



Turntable TIMES

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

Volume 33, Number 2

February 2001





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MIXED FREIGHT

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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 general meeting on Thursday, February 15, 2001 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. Unless otherwise provided, our program will be the video tape "Over Southern California Rails" a 42 minute tape of excellent helicopter shots of contemporary action of the BNSF and UP.

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, February 19, 2001. 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 many newspapers; a condensed or rewritten article crediting the source is acceptable.

Railcamp

The Chapter is once again looking for a candidate to sponsor to the Railcamp held at Steamtown in July. More details in next month's issue or at the meeting.

Cover Photo

Looking from the Jefferson Street Bridge at the Virginian Station on Tuesday, January 30 the afternoon after the destructive fire. The fire started near the trailer on the west end of the station where the homeless person lives. Brian Crosier Photo.

Meeting Cancellation Policy

The meeting will be considered cancelled if any of the following conditions are met: 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.

Small Rails-Last Run

by Dave Meashey

If you were not at the January membership meeting, I have some explaining to do. I was one of The Spectacle Lens Group employees laid off in December as part of a one third reduction of the work force. I have tried to locate another technical writing position in the Roanoke area, but the opportunities did not fall my way this time. To secure employment, I must leave the Roanoke area. At the January meeting I announced my resignation from the Board of Directors and the Turntable Times staff. I cover more about my years with the Roanoke Chapter under "It's Been Grand."

The Roanoke Valley Model Engineers' layout is coming along nicely. Power was being wired to new siding tracks the last night I was there. As with any model railroad layout, there are always small improvements that can be made, and they will be over time. It's a fine layout, and it's well worth visiting if you are free on a Tuesday evening between 7:30 and 9:00 p. m.

The Big Lick Big Train Operators are exchanging ideas via the email this winter. I will soon have to inform the club that they will need a new president to run things. I don't know whether anyone will be willing to take over the administration

of the club. I hope somebody will. This club is a legacy of sort for me. I was involved from its founding about a decade ago, and I would love to see it continue to meet.

It's Been Grand

by Dave Meashey

When we first arrived in Roanoke in October 1977, I didn't have too much time for organizations, but after our little family was settled, I joined the Roanoke Transportation Museum in Wasena Park and its HO model railroad club. I got to know a few Roanoke Chapter members through my membership at the museum. Nice folks. I wanted to ride one of their train excursions, but as the sole employed member of our family, I just didn't have the money in our budget.

Then Norfolk Southern sponsored a 611 excursion at a special employees' price in the early 1980s. I took the whole family. What fun! When a friend asked me to join him chasing the 1987 National Convention's double-header, I jumped at the chance. 611 and 1218 working in tandem were breathtaking! By June of 1988, I had joined the chapter.

I thoroughly enjoyed my years in the Roanoke Chapter. My schedule made it impossible to help out at the siding, but soon I pitched in writing for the Turntable Times. It was great to be able to write things in a less-formal style than the style used for technical documents. I also got to meet many fine people and spend many happy occasions with them. The greatest experiences were the several times I served as a car host on excursions pulled by 611

and 1218, but running the Zoo Choo wasn't too bad either.

I'm really going to miss my involvement with the chapter. I'll get back to visit when I can, but it will probably be at least a year before I have enough time off to allow me to attend a Roanoke Chapter meeting. Take care everyone. Keep the Johnson bar in the company notch. May you all live long and prosper. It's been Grand!

P. S. I got a little mixed up in my article "Taking the Train Home for Christmas (Circa 1977)" last month. The Cardinal did not go through Cincinnati, Ohio; it went through Columbus! I was working from memory, and the fact that our automobile trips to Indiana have gone through both Columbus and Cincinnati got me a bit twisted.

Mixed Freight - February

by Mr. Robin R. Shavers

TOO MANY TO HANDLE IT. Union Pacific Railroad has plans to reduce its workforce by 4% which translates to about 2,000 employees during the first six months of this year.

There has been much discussion about Norfolk Southern shutting down its east-bound hump in Roanoke, VA. My contacts have informed me that nothing is definite yet. NS Marketing is encouraging management to keep the hump active. I was shocked to hear that NS plans to reduce classification work at Conway Yard up in Pennsylvania just west of Pittsburgh.

