



Turntable **TIMES**

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

Volume 35, Number 6
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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, June 19, 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. Our program will a video of operating instructins of N&W Dash-9 locomotives and possibly the old newsreel of the Virginian steam vs. elkectric duel provided by Skip Salmon.

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 Wednesday, June 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 still need material on an ongoing basis. Please contribute! It is your newsletter.

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 Photo

Norfolk Southern GE Dash 9-40CW No. 8908, and Dash 9-40C No. 8836, hustle empty Coors Beer tank cars west on their trip back to Colorado. The photo is taken at Montgomery Tunnel, just west of Shawsville, VA on a beautiful afternoon in October, 2001. Photo by Richard D. Shell

Small Rails

by Dave Meashey

The Big Lick Big Train Operators had to cancel their May meeting, which was scheduled for Sunday, May 18th. The weather had become too inclement that weekend. It is ironic that while our trains are somewhat impervious to bad weather, we are not. Our host's facilities had no means for sheltering us while the trains ran in the cold, rainy weather, so we postponed the meeting until June 1st.

On Saturday, April 26th, the Big Lick Big Train Operators met at Tanglewood Mall to disassemble their Easter garden railway. Members learned much from this experience. Though the trains are models, a month of continuous operation will tend to take its toll on any size equipment. We learned early on that the standard household lamp/small appliance timers were just not heavy duty enough to use for controlling the high-ampere power packs needed for large scale trains. Club members will try to find a more heavy duty timer before our next automatic exhibit.

The locomotives needed attention and inspection at least once each week. Wheels needed cleaning and moving parts had to be inspected for wear and lubricated as necessary. The locomotives performed very well, considering the heavy service they saw. The foot traffic in a mall stirs up a large amount of dust, which then settles on the track and gets deposited on the wheels of the locomotives and rolling stock. We estimated that in one month our equipment saw as much service, and accumulated as much dust and dirt as it might experience in two or three years of normal recreational operation, even if it were operating outdoors. At least outdoor track gets occasional precipitation, which

helps wash away the dust and dirt.

The code 332 rail track that is most commonly used with large scale trains is grossly oversized. I believe it would represent prototype rail somewhere in the neighborhood of 230 pounds to the yard. No railroad ever used rail that heavy. Nevertheless, both our brass and stainless steel track experienced significant rail head wear for the time the display was in operation. There was metallic dust beside the track and on the ties - another reason why we need an adequate timer system. We were very pleased with the performance of the electronic reversing unit on the point-to-point line. Except for one minor connection problem, it performed flawlessly the entire month.

Big trains or small trains, prolonged running time is the enemy of both. Club members will take the lessons learned from this experience to come up with better techniques for public displays.

Mixed Freight - June

by Mr. Robin R. Shavers

Last year about this time a lot of people were and still are concerned about the future of Amtrak, especially it's long distance varnish. David Gunn, Amtrak's president, has no plans for eliminating any long distance trains for the present. A major project that will be undertaken will be the renovation of numerous Civil War era tunnels and the replacement of overhead wires that were installed when President Franklin Delano Roosevelt was running our nation. The projects will require five years to complete.

I have always had a thing for refrigerated boxcars and as many of you know, they are not as common as they were 25 plus years ago. This is especially true for railroad owned reefers. Many years ago, Union

Pacific Railroad initiated Express Lane train service for perishable cargo. The company was targeting a percentage of that cargo that moves by 18 wheelers. The project was and is a bonified success and therefore Union Pacific will upgrade more of it's mechanical reefer fleet and purchase 500 new cars. Uncle Pete currently owns more than 2,600 mechanical reefers.

Over the years, and especially during the heat of the post merger meltdowns experienced by Union Pacific, Norfolk Southern and CSX Transportation, there has been much discussion about re-regulating the railroad industry. Six co-sponsors with the backing of Montana Republican Senator Conrad Burns has introduced a bill known as S.919. The purpose of S.919 is to enhance competition between railroads and thus promote efficient service at reasonable rates. The Association of American Railroads does not support the legislation.

