



Turntable TIMES

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

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Turntable Times is published bimonthly as the newsletter of the Roanoke Chapter, National Railway Historical Society, Inc. Opinions and points of view expressed herein are those of the staff members of the Turntable Times and not necessarily reflect those of the members, officers or directors of the Chapter.

Meeting Notice

The Roanoke Chapter of the National Railway Historical Society will hold its next regular meeting on Thursday, July 20, 2006 at 7:30 pm. at the Link Museum located in the former N&W Passenger Station, 101 Shenandoah Avenue.

Our program will be a continuation of our video tape from last month featuring N&W steam power in action.

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 September/October issue of Turntable Times is Friday, August 18, 2006. Please send articles, information and exchange newsletters to: Kenney Kirkman, Editor Turntable Times, 590 Murphy Road, Collinsville, VA 24078-2128.

Meeting Cancellation Policy

Any Chapter meeting will be considered cancelled if any of the following conditions are due to weather: Roanoke City Schools are closed on the day of or for the day after the meeting, or Virginia Western night classes are cancelled for the night of a meeting.

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.

Cover Photo

What is all this then? A Baltimore and Ohio locomotive on the cover of Turntable Times? In honor of long time member Bill Carson who passed away on July 4, the day this issue goes to press. Bill grew up in Cumberland, Maryland and saw many B&O President-class Pacifics in service. No. 5305, named the President Jackson, is shown here in 1934 at Philadelphia. The 5305 was one of the locomotives handling the "Capitol Limited" between New York and Chicago. Donald A. Somerville Photo/Arthur M. Bixby, Sr. Collection.

Small Rails-March

by Dave Meashey

The Big Lick Big Train Operators held their first meeting for 2006 on Saturday, February 25th at the home of Carl Weaver. Carl gave a fine presentation on the "care & feeding" of #1 gauge live steamers. The presentation was thoroughly enjoyed by those who could attend. I regret that I had to miss it. Many other members noted later about how much they enjoyed Carl's informative talk about small-scale live steamers. These locomotives are called "small" because one cannot ride on or behind them; they are still "large" when it comes to enjoyment.

The club's March meeting was held at Mountain Car Co. on Saturday, March 11, 2006. Jim Humphrey gave the members a tour of the plant. It was fascinating to see the machines, tools, and fixtures used to construct 1 1/2-inch scale trains. Jim gave a fine presentation and answered many questions the membership had about construction and potential ownership of these miniature trains. The club is very grateful to Jim for being such a gracious host.



Dave Meashey Photos
Members of the Big Lick Big Train Operators admire a "naked" GP 30 locomotive. The 16 horsepower V2 engine resides inside the cab once the superstructure is fitted.

Small Rails-April/May

by Dave Meashey

The Big Lick Big Train Operators held their April meeting on Saturday, April 29th at the home of John Singleton. John's layout is digital command control (DCC), but some analog trains were run. Carl Weaver also ran a radio controlled live steamer. I gave a report on the East Coast Large Scale Train Show with photos taken while there. The day was supposed to be wet and cool, but it actually was a very pleasant afternoon.



Two trains wait their turn to run on John Singleton's garden railroad. The train in the foreground is one of Carl Weaver's live steamers.

The club's May meeting was held at Otto Hartenstein's home on Saturday, May 20th. Otto also uses digital command control, but has provision to run analog trains. Everyone had a grand time running trains on Otto's garden railroad. The weather was perfect, and watching trains climb Otto's 4%



The main yard and terminal on Otto's garden railroad are quite impressive. It is also the lowest point on the railroad.

grades was a thrill.

Otto had an unusual problem during the past winter. Mice got into Otto's train storage shed. They chewed the cable loose from the crane car, unwound the drum, and used the cable for bedding in the work gondola. Here kitty, kitty, kitty!

Mixed Freight - July/August

by Mr. Robin R. Shavers

Tokyo based East Japan Railways will soon test the New Energy Train. It will be the first train ever to use fuel cells. The first phase will have the train make test runs as a single car powered by batteries with a maximum speed of 62 miles an hour. A diesel generator will provide most of the electricity along with two 65 kilowatt hydrogen fuel cells chipping in about one third of the power. Pollution-free fuel cells generate electricity via a chemical reaction between hydrogen and oxygen producing only water vapor as exhaust. The railroad company figures these trains will consume 20% less energy than conventional ones. EJRA hopes to have this new technology in regular revenue service within the year 2007.

There are quite a few prototype railfans out there that has little or no interest in model railroading. Let me pass this one on to you. Even if you don't care for model railroading as a hobby, you owe it to yourself to read some of the many magazines out there covering that hobby. They offer quite a bit of information and historical data on the "real" trains. In fact, I sometimes learn more about locomotives and freight cars from model railroads than I do from the magazines specifically geared to inform readers about the prototypes.

There has been some talk lately about the Pennsy K4 No. 1361 returning to Altoona

this year. DON'T COUNT ON IT. A reliable source I spoke with during my Memorial Day Weekend Railfan Extravaganza informed me that 2008 is a more reasonable expectation.

