



Turntable TIMES

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

Volume 40, Number 1
January-February 2008



Join us for the upcoming Friends of the Virginian Railway at Milepost 2008 on May 2-4.
For details, visit
<http://milepost141.googlepages.com/friendsofvirginianrailwayatmilepost2008>



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Volume 40, Number 1
Jan-Feb. 2008

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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, February 21st at 7:30 pm. at the Link Museum located in the former N&W Passenger Station, 101 Shenandoah Avenue. Due to the weather cancellation policy, our January meeting was cancelled.

Please be sure to note our weather cancellation policy below, please note, this policy also applies to Board Meetings.

Editor's Note: I apologize for the lateness of this issue, in January it was too late to arrive before the meeting.

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 March/April 2008 issue of Turntable Times is Monday, February 18, 2008. 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

While there is no dramatic action like Virginian Railway Class AE No. 805 storming over Clarks Gap these days, the railroading can still be interesting. J. L. Sanders Collection

Join us for the upcoming Friends of the Virginian Railway at Milepost 2008. For details, visit <http://milepost141.googlepages.com/friendsofvirginianrailwayat-milepost2008> (no hyphen in web address)

Board of Directors 2008

With the television writer's strike still on at this writing, it seems like a lot of old programs are in reruns. Our board elected to do the same, with a continuation of the same slate of officers from 2007 to 2008 with the addition of two new members at large, Skip Salmon and Jeff Sanders. We hope you will support the organization throughout the year.

Mixed Freight - January/February

by Mr. Robin R. Shavers

From time to time I try to take a moment to thank those faithful few among you readers whom always express to me in person how much you enjoy reading my MIXED FREIGHT column. As I have said in the past and as I will in the future, the only rewards the Turntable Times staff receives is the personal satisfaction of making this newsletter happen and positive feedback from you readers. Just as former editor Richard Shell and current editor Ken Kirkman and myself have said in the past, anyone of you may contribute to this newsletter and we all encourage you to do so.

Those faithful few usually tell me that they enjoy the way I write and they wish they could write likewise. I appreciate the compliments but try to write like you, not like me. I write the way I feel and my relationship with railroading. Everybody whom was bitten by the bug for railroading was effected in his or hers own way. I wasn't bitten by a bug at an early age. I was zapped by the hypodermic fangs of an eastern diamondback adult rattler. So take the advice of railfan the late great Frank Sinatra, write it your own way. If you have trouble with sen-

tence structure, the editor can usually doctor it up.

The Buckingham Branch Railroad recently received a grant or loan to perform some major physical plant improvements at Doswell. The improvements must be done within three months of receiving the funds. Things need to be completed by mid February I believe. New switches, crossties and welded rail between the small yard just north of the diamond and the former C&O trackage are some of the upgrades to be completed.

The Buckingham Branch has also completed repainting the RF&P GP7 No. 101. They are awaiting acceptable weather to apply the lettering. The locomotive looks great.

Norfolk Southern is investing resources in restoring it's Burkeville to West Point, VA line to 45 miles per hour speed. This project commenced in November. For over a year, trains have been restricted to 25 mph.

The RF&P Railroad Historical Society continues to grow in membership. At our meeting held in November in downtown Fredericksburg, it was announced that membership was up to 372. Our goal for 2007 was 350. November is always the official business meeting. We are already getting organized for a celebration of RF&P's 175th birthday in 2009. With a lot of hard work we are hoping to pull off something REALLY special. I'm not at liberty to disclose that something yet.

As most of you know, getting a train from point A to point B can sometimes be a challenge even when things and people do as they are supposed to. Throw in stupid pranks and well, need I say more. In late October on a Saturday afternoon, CSX freight No. L415 received a restricted signal to proceed south to change crews at Acca Yard here in Richmond. I was right beside the freight on a public street. Upon releasing



NORFOLK AND WESTERN

2177



This photo attracted a considerable amount of attention in a recent discussion on the N&WHS mailing list, much speculation was posted on its location, but Jimmy Lisle, a Shenandoah Division Engineer, pinpointed it exactly, in his words, Rt. 43 from Bedford to Buchanan passes beneath the Shenandoah Valley line just south of MP H213 at the Liberty Limestone Plant on Bridge 423. This is a northbound train, in the afternoon. Regardless of its location, it is a great John Krause photo! Krause was fairly lax about putting some details on his negative envelopes, insignificant little things such as date and location.

the brakes, the train went immediately into emergency. The engineer had a very strong and correct clue as to why as he informed the yardmaster via radio. The conductor and a young trainee had to walk nearly a mile to discover that somebody had uncoupled the train. Not only did the perpetrators uncouple the train, they stuck around to see what would happen. BIG MISTAKE. The conductor apprehended all three juveniles and escorted them to their homes and their parents. County police were notified. The area that this incident occurred at on the former RF&P just south of the Amtrak station has been an active spot for vandals for years. Signals are often shot or rocked out.

2008 will mark 20 years since Virginia's cabooses requirement law was repealed. To celebrate my personal fondness for them, I bought a very good HO replica of a C&O caboose by Walthers at a model railroad event held in Fredericksburg.

This past October and November offered a lot of events for model railroaders, railfans and the public in general. I attended quite a few of them and I hope you readers patronized at least a few.