The excursion trains that were to be pulled by two vintage Pennsylvania Railroad E8s during RAIL DAYS at The North Carolina Transportation Museum did not come to pass. I asked several people involved with the museum as to what happened and they simply offered possible speculations. Hopefully the excursions can be operated this autumn or for RAIL DAYS 2004. The trips had sold well if not completely sold out and that amounted to a lot of disappointed ticket holders and chasers too. RAIL DAYS 2003 was a success despite the above cancellation and no steam operating on the property. The 604 was undergoing major surgery and the Shay was being readied for its journey to the Baltimore & Ohio Railroad Museum.

One of my personal highlights at RAIL DAYS 2003 was teaming up with railfan comrades Chad Jordan and Brain Crosier of the

Roanoke Chapter NRHS. While dining at a local restaurant, Chad informed me of a newly formed group with a focus on the Virginian Railway. They were to have a get together in Victoria, Virginia on Saturday May 17th. The days events would really commence 18 miles away in Crewe at the Crewe Railway Museum. Norfolk Southern provided their Exhibit Car for the occasion. Due to one thing after another, I didn't make it to Victoria until almost 12:30, just in time for a much welcomed lunch. The Victoria Rescue Squad-Volunteer Fire Department modern facility served as the headquarters for The Friends of The Virginian Railway on that chilly rainy Saturday. Despite the weather, everyone was in a sunny and warm mood. I really enjoyed listening to former Virginian Railway employees talk about how railroading was back in the years. A number of generations were on hand that day to share stories, information and collectibles. Videos of 611 and 1218 ran continuously on two ceiling mounted TV sets. The agenda in Victoria included a walking tour of where the turntable and repair shops were located. I can't tell you how happy I was that I had contacted the National Weather Service for an area forecast. It was not a day to be dressed in shorts of anything. Next we paid a visit to the former Victoria High School that has been converted into a museum depicting various aspects of what life was like in Victoria many years ago. Naturally an entire room was dedicated to railroading and of course the Virginian. Artifacts had been donated by retired railroaders and railfans.

Our next stop was the home of Ron and Anita Mattox. Ron is a railfan from a family of railroaders, Virginian railroaders. His son is a railroader for CSX. He has an entire one room building adjacent to his house for his railroad collection that he made available for

us to enjoy. During our stay, numerous folks commented on how they wish they could have a setup like Ron's. Wive's and space were the main red signals to deal with.

Ron's wife Anita actually assisted him in making the place estetically pleasing. He definitely has something to be proud of.

After departing Ron's, we headed back two miles to HQ for socializing, a video of vintage Virginian Railway and N&W Railway action and an all you could eat chicken dinner. A talk was also presented on bogus railroad collectibles such as keys and locks.

BUYER BEWARE! Railfan and railroad historian Aubrey Wiley of Lynchburg also gave an informative as well as amusing account of some of his experiences collecting railroadiana over the years. It was indeed a dreary day that was well spent and very much enjoyed.

An Apology

In last month's newsletter, the following articles were placed out of sequence, our apologies to the authors. We realize it was difficult to read, so we are reprinting in their entirety.

Book Review

by John Austen

Trackside Maryland:

From Railyard to Main Line, Photographs by James P. Gallagher, text by Jacques Kelly.

Johns Hopkins University Press

(2715 N. Charles Street,

Baltimore MD 21218-4319), 2003.

224pp. 9"x12"; \$29.95.

This reprint of the 1992 Greenburg release was intended to come out in conjunction with the 175th anniversary of the B&O. It provides thorough coverage of the B&O and the Ma & Pa, a glimpse of Pennsy operations

in Maryland, and a surprisingly generous amount on the N&W: not just Hagerstown, but also Roanoke in 1958, Gallagher's last steam safari.

The book is devoted entirely to the stunning black and white photographic masterpieces made by James P. Gallagher in the 1950's. He lived from 1920 to 2002, and received the R&LHS Lifetime Achievement Award in 2000. The text (a paragraph or so for each photo, plus 12 brief chapter introductions) helps highlight items in the photos, and often explains how shots were setup. It often includes some useful gems or background information. One caption refers to "hosing the grit": the photo shows sand being loaded into a diesel locomotive via a flexible rubber tube. Other photos show sandpipes, or, if you insist on doing it the hard way, filling of a sand dome using a decrepit coal scuttle which is leaking almost as much sand from the bottom as is being poured from the top. The text with one of the of the N&W photos says: "The car following the first locomotive's tender is a "canteen", the railroad's term for an auxiliary water tender."

