



Turntable TIMES

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

**Volume 35, Number 5
May 2003**



1218 is undergoing cosmetic restoration in the old paint shop within the East End Shops at Roanoke, before its return to the Virginia Museum of Transportation on June 14, 2003. Shown here on April 22, she has been prepped for new paint.

Richard D. Shell Photos





Turntable TIMES

**Volume 35, Number 5
May 2003**

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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, May 15, 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.

For those that attended the dinner meeting at Western Sizzlin' on April 17, you missed an outstanding program! Aubrey Wiley has some amazing slides from the late 1950s and early 1960s, we have asked him back for a part two of the show later in the year. Our meeting was a success, but had some rough edges in the service department, if we do this again, we will have those details worked out before hand. Remember, if you placed an order for food or drink, this was on your own, some did not stay around to pay their bill however!

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, May 19, 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.

We also need your contributions of photos for the Turntable Times. Subject matter includes; historical, current, and Chapter events. Any and all are requested. We prefer to have the original photo but can work with you in making acceptable scans. Please contact Ken Miller before making a scan.

Mixed Freight - May

by Mr. Robin R. Shavers

Norfolk Southern GP59 No. 4610, the only locomotive on the roster painted in Southern Railway's green, cream & gold scheme, was slated to be repainted to Norfolk Southern's black & white livery back in March of this year. Athearn models of this locomotive are quite common at most model railroad hobby shops as well as model train shows.

Union Pacific 57 foot refrigerated boxcars are now part of the consists of the Tropicana juice trains. Some are white, some are orange and some are traditional Union Pacific armour yellow.

By the time you read this, a \$180,000 project hopefully will have been accomplished safely and incident free. For many years, former Chesapeake & Ohio Berkshire No. 2732 has been a fixture at the former Richmond Visitors Center adjacent to Interstate 95 and The Diamond Baseball complex. The Richmond Visitor Center was relocated to downtown Richmond last year. The locomotive's former owner, the City of Richmond, sold the locomotive with tender to The Science Museum of Virginia for \$1.00. For \$180,000 No. 2732 can be transported to its new home at the SMV. For those of you whom may have forgotten and for those of you whom never knew, the Science Museum of Virginia is located in the former Broad Street Station. It's satellite museum is located in my hometown of Danville, Virginia and is housed in the former Southern Railway passenger depot along with Amtrak.

The route to be taken from the former RVC site to the SMV is about a mile and a half. The day set for the move was Saturday April 12th. It will be the first move for No. 2732 since 1960. The project will require

two trips, one for the locomotive and one for the tender. An 80 wheel transporter was employed for the two day task. A day for each unit. To accommodate clearances, two traffic signals had to be taken down, three phone lines raised and a gas line covered. The museum will give 2732 a fresh coat of paint and a cosmetic facelift. Funding is via Transportation Enhancement Act 21. THIS JUST IN. The move has been rescheduled to Saturday April 26 due to the extreme rainfall the Richmond area has experienced during the week of April 7th thru 10th.

The Blue Ridge Live Steamers will kick off their 2003 open house to the public on Memorial Day Weekend May 24th and 25th. Our facility will be open to the public from 10:00 a.m. til 4:00 p.m. We are located in beautiful bucolic Burnt Chimney, Virginia at the T intersection of Sample Road & Peterson Pike Road. For more information you may phone 540-387-0124.

Small Rails

by Dave Meashey

On Saturday, March 29th, the Big Lick Big Train Operators met at Tanglewood Mall to set up an Easter garden railway. Members of the club provided track, power, figures, and structures for part of the Easter Display. Various members also provided equipment to run on the display. After the club set up it's layout, the mall completed decorations with flowers and other Easter and springtime decorations.

The layout includes a station with a water tower, a farm scene with both the barn and the farmhouse, and an operating grade crossing. Other structures include a one-room school, a toy store, and a small railroad maintenance shed. The main track is a large oval. A second track runs point-to-

point and is powered by an electronic reversing unit.

Club members met at Tanglewood Mall on Saturday, April 12th to run their own trains on the layout for the public. And to tell anyone who was interested about the enjoyment of garden railroading. On Saturday, April 26th, the club will meet once more to take down the display.

"The East Coast Large Scale Train Show - 2003"

There are many events for garden railway enthusiasts that take place regularly on the west coast. One of the better known events is The Big Train Show, which is held annually on the Queen Mary Hotel. Some large scale enthusiasts jokingly refer to this show as the "rusty boat" show. But fewer events, except for the occasional Annual Garden Railway Convention, are held on the east coast. Over the past six years, the East Coast Large Scale Train Show has been steadily growing in size and attendance.

The shows began in New Jersey, and were sponsored chiefly by Aristo-Craft Trains, a manufacturer of 1:29 scale large scale trains. In 2001 the show changed its location to the York Fair Grounds in York, PA, which is also the home of two gigantic TCA toy train shows each year. The 2003 East Coast Large Scale Train Show was held the weekend of April 4, 5, and 6.

This year's show filled two large exhibit halls at the York Fair Grounds. One hall was filled with dealers. The other hall was filled with exhibition layouts. The lobby joining the two halls also had a very nice exhibit layout featuring a logging theme.