For those of you who have been unhappy with the intense tree growth at Horseshoe Curve over the past 20 years, it is a lot better now than it has been in a number of years. The east approach has been cleared all the way to the signal bridge. On the west approach it has been cleared maybe a quarter of a mile from the mid point of The Curve. I don't think it will get any better. Enjoy it as it is and take some time to thank the Horseshoe Curve Museum Site staff for their efforts if you patronize the facility.

The RF&P Historical Society continues to grow and make general progress. We gained six new members on Saturday May 3rd at The Manassas Railway Festival pushing our membership up to 125. We have members from as far away as Washington state and London. During our May meeting, we voted on the official logo for the organization and discussed the creation of a collared short sleeve shirt bearing the new logo.

It was at the RF&P Railroad Historical Society meeting that I found out about The Manassas Railway Festival. The festival was very much enjoyed by me and thousands of attendees. The weather was beautiful and sunny. There was a lot of gusty wind that played real havoc with a few of the many operating model railroad layouts. For the little N gauge trains, the strong gusts blew them right over on their sides except for the locomotives and heavier cars. The model railroad layouts, except for a few, were set up under a steel pavilion with a concrete floor on the westside of the high iron of the former Southern Railway. The festival was free and had something of interest for almost everyone, even if that something

was just eating. The festival date was Saturday June 3rd, 2006.

I attended RAIL DAYS 2006 at The North Carolina Transportation Museum in Spencer and had a great time that weekend. As a fan of the Southern and the N&W, it was a real treat having S.R. FP7 No. 6133 back from having some internal and exterior work performed on it by the Ohio Central. The N&W GP9 No. 620 had the honors of pulling a four car passenger train of all Tuscan red. With rain and heavy overcast forecasted for Sunday, Saturday was spent exposing film and enjoying the other outdoor activities. Sunday was spent taking a few "mood" shots and riding the rails. Saturday evening and part of the night I hooked up with comrade's Eddie Mooneyhan, Rick Rader and Percy Wilkins for food, fun and a truly on-the-ball waitress at The Outback Steak House. That woman performed her task to the T. We spent a few hours at the Salisbury Depot only to see one southbound N.S. coal train for the Belmont Power Plant. Needless to say, attendance was noticeably down on RAIL DAY Sunday due to the off and on rain. There was no steam in operation that weekend.

I read something that rather annoyed me within the pages of Spring 2006 Classic Trains. Back in May 1970, a young man entered the office of the physician of the railroad he was about to become an employee of. He, the young man, was there to take his pre-employment physical. The doctor commented to the future employee "You seem like a bright young man. Why do you want to work for the railroad?" The young man replied that it would be temporary. Temporary became a long career.

What bothered me was the fact that the doctor seemed to imply that smart, bright, intelligent individuals should invest their talents in other fields. The railroad industry

back then, as now needs bright people just as other professions. They don't need non bright individuals in day to day operations or in management. There is just too much at stake not to mention the bottom line which is effected by the top line and middle too for that matter.

BNSF Wants Railfans To Help Out

BNSF Railway is recruiting rail fans to help keep BNSF properties safe by reporting suspicious activities and to help prevent possible security breaches. "Keeping America's rail transportation network safe from crime and terrorist activity is a high priority for the railroad industry," says William Heilman, BNSF general director, Police and Protection Solutions. "Every day across the country, railfans photograph and watch trains as they pass through communities. It seems natural to harness their interest to help keep America's rail system safe."

Railfans can register for the program by going to the Citizens United for Rail Security Web site <http://newdomain.bnsf/website/crs.nsf/request/open> CRS participants will receive an official identification card along with access to news and information on the BNSF CRS Web site.

To report suspicious activity, CRS members and the public can call 1-800-832-5452. The information will be taken by a BNSF representative and routed for appropriate response.

(From a BNSF Press Release, June 7, 2006)

What Do Railroads Do

- 1). Move 40% of the Nation's Freight.
- 2). Handle two-thirds of all U.S. Coal shipments, accounting for 36% of all Electricity generation.

- 3). Move 70% of finished Automobiles from manufacturing plant/mixing center to distribution yard.
- 4). Transport 30% of finished Steel.
- 5). Serve the world's largest shipping carrier—UPS—as their biggest customer.
- 6). Take more than nine million trucks off our roads each year.
- 7). Convert movement of Trailers and Containers from highway to rail at a rate Double the nation's GDP.
- 8). Keep the rail portion cost of the Consumer of a Blouse made in China, shipped by sea to Los Angeles, and delivered at the railhead in Jersey City to \$1.50.
- 9). COAL: Most Important single commodity carried by rail; 25% of carloads; 44% of tonnage; 21% of revenue.
COAL: Accounts for more than half of all U.S. Electricity generation.
COAL: Railroads handle 2/3 of all U.S. coal shipments.
COAL: Norfolk Southern handles 130 million tons of utility coal per year, 30 million tons of industrial coal, and handles 12 million tons of export tons per year. Coal is 23% of Norfolk Southern revenue. NS serves the largest underground mine in North America: Bailey, capacity of 6 million tons/year: Enllow Fork, Capacity 2 million tons/year, combined loadout of 5-6 trains per day. 244 trains were loaded in 2004. Norfolk Southern serves Baltimore's CNX Marine Terminal, whose rotary dumpers can unload 5000 tons per hour, and whose shiploader can load 7000 tons per hours.
(Above submitted by Mr. Robin R. Shavers)

Notice of Annual Meeting

The Annual Meeting of the Roanoke Chapter of the National Railway Historical Society will be held at the O. Winston Link Museum on Thursday, November 16, 2006.