The photos are grouped into chapters by theme: bridges, tunnels, turntables, stations, etc. One chapter covers the entire run of a local on the Ma & Pa; another is entitled "Chasing Locomotive 4442" (same subject, several sites). The "Power Plus" chapter has many N&W shots, including class K, A, and Y locomotives individually and in groups (several double-headers, a pusher, and a posed shot, courtesy of the hostler). "Most railroad workers, in those days, even had patience with photographers trying for a certain shot."

The composition of each shot shows the masters touch. Each has a story to tell. Focus and exposure are correct of course;

but Gallagher did his own developing and printing as well, so the total effect is just what he wanted. He usually used a large-format 4x5 "beat" Graphic camera or a Rolleflex, and medium speed fine-grained film. He took the time (and pains) to get the hard shots from difficult locations (cliffs, stream beds, abandoned buildings...). He also got lucky at times, capturing meets and passes, and spectacular reflections from bridges. Johns Hopkins University Press does these masterpieces full justice in this hardcover dust-jacketed volume. Reproduction is good, and the acid-free paper means they will last.

The impact of the collection is the next best thing to being there in person, as you meet people at work and see dramatic action and scenery. A recent commentator on photo journalism in this age of the video noted that a well-composed still photo can often have more impact; these are the kinds he had in mind.

Part of the caption to one of the N&W shots sums it all up nicely: "One can almost feel the ground trembling as the two powerful locomotives climb the upgrade along the western slope of the Blue Ridge."

Passenger Train Update- Circa 1962/63, Part 2

by Gary Ballard

If by some chance, those who read of railroad facts during the days of 1962 to 1963, with regard to passenger train related news, it may appear to have lots of gloom and doom elements to it. Indeed this period was hard for the railroads. The public was not considering the train as an option in getting somewhere. On the other hand, this point in time showed courageous attempts from a few railroads to retain, and maybe broaden, the numbers of people riding the trains.

During the early sixties, food service was retained to a fine order. If sleeping accommodations were being taken away due to big costs factors, at least some roads felt that they weren't going to be known for lousy food. The B&O was excellent at cooking up just about anything on it's trains. True, the local trains on the B&O featured a sandwich or so, The Capitol Limited offered tasty complete meals right up to Amtrak day.

Long before MARC service was introduced to the Washington commuter scene, the B&O's first early morning train featured a grill that made fresh breakfast items. The kitchen area was part of an RDC self propelled car. The Budd built diesel powered coach left just before sunrise in Baltimore, offering riders freshly cooked egg sandwiches and coffee. A plate of scrambled eggs with meat was offered for those serious morning meal eaters. Beyond the galley, there were tables and chairs for those waiting for the meal that didn't get cooked at home. This was for a trip that lasted about an hour. Arrival in Washington meant the person had read the news paper and was ready for work on a full stomach.

In 1962, the railroads were having to tackle some real operating expenses that couldn't be ignored. The N&W was spending money on ending the electrification of the just acquired Virginian Railroad. This meant tearing down the catenary poles, scrapping the many miles of wire and buying new GP-30 diesel locomotives to replace the EL-C and EL-2B electrics. Talk about expenses, and yet the N&W still offered superb dining car service in an era where the passenger train was not the top order of business. A glance at any copy of the railroad's company magazine found letters from passengers who mentioned waiters by name for offering top notch table service to the individual.

Pride indeed.

The climate was turning in 1963, as the railroads were trying to become a lean and clean operating machine. These were the last days of the independence of the B&O. The C&O would seek full control of the road. Although stationary still included the letters of the two companies, it soon was to become a C&O operation. The public knew the railroad for its logo featuring Chessie, the cat carton figure. Passenger volumes dwindled on the C&O, like the majority of the industry, and the next five years would be it for the company's passenger fleet of trains. The famed George Washington was the last surviving train up to Amtrak day, May 1, 1971. The Chessie cat lived on through images on calendars, though the cat appeared on less and less passenger train scenes in the calendars through 1958. Perhaps the most successful marketing idea ever, using a cat to bring the public closer to the company, faded over the years.

