 license plates. The custom plates are taking a bit longer to be made, as the regular orders are being filled first.

I want to thank all the folks who have been involved in this project, I'll name a few, but there are more: Norris Deyerle, Galen Wright, Ward Armstrong, Kay Strickland, all the other folks at the Blue Ridge Chapter who kept the fires burning, Steve Barry of Railfan who gave us a nice plug with an article and photo, NRHS National who put it on the website during the process and, as they say, a cast of thousands.

One person needs to be singled out though, and that is Bill Arnold, who took the project in hand, organized, begged, pleaded and cajoled until we finally managed to make the goal. It was appropriate that Bill received the first plate number 1001, since that is where they started.

For those who did not order early, it is now available via the DMV itself on the web at:

<http://www.dmv.state.va.us/exec/vehicle/sp/plates/info.asp?idnm=JLOC>

Wear your plate proudly, it has been a major task and great accomplishment for the Roanoke Chapter NRHS.

## **Virginia Musuem of Transportation**

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With a major success in the return of the 1218 to the Musuem, good things are happening there, however the beginning of August brings the announcement that Director Kay Strickland is leaving her post after 12 years to accept a position at Hollins College.

The Musuem has taken some great strides under Kay's leadership, and we wish her the best in her new endeavor.

## **Roanoke Chapter Operations**

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by Ken Miller

No, not a trip type of operations! Sorry, we only wish it was so. To keep the membership informed of the Board's actions a new policy was enacted at the August Board meeting to copy railroad practice and post operating bulletins at the 9th Street Facility and Gift Shop, a brief synopsis will also be periodically published here as well. Please check out the bulletins at those locations.

### **Operations Bulletin 1**

Due to poor track conditions at our 9th Street Facility, the board has decided to ban any operation or movement with any form of motive power of equipment until conditions have been repaired to the board's satisfaction.

### **Operations Bulletin 2**

In order to control spending, a old policy has been reinstated, the use of purchase orders is now required on all purchases over \$25. The purchase order must be written out, and submitted to either the President or Treasurer before any purchase is made.

### **Operations Bulletin 3**

Due to ongoing inflation, it has been decided to raise dues by \$3 across the board. This is the first Chapter dues increase in over ten years. National has gone up in that time, but none of that comes to the Chapter.

We hope these bulletins will keep the membership informed of activities, and actions so that everyone can follow what is going on.

## **Nominating Committee**

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Chad Jordan will be heading up the nominating committee for 2003. The election will be held in November.

## Chapter Equipment

At long, long last, we can report that the Chapter's six passenger cars and Alco T6 locomotive have left the West Virginia Central. After what seems like an interminable delay, CSX picked up the cars on July 15th and took them to Grafton, they arrived at Cumberland on the 30th and were interchanged to the Western Maryland Scenic Railroad who will be doing some repair work to the equipment to make it safe for the trip on to Roanoke, or wherever they may go for their next use.

Chapter members are prohibited from accessing or visiting the equipment without direct permission and clearance from Ken Miller or Carl Jensen.

## UPCOMING MEETINGS/EVENTS

August 21, 2003 – Regular Meeting  
September 2, 2003 – Board Meeting  
September 18, 2003 – General Meeting  
October 7, 2003 – Board Meeting  
October 11, 2003 - Chapter Outing  
October 16, 2003 – General Meeting  
November 4, 2003 – Board Meeting  
November 20, 2003 – Annual Meeting  
December 2, 2003 – Board Meeting  
Holiday Gathering - Stay Tuned!

<http://community.roanoke.com/RoanokeChapterNationalRailwayHistoricalSociety>

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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