The shortage of rain and the resulting drought caused me to think of an slogan. If the Southern Railway were still in existence, their slogan under the current low water table situation might just be THE SOUTHERN SERVES THE DROUGHT instead of THE SOUTHERN SERVES THE SOUTH.

The next time you see a shiny quarter, check it out. The U.S. Mint has distributed 2007 quarters for Utah displaying the Golden Spike ceremony held in Promontory, Utah in 1869. This event celebrated the joining of the Central Pacific and the Union Pacific railroads as east met west. Two current steam locomotives are on the quarter touching cowcatchers.

Remember the Cuban Missile Crisis?

It happened in October, 1962. At the time the railroads got exactly 15 minutes notice to provide emergency military transportation in the Cuban Missile crisis. The Pentagon order called for 375 flatcars and other rolling stock. The Association of American Railroads said that machinery had already been set up to meet this crisis demand, and was turning even as President Kennedy finished his address to the nation on October 22, 1962 on Cuba. Major General I. Sewell Morris said the operation went off "magnificently." He was the commander of the defense traffic management service. The first train carrying units of the 1st Armored Division cleared Fort Hood, Texas on October 23rd, bound for the army's staging area at Fort Stewart, Georgia.

After the first movement came a fleet of 3,600 flatcars, 190 gondolas, 40 boxcars and 200 passenger cars that were pressed into service to carry 8,000 troops and armored vehicles in this initial operation. In addition, the railroads were asked to expedite movement of army air defense battalions, equipped with Hawk and Hercules missiles, from Fort Meade, Maryland, Fort Bliss, Texas, and as far away as Fort Lewis, Washington to air force bases at OpaLocka and Homestead, Florida. Other large shipments of supplies were liquid oxygen for intercontinental missile bases around the country, and emergency troop rations from such distant storage as the army's underground caves at Bonner Springs, Kansas.

(Story from CIMCO News February, 1963, via the Chicago & Illinois Midland Chapter, NRHS newsletter, 'The Expediter' via Midwest Rail Scene Report, January 2008).

George Russell "Slick" Inge, Virginian Trainmaster Passes Away

Photo and Article by Skip Salmon

George Russell "Slick" Inge passed away December 13, 2007 in Princeton, WV. He was born January 28, 1916 in Victoria, VA, son of George Washington Inge, who was one of the first conductors on Virginian Railway passenger trains. Slick began his rail career in the middle 1930s with Sands and Company in Elmore and worked his way up through the ranks of the Virginian to Trainmaster on the Norfolk Division. Slick was well known all over the Virginian Railway as a supervisor and a friend. He retired from the N&W in 1976.

Inge was known far and wide as a walking encyclopedia of rail knowledge, especially if it involved the Virginian Railway. He could recall events as if it were yesterday with great detail and precision. He especially liked telling stories of the old days when the railroads were really close to the workers and it was like a family.

Slick continued meeting with retired rail workers until his death and met weekly with a group in Roanoke to "Take Twenty".



Accounts of these meetings have been spread on a Virginian railway enthusiast site on Yahoo. People all over the world now have heard his account of Virginian Railway stories and know him by name.

A Memorial Service for Slick was held January 12, 2008 at the Lakeview Cemetery in Victoria, VA. Relatives, rail fans and friends from several states gathered for this event. He was active in the Sons of Confederate Veterans and the Fincastle Rifles, SCV Camp 1326 from Roanoke, gave him full military honors at the service. This included presentation of colors, honor guard, Scriptures, Prayer, folding and presentation of a 3rd National Confederate Flag to his niece Betty Harmon, a three-volley salute and Taps. As Chaplain of this camp, I was able to give him a last tribute: "Slick, you will always be remembered by a lot of people in a lot of places all over the world. We're here now at your final earthly resting place, saying Farewell, until that day on the other side when we will again 'Take 20'."

Slick's passing is noted here, not only have we lost a friend, but a strong supporter in the Virginian station project. Slick's family suggested that anyone who would like to offer a memorial to Slick, can do so by donating to the VGN Station restoration fundraising efforts of Roanoke Chapter NRHS. Please specify that any donation is in memory of Slick, and goes to the Chapter P.O. Box 13222, Roanoke, VA 24032-1322.

Condolences

The Chapter also lost another friend in recent months, and offers its condolences to the family of Genie Sacks, who passed away recently. Genie became ill during a trip overseas, and succumbed shortly thereafter. Genie and Julien were honored with life membership last summer on their "retirement" and leaving the area.

Lynchburg Rail Days-2008

OK, you are probably wondering why this is being mentioned now, since Raildays is not until August. Well, that has not changed, August 9th. What makes this one special is this is the 30th Anniversary of Lynchburg Rail Day! 2008 also marks the 50th Anniversary of our Friends at Blue Ridge Chapter.

Mark you calendar's now, Saturday, August 9. for Lynchburg Rail Day 2008 30th Anniversary Train Show! For train show information or table rental please contact Norris Deyerle, LRD 2008 Train Show Coordinator at 434-237-4912 or at railcow@msn.com.

UPCOMING MEETINGS/EVENTS

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

February 21 - General Meeting
March 4 - Board Meeting
March 20 - General Meeting
April 1 - Board Meeting
April 17 - General Meeting
May 6 - Board Meeting
May 15 - General Meeting
June 2 - Board Meeting
June 19 - General Meeting
July 1 - Board Meeting
July 17 - General Meeting

New Website: WWW.RoanokeNRHS.org

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