Passenger trains used to haul lots of express package traffic, once a busy sideline operation. In the early 1960's REA was still the way to go in moving less than a car load of express business. But history has taught us well, that the railroad's aren't in the business of moving less than a car load of anything. The Railway Express Agency was agent for time sensitive parcels. The very first use of an express carrier dates back to 1840, and those were the first baby steps of REA. By 1962, the railroads were making cases known that they wanted to get rid of parcel packages. This type of freight was loaded onto dedicated boxcars, then added into the consist of a passenger train. Since the future of passenger trains was up in the air, it would be necessary to get rid of a sideline business that depended on them for transportation.

Southern Railway discontinued carrying express shipments via passenger trains by 1962/63. This left REA's truck fleet to fill the void. At first, REA was the trucker who took the break bulk to a local customer across town. After 1963, it was evident that REA would have to go over the long haul with its trucks because of the action taken by Southern's management. Was it possible in 1973, REA 19-wheelers were actually hauling neglected Southern/REA freight up and down Interstate 85? REA had competition from companies like Roadway and Overnight. United Parcel Service, once a local firm, was growing in the mid 1960's By 1975, REA filed for bankruptcy after one railroad followed the other in getting away from the express package business. REA's freight source had dwindled to nothing.

In 1962, production of the RDC came to an end. The letters stood for Rail Diesel Car. General Motors and the Budd Company made the self propelled passenger car in various versions that included a full coach, seating 90, to baggage combine unit. Sales were good with roads in both the U.S. and Canada buying the car. The GM diesel engine was mounted under the floor, with a drive shaft going to the trucks for drive power. The radiators for the diesel engine were roof mounted, giving the appearance of an inclosed dome on the RDC. Budd stainless steel fluted sides finished out the exterior. The RDCs were a penny saver, they could be mated in pairs, thus cutting crew costs. They didn't need a locomotive. If only the public knew to what great strides the railroads were attempting to win them over and save expenses at the same time!

Out west, the passenger train was not so bad off when it came to making money for the company. Dome cars introduced in 1946 were still a hit with the riding public in

1962. The Rocky Mountains and dome cars were kind of made for each other. The dome concept of seeing ahead of you, and being half a level higher was an idea copied by other forms of transportation. Greyhound introduced it's deck and a half Scenicruiser in 1954. And the folks at General Motors made the idea come alive on one of it's station wagon autos in 1964.

The thought of traveling by any other means, other than a train, grew more and more, The railroads began to cut back service. Some routes were slashed completely. In 1963, the last N&W train to operate over the Valley Line called at Waynesboro, VA for the last time. This was once the route of complete service that went all the way to New York City via Hagerstown, MD. In a diesel powered world, one could experience N&W steam locomotives as power for this train south of Hagerstown enroute to Roanoke, VA. Service included dining car service, a heavyweight and a lightweight sleeper, and coach. By 1963, not too many people opposed doing away with the train since they enjoyed the benefits of modern highways nearby.

Nature must have been the selling point for Southern Railway to operate trains over the Blue Ridge Mountains of North Carolina. In 1962, one could ride The Carolina Special from Asheville. The train left Cincinnati, OH and stopped in Asheville where a cut was made. Sections of the train went on to Greensboro and New York via the Pennsy north of Washington D.C. The other segment reportedly went on to Columbia and Spartansburg, thus offering patrons a choice to go north, or across state to various cities. A dome car was part of the short train as it made it's way eastbound down the steep grades of the Blue Ridge just west of Old Fort, N.C. The section going to Spartansburg

and tiny towns like Tryon followed a more southerly course that included the descent over Saluda Mountain. No doubt, passengers on these trains got an exciting journey in some of the most remote country in both the Carolinas. Even in these trying days of the passenger train, Southern Railway maintained superb dining service. Passengers on the leg of The Special going to the Big Apple enjoyed the dining car all the way to Pennsylvania Station! Such were bold acts by the company, in a time where the roads were losing their shirts financially.

It took only nine more years for the railroads to cry for a break. On May 1, 1971, the railroads threw in the towel, and Congress initiated Railpax. The name would change to Amtrak, and the burden of passenger trains was now off the shoulders of the railroads. After desperate moves to keep people on the trains, or at least maintain good service, the railroads paid millions of dollars to join Amtrak, relieving them of operating and maintaining the equipment. Two roads, Southern and Rio Grande, maintained one passenger train each: The Crescent and California Zephyr respectively. Both roads wanted these trains to run with dignity and pride. They did, even though their operating costs were never completely recovered. Southern and Rio Grande dropped the trains in the early 1980's, with Amtrak picking up the routes. A unique way of life for passengers and employees had come to an end.