I was also informed that Norfolk Southern plans to adopt Conrail's format for timetables. For the uninformed, Conrail timetables were looseleaf and bound together by a three ring binder. This

method was very functional since it enabled employees to easily remove obsolete pages and replace them with current info.

Some time ago I wrote about The Great Smoky Mountain Railway's parent company purchasing former Southern Railway 2-8-0 No. 722. The 722 arrived at its new home at Dillsboro, N.C. on Saturday December 16th, 2000. The GSM RR hopes to have the locomotive steamed up and ready to work by early to mid 2002.

There will be a toy train symposium titled "TOY TRAINS AND MINIATURE RAILWAYS." The event will take place at The Williamsburg Institute in Williamsburg, Virginia on June 16th. The fee is \$75.00. For more information call 1-800-603-0948.

An active toy train display is going on right now through September 4th at The Abby Aldrich Rockefeller Folk Art Museum in Williamsburg. The display is entitled "TOY TRAINS FROM THE CARSTENS COLLECTION." Those of you whom are into prototype and or model railroading should be familiar with the name Carsten. Harold Carsten founded Carstens Publications of which RAILFAN MAGAZINE was created and RAILROAD MODEL CRAFTSMAN also. Admission for adults is \$11.00, \$7.50 for youth and children under 6 are free. For more information and directions call 1-757-220-7698. The North Carolina Transportation Museum recently received a visitor that will be visiting for a while. The visitor is Railway Post Office car No. 36. The car is being loaned to the museum by railroad enthusiast and former Southern Railway lawyer, and excursion train operations manager James Bistline. The former Southern Railway RPO car was built in 1922 and was assigned to a Georgia-

Mississippi route into the early 70s before it was retired.

Take note, RAIL DAYS, an annual weekend event put on by The North Carolina Transportation Museum, will occur about 5 weeks earlier this year than in the past. Instead of the first weekend of June, it will occur during the last weekend of April. The dates this year will be April 28th and 29th. Things get going at 9 a.m. til 5 p.m. both days. For more information call

1-704-636-2889. One positive thing about this change is that it frees the weekend up for The Manassas Railway Festival held in the heart of Downtown Manassas, Virginia during the first weekend of June.

The Roanoke Valley Model Engineers will present their second annual Model Train Show & Sale on Saturday February 24th, 2001. The event will occur in The Community Room of The Salem Civic Center at 1001 Roanoke Boulevard in Salem, VA. The time is from 10 a.m. til 4 p.m. This will be an event for train people by train people. For more information contact Rick Anderson at 540-563-0579. This event will be ideal for individuals who want or need to thin their model railroad and railroadiana collections. Your no longer wanted items may be very much wanted by someone else.

The Carolina Model Railroaders will present their annual SWAP MEET & TRAIN SHOW on Saturday April 7th, 2001. PLEASE NOTE THE NEW LOCATION. It will not be at the former Southern Railway passenger depot located in downtown Greensboro, N.C. It will take place at The National Guard Armory at 110 Franklin Boulevard in Greensboro. The time is 10 a.m. til 3 p.m. There will be operating layouts in Z, N, HO, G, & O scales. Like the event to be held in

Salem, this will be an ideal time to rent a table to sell off your unwhants. For more information, especially directions write to CMR for a brochure. Their address is: Carolina Model Railroaders, P.O.Box 313, Greensboro, N.C., Phone 336-691-8929.

Annual Banquet

by Dave Meashey

The Chapter's Annual Banquet will be held Saturday, March 31st, 2001 at the Hotel Roanoke. The member's cost is \$23.00 per person (this rate includes a spouse or significant other). The non-member price will be announced later. A cash bar will be available from 6:30 p.m. to 7:30 p.m. The meal will begin at 7:30 p.m. The meal will be buffet style in the room. The menu appeared in last month's newsletter.

PLEASE REMEMBER! It is now Chapter policy that if you make a reservation for the Annual Banquet or any other Chapter event that has a cost to it, you are obligated to pay the Chapter for your ticket(s) whether you actually can attend or not.