I attended the show on Saturday, April 5th. Accompanying me was my dear friend and former college roommate, Dave

Laughery. The dealers hall was quite an experience. Many hard-to-find items such as figures, uncommon structure kits, and detail parts were on the sale tables. Larger items like locomotives and cars were available at bargain prices, but the wise buyer checked out his/her want list at all the dealer locations before deciding who had the best deal. It was great to be able to hold and examine a sought for item before actually pulling out the cash or plastic to purchase it. All too frequently large scale enthusiasts must buy via mail order, with only the reviews and advertisements in the garden railway magazines to guide them.

The exhibit layouts were a joy to behold. Many different themes and eras were represented. There was also a sizable #1 gauge live steam layout featuring tiny iron horses galloping along to a cacophony of miniature exhaust beats. One of the additional perks was meeting old friends from web sites like myLargescale.com, and putting faces with names on some of our newer "web buddies."

The show also featured a modeling contest with entries for: locomotives, rolling stock, structures, airbrushing, and miscellaneous (such as entire trains). Many fine models were entered in the contest. I was quite pleased when my business car won a second place in rolling stock.

Over 5,000 people attended the show, making it a huge success. Show manager, Ron Wenger, communicated that both the dealers and the exhibitors were very pleased with this year's show. Some dealers had almost sold everything they brought with them by Sunday afternoon. Next year's show is already reserved for the first weekend in April, and promises to be even bigger and better than the 2003 show.

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."

Scanner Chatter

compiled by Brian Crosier

Another vintage railroad building in Roanoke has been torn down. This small building was at the west end of the old Piggyback ramp near 10th Street along Shenandoah Avenue. It was removed the week of April 13th.

Condolences

The Chapter extends its thoughts and prayers to the family of Sue Fagan who passed away on Saturday, April 26. Joe and Sue handled excursion tickets for several years. Sue had been ill for over two years and been homebound the entire time.

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

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 it's 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.

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

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 tack-

le 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 it's 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

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 uncoupled 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.

Mixed Freight - May

Some preparation and paint work need to be completed on the 1218 before arrival at VMT on June 14, some volunteers are needed. Contact Chris McBride at the Museum for details at 342-5670.



From the ARCHIVES

Unusual Railroad To Be Built

Fifty years ago, a new tourist operation was being put together in our area. Using ex-ET&WNC equipment, transported over the N&W, and with some N&W help, the road did get off the ground, but unfortunately, the road only lasted for a few years before storm damage to the track and lack of finance ended service.

One of our members S.R. Winegard was involved in working on the Shenandoah Central. Ask him about his photo in the book "Extra South!" Hopefully, he will write up some of his memories and share them with us about this now almost forgotten tourist line.



From the
Norfolk and
Western
Magazine,
January,
1953.

The
Shenandoah
Central
Railroad, a
unique mile-
long narrow
gauge line at
Penn Laird,
Va. (about
10 miles

west of Elkton on the Chesapeake Western Railway) will begin operation early next summer. The little railroad, scheduled to run on week ends and holidays, is dedicated to rail-

road enthusiasts.

Designed as an operating museum of narrow gauge railroad equipment the new railroad will feature a 40-ton locomotive and two cars. The train was purchased from the East Tennessee and Western North Carolina Railroad.

Owners and operators of the Shenandoah Central are: Dr. Paul S. Hill, Harrisonburg surgeon, president; C. Grattan Price, Jr., insurance company executive, vice president; and Wade W. Menefee, Jr., a fuel and feed dealer, secretary-treasurer.

Preparation for a right of way is planned on Dr. Hill's farm at Penn Laird. The mile of track will be in the shape of a "U". A short bridge or trestle will be constructed across Cub Run, and a picnic ground will be set up along the line for those who wish to bring their lunch.

The small engine which will pull the train has quite a history behind it. It once served the Grandfather Mountain country of Tennessee and North Carolina, whose people named the miniature locomotive "Tweetsie". The line was until recently the only means of transportation for the hill folks, and they developed a feeling of deep affection for the little engine.

Only two other such railroads actually operate in the United States, one at South Carver, Mass., and the other in Buena Park, California. The popularity of these two systems assures the trio of owners that the Shenandoah Central will receive a hearty reception from railroad fans throughout the country.

Various railroads and individuals have given "Tweetsie" and her little line a boost by donations of equipment and money. Among these are the N. & W., which contributed enough cinder to ballast the roadway. The Baldwin Locomotive Works (which built

"Tweetsie" back in 1917) contributed a complete set of working drawings and specifications to facilitate maintenance of the locomotive. Rail fans and others who want to make cash donations are urged to do so immediately. Funds are needed to help buy ties, spikes, grade the right-of-way, etc. An annual pass will be presented to each person contributing \$10 or more.

License Plate Update

Time is running out! We need less than 50 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 (see below).

UPCOMING MEETINGS/EVENTS

May 15, 2003
Regular Meeting

June 3, 2003
Board Meeting

June 19, 2003
Regular Meeting

July 1, 2003
Board Meeting

July 17, 2003
Regular Meeting

August 21, 2003
Regular Meeting

<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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