Verde Canyon Railroad

By Charles H. Bogart

The first week of April 2001 found Mary Ann and myself in Arizona after spending a week riding trains in Mexico. I had added a few extra days to our vacation so we might ride the Verde Canyon Railroad. The Verde Canyon Railroad is located in

the north central portion of Arizona in the town of Clarkdale. During the first half of the 20th Century Clarkdale and its sister city Jerome were booming copper mining towns. The two towns were connected to the outside world by the 38 mile long, stand gauge, Verde Valley Railroad built in 1912. After the copper mines closed in 1953 the railroad survived hauling out cement manufactured from the limestone in the area. This business however declined in the 1980s and the line was being considered for abandonment. In 1988 the line was purchased by the Arizona Central Railroad who continued to serve the cement plant but also set out to develop the tourist potential of the scenic Verde Canyon. On November 23, 1990 the line, now renamed the Verde Canyon Railroad commenced tourist operations. The area in and around Clarkdale has been developed as an art craft, hiking, horse back riding, out door recreation area.

The Verde Canyon Railroad depending on demand makes one or two, four hour long, 20 mile round trips each day. The day we road there was only an afternoon train. We had purchased advanced tickets, this proved to have been a good decision as all regular seats had been sold before the train pulled. Only a limited number of premium seats being left for sale for that day's run. I need to mention that the area around Clarkdale had suffered a temperature drop of 80F to 40F during the night. Most of the people boarding the train were dressed for warm weather. Luckily for Mary Ann and myself it had been cold when we left Kentucky so we had limited winter weather clothing.

With the help of government grants the Verde Canyon Railroad track work and cars have been upgraded. A new passenger station now graces the yard in Clarkdale. The

train we boarded consisted of two engines, FP7s, one head end power car, three bar cars, two first class cars, three coach cars, and five open air cars. The passenger manifest I was told consisted of 252 passengers. The train consists was as follows, Engines #15 10, #1512, power car #100, bar cars Flagstaff, and Sedona, open air car Prescott, bar car Santa Fe and first class car Scottsdale, open air car Mesa, first class car Wickenburg, open air car Camp Verde, coach Phoenix, open air car Jerome, coach Cottenwood, open air car Clarkdale, and coach Tucson.

The two FP7s, #15 10 and #15 12 were built in 1953 by Electro-Motive for the Alaskan Railroad. They were sold by that railroad in 1988 and leased to the Wyoming-Colorado Railroad who used them in dinner train service. The Wyoming-Colorado Railroad folded in 1995 when its last on line freight customer folded. In 1996 the FP7s were acquired by the Verde Canyon Railroad. The engines were re-painted by the Verde Canyon Railroad into their distinctive eagle scheme in honor of the bald eagles who make their homes in the canyon.

In trying to reach the front of the train to take pictures of the engines I was met with what I would at the least call unfriendliness when I tried to walk up the shoulder of the right of way for a picture. Such an endeavor was forbidden. Well they were loading the train so I thought I would get the picture at the end of the day. The fact was when we returned to the station the sun was on the far side of the train. Any attempt to cross in front of the engine to get a picture was stopped.

This bothered me and the other two railfans as we waited until the area was cleared of passengers. Never did get a good

picture of the two units.

One was not allowed to enter the open air car until a safety announcement had been read and the train had started to pull. Due to the cold weather the open air cars were almost deserted. The out ward run was narrated. The narrator giving some history of the area but most of his narration was about the landscape. This narration was accompanied with songs and poetry reading. The return trip was marred by music being played over the PA system. I wanted to list to the engines work over the track but all railroad noise was drown out by the music. I realize of the 252 passengers on board less then six were railfans, but I would have liked to have heard the engines working and the cars a clacking..