The meeting will begin at 7:30 pm. At this time we will hold our annual election in which three (3) directors will be elected.

Board members whose term is up are as follows:

Walt Alexander
Ken Miller
Wanda Troutman

Nominations will be accepted from the floor at the Annual Meeting, please be sure you have that persons consent before making a nomination. The committee is searching for nominees for these four positions

Instructions for Absentee Ballot: This year we will elect three (3) directors by secret ballot. Any member in good standing may vote by absentee ballot.

Please Note: if you are interested in running, or know of another Chapter member who is, please contact the nominating committee as soon as possible.

To vote by absentee ballot, one must:

1 - Request an absentee ballot from the Secretary or a member of the nominating committee. You will receive (a) one ballot; (b) one "ballot" envelope; and (c) one mailing envelope.

2 - Mark the ballot (vote for not more than four (4) directors. If more than four (4) votes are cast, the ballot will be discarded).

3 - Place the ballot in the "ballot" envelope and seal. Do not put your name on the ballot or "ballot" envelope.

4 - Place "ballot" envelope in the mailing envelope. Write your name and return address on the mailing envelope and mail to;

Roanoke Chapter, NRHS
P.O. Box 13222

Roanoke, VA 24032-1322

or the envelope may be hand delivered to the Secretary anytime before the election at the annual meeting.

Congratulations!

by Ken Miller

Our best wishes and congratulations go out to members Julien and Genie Sacks. They have been long term members of the Chapter and are retiring and moving to a new retirement community in Maryland.

Julien has been an active participant in rail activities for many years, beginning in the 1950s when he was involved in building the N&W's model layout which was displayed first at Roanoke's 75th Birthday celebration in 1957. He first became active in the Roanoke Chapter after it was newly reorganized in late 1967. Julien served as an active participant for many years. He served as Treasurer in 1971 and 1972, Vice-president for three terms, 1974, 1978 and 1987 and followed as President in 1975, 1979 and 1988. Aside from those duties, Julien also served as a Chapter representative on the Roanoke Transportation Museum and later Virginia Transportation Museum board (when we still had such representation). In his spare time, he also owned Julien's Shoes in Roanoke. The Chapter handled selling the remaining pieces of N&W china and silver after the railroad was finished at Julien's Shoes on Church Avenue.

In reward for the long service, and as a fond farewell, the Chapter had a pot luck dinner at the June meeting and Julien and Genie were presented with a special "Thank You" Award.

We had not presented the award in several years, but Lawanda Ely suggested that it would be a good time to do something like this again. Julien and Genie's names have been engraved on a plaque on the N&W lantern, and were presented with a set of logo pins of NS predecessor roads with an engraved plaque.

In addition, the membership awarded



them life membership in the Roanoke Chapter.

We fully expect to see Julien and Genie again later, their ties to Roanoke are far too strong to completely cut, so we just wish them happy traveling and come back soon!

Condolences

Just as this issue was headed to the printer, we received the word that long-time member Bill Carson had passed away on July, 4, 2006. Bill had been suffering from cancer for some time and been at home for his last months. He leaves his wife Jean, and daughter Kathy.

Due to the deadline, we are forced to wait until next issue for a full write up on Bill.

Bill was involved in the Chapter from its renewed beginnings in 1968 and served and officer a number of times, as well as numerous trip or safety chairmen positions. Bill also served as Convention Chairman for the 1987 Convention. He was also quite active at our maintenance facilities as our inside painter for a number of years.

Aside from all that, Bill was our unofficial minister, offering blessings at our events and banquets. He also performed two weddings of members on Chapter trips in years past.

As a part of his duties as a safety chair-

man, Bill also developed the high step box which was adapted as the standard step box for all NS excursion trains. The high step box, was two steps to account for today's high ballast and lack of platforms for passenger operation. The design is still in use and likely will continue to be for years to come.

It is somewhat ironic that the man who came up with the name for our annual excursion; "Independence Limited" would pass away on Independence Day. It is also ironic that Bill would pass just five days short of the one year anniversary of the passing of Bill's close friend, Joe Austin. Bill and Joe did quite a bit of railfan traveling over the years and enjoyed each other's company. Those of us who shared time with Bill felt it was time well spent.

UPCOMING MEETINGS/EVENTS

Regular Meeting Locations are at the O. Winston Link Museum.

- July 20 - General Meeting
- August 1 - Board Meeting
- August 15 - General Meeting
- September 5 - Board Meeting
- September 20 - General Meeting
- October 3 - Board Meeting
- October 19 - General Meeting
- November 7 - Board Meeting
- November 16 - Annual Meeting
- December 5 - Board Meeting
- December 14 - Holiday Gathering

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

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