I have been fairly negative up to this point but now want to state that the scenery along the right of way was beautiful. A number of bald eagles were seen flying and nesting. Other wild life, both bird and four footed, was observed. The grandeur of the canyon was awe-inspiring. Each turn of the canyon exposed a slightly different ecological system. The geological and human history of the area was fascinating. An occasionally, a curve made by the rails, as they followed the river, was free of obstructions, vegetation or boulders, and a good photo shot of the train was possible with you camera.

Clarkdale at the start of the trip, MP 38, still retained some of its glory as a rail hub transporting goods to and from a mining community. Unfortunately most of these were behind locked gates guarding abandon buildings or necessitating walking across posted land. The passenger station is large and sells both souvenirs and drinks. Mary Ann however observed that some man must have designed it for the ladies room

was to small to serve those wishing to use the facility. Perkinsville, at MP 18, still retained its charm as a farm supply point. It was at this spot the engines were un-coupled from the train and round around it for the return to Clarkdale. Unfortunately we were unable to get off the from the train here. This was a great location for some photo run by shots or just shots of the train sitting in place. Mary Ann even commenting to me about which feature, along side the track, certain railfans we are acquainted with would scamper too to set up for their picture. For those interested in photographing the Verde Canyon Railroad I would estimate 95 percent of the track is not accessible by road.

I should also state that the Verde Valley Railroad also owns one GP7 #2279, and two GP9s #2278 and #34 13 which they use in freight service and as back ups to the FP7s.

All in all we spent an enjoyable day touring Jerome and Clarkdale seeing the remains of what was once a prosperous mining community. A day spent mixing western mining history and railroad history with a train ride is a day well spent. If we are ever in the area again I will set up next to the one grade crossing I observed, just north of the Clarkdale depot, and shoot a few slides of the FP7s going down the track.

Scanner Chatter

The months of April and May have again provided western power in mass numbers in the area.

May 1st: BNSF 9544 SD70Mac still in Burlington Northern green and cream, BNSF Pumpkin Dash 9-44CW 5320, UP SD60M 6295 and UP SD70M 4614 in the new light-nig stripe scheme but without the flared

BNSF at South Yard on May 4, 2003.

Brian Crosier Photo



radiators. These four units were on coal drag preparing to head east on the Virginian main from the Station.

May 2nd: Up 9122 C40-8 seen in light locomotive move to South Yard, following closely behind southbound Autorack Train on the Winston Salem line. As these moves cleared past the Norfolk and Western Roanoke station a Southbound empty Autorack came in off the Shenandoah line with two NS units.

May 4: BNSF 9297 SD60M seen in south yard, This is the unit that was painted with two variations of the original BNSF test scheme with one side of the engine trimmed with two small red stripes and a larger blue stripe, and the other side only with larger red stripes trimming the main band around the engine. After travelling around the system for the employees to vote on which side they preferred, BNSF went with the Heritage I paint scheme in Orange and Dark Green. Amazingly this unit

is still in the two schemes and the paint is holding up quite well. It left to go to the house at Schaffer's Crossing but luckily I obtained permission to get a photo before it departed.

Ninth Street News

by Brian Crosier

Though it has been a very soggy month a few projects have gotten completed. The most recent addition to the preservation fleet of freight cars received a glossy new coat of black on its roof. The 1918 built boxcar also celebrated its 85th birthday last month. A small amount of trackwork was managed between rains, but there is still a lot to do, we will be posting a schedule of work sessions soon so everyone will know ahead of time when things will be happening. Chad Jordan has been busy completing a new electrical station on the north side of the tracks utilizing an old railroad relay cabi-

net creating a small scene that would have been typical along the right of way but functional as well. The cabinet has power outlets within making it easier and safer (since cords do not have to go across or under the tracks) for work to be done. Several mechanical members traveled south to Spencer for Raildays to assist with duties for the weekend. It was a blast as most got assigned to the caboose train which included a recently fully restored Norfolk and Western C31P in its as delivered blue and yellow scheme and looks incredible. Our organization contributed with stenciling, drawings and photos to insure a beautiful finish.

There have been a few comments made about the fence that now protects the chapters equipment. This was a requirement in our contract with the industrial park and should have been done five years ago. It is not meant to deter members but has proven that it does deter theft and vandalism.

License Plate Update

Time is running out! We need less than 20 orders for Virginia vehicle plates to make the goal. There are a number of members who have pledged to order, but we are still waiting for your form and check. Our deadline has been extended, for one time only, to June 15, 2003. Get those orders in! If you need a form, it can be downloaded from the website.

Congratulations!

To member S.R. Winegard, Sr. who was named as Virginia Transportaton Musuem's Volunteer of the Year for his efforts on the restoration of 1218.

Jessica Riley Helmer arrived at 2152 hours in Salem, VA on MAY DAY - May 1. Jessica is daughter of members of Christopher and

Jamie Helmer This birth date continues Helmer family tradition of having grandchildren born on Russian celebration dates

Mom and dad doing well. Jessica weights 5lbs, 5.75 oz Looks more like Jamie—then Chris. Grandma Grace paced the floor during the hour or so delivery time; while Grandpa David read a book on Railway's in Afghanistan (short book)

1218 Update

The 1218, as most of you know, is undergoing restoration as a static display piece inside the old paint shop at East End Shops, by the time you read this she should be in her new home at the Transportation Musuem. The rainy weather has delayed painting drastically, as it has to be done outside. In a paint shop? you ask. Indeed, the old paint shop was not equipped with OSHA approved equipment, which is why it was not used as a paint shop for a number of years.

As of Saturday, May 31, the tender was finished and black paint was being sprayed on the locomotive. The tender was gleaming in fresh black with the imitation gold "Norfolk and Western" freshly applied. 1218 will be used by NS at an employee-only open house on Saturday, June 7th inside the old locomotive shop. She is expected to be sent from there to the Museum.

End of an Era

from the Ohio Central Steam Department
The Ohio Central Railroad regrettfully announces the end of regular passenger train service effective Saturday May 24, 2003. Daily Steam powered passenger trains based out of Sugarcreek, OH will make the final run at 3:30pm on Saturday May 24th. "Rails to the Circus" train will run from Columbus to Coshocton, OH powered by

Ex N&W Combine now at Spencer Shops
Brian Crosier Photo



Vintage Diesel on May 24th. On May 31st, 4-8-4 #6325 will pull possibly her last excursion from Dennison to Newark, OH and vintage diesel will be the return power. The very emotional and difficult decision was based mainly on skyrocketing liability insurance costs and a sluggish tourism economy. This was a very hard choice to make and one that we had hoped would never have to make.

At this time, we will be running the "Ohio Bicentennial" train ride on June 21st with vintage diesel. All Fall excursions are currently on hold pending further discussions with the insurance agent. All other excursions are canceled for the year including Pittsburgh excursions, Murder Mysteries, Riverboat Cruises, and all other trips planned for this Summer.

No decisions have been made as of yet what will happen with the steam locomo-

tives, passenger equipment and tooling. The decision to shut down daily passenger operations is final.

We would like to thank everyone that came out and supported us over the past 15 years, without you, none of this would have been possible.

Virginian Station Update

Things are moving on a fast track for the station project. The Chapter is working with Hill Studio, the Roanoke Redevelopment and Housing Authority and the Preservation Foundation to develop a master plan for the property and building then apply for TEA-21 funding by June 30, 2003, Details will be provided at the June meeting.

Member Skip Salmon has been collecting money via sales of the "Friends of the Virginian" patch and forward along a dona-

tion from that totaling \$300! Another donation from Arvin Bell kicked off the fund raising drive with \$100.

Two different contractors have looked over the building and provided detailed estimates. Samples of the roof tile, from the original manufacturer have been acquired. The cost of the tile alone is estimated to be \$150,000! And that does not include sustructure and installation.

The present roof on the main structure is considered a total loss. One contractor has recommended some changes in the design of the roof to fix some original design flaws that created leaks. These suggested changes will not change the historical integrity and apperance of the structure but will be better in reduced maintenance and long term preservation.

UPCOMING MEETINGS/EVENTS

June 19, 2003 – Regular Meeting

July 1, 2003 – Board Meeting

July 17, 2003 – Regular Meeting

August 21, 2003 – Regular Meeting

September 2, 2003 – Board Meeting

September 18, 2003 – General Meeting

October 7, 2003 – Board Meeting

October 16, 2003 – General Meeting

November 4, 2003 – Board Meeting

November 20, 2003 – Annual Meeting

December 2, 2003 – Board Meeting

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

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