Sign up and payments will be taken at the February meeting see either Bill Arnold or Jim Overholser for reservations

Amtrak Excursion

by Paul Howell and Ken Miller

The Chapter has received and agreed to terms with Amtrak for the operation of a special Roanoke Chapter excursion weekend on May 5 and 6, 2001. This operation is planned to be a Roanoke-Bluefield roundtrip on Saturday, and a Roanoke-Abingdon Roundtrip on Sunday. These trips now await the approval and confirma-

tion from Norfolk Southern.

As of this writing, we still have no word from either Amtrak or Norfolk Southern, but hope to hear soon.

The trains will be limited capacity, if readers are interested, please send us a stamped self addressed business sized envelope to Amtrak Excursion, Roanoke Chapter NRHS, P. O. Box 13222, Roanoke, VA 24032-1322 and we will mail you information as soon as it is ready. Remember, these trips are still subject to Norfolk Southern approval which may take time!

Book Review

by John Austen

Conquering the Appalachians

by Mary Hattan Bogart

published by RRP (Railroad Research Publications), 3400 Ridge Road West, Suite 5-266, Rochester NY 14626-3495; 2000; 8-3/4 " x 11-1/4", Hardcover; 206pp. + x; illus (black & white photos); \$52.95 plus \$4.30 for priority mail shipping.

This is the inside story of railroad civil engineering at the turn of the century. It shows the construction of tunnels, bridges, and other special track work in some of the most difficult terrain in the east: Western Maryland Railway's Connellsville Extension; and "The Loops," where the Clinchfield Railroad crosses the Blue Ridge using 18 tunnels in 13 miles.

Mary Hattan Bogart shares here with us the amazing collection of photographs made by her father W. C. Hattan during his career as a civil engineer from 1899 to 1929 working for the Clinchfield Railroad, the Western Maryland, the C & O, and others. The photographic reproduction is good (facilitated by the coated paper used in this

hardcover book). Her captions and narrative skillfully weave the photographs into a comprehensive story, providing the human side of the engineering achievements. Some of the narrative is based on the journals Hattan kept while working on the Connellsville Extension near Meyersdale, Pennsylvania. Some maps are included, as well as several pages of a manuscript and drawing where Hattan works out a spiral curve for The Loops.

William Hattan graduated from Washington and Lee University in 1899 with a degree in civil engineering. His wife was from Meyersdale in Pennsylvania (familiar to Washington Chapter members because of several recent excursions there). His working career, chronicled so usefully here, was along the Blue Ridge and Appalachians at several major railroad crossings under construction in the early part of the century. He served as one of several resident engineers at important constructions sites, and later as Division Engineer at various locations. The book is especially useful and interesting in that it shows (and narrates) the whole construction process for several important projects. It covers the types of equipment used, the work force involved, the methods, and the design and planning, in both pictures and words. It even has a section detailing the recreational activities the civil engineers undertook in their spare time (visiting scenic locations, often in the company of local young women, properly chaperoned).

It is truly fascinating to watch the tunnels, and cuts emerge. The bridges and viaducts grow to life from excavations for foundations, placement of forms for footings, to erection of trestle bents and installation of spans, both trusses and plate gird-

ers. Culverts and underpasses are shown in various stages, sometimes with temporary trestles over them to accommodate dump cars placing the fill dirt.

The book concludes with a few brief chapters treating recent developments. One covers the merger of the Clinchfield Railroad into CSX; another covers the death of the Western Maryland. One shows the fate of three selected stations (including Meyersdale) and another introduces the Rails to Trails movement. A brief bibliography and index are also presented.

This delightful book succeeds on several levels: as a case study of a civil engineering career, a human interest story, and a fascinating tour of several spectacular engineering achievements from conception to completion. It should be of special interest to any members who have accompanied the Washington Chapter on Meyersdale excursions, since it includes much material on the area.

John Austen
Arlington VA

Farewell Old Friend

by Ken Miller

Fire! One of the word that brings terror to a preservationist heart. Sadly, on Monday night, January 29, 2001 the 11 pm local television news brought us word and live images of the former Virginian Station burning away. Ironically, the last passenger ticket had been sold at the station exactly 45 years ago to the day; it still retained its aura as a historic rail structure. I was heart-sick on seeing the images of the fire blazing through the roof and knew the structure was gone, then and there.

The fire apparently originated in a trash barrel, next to a trailer used for storage. A homeless person, living at the trailer started the fire for warmth, it jumped to the trailer and then to the tinder dry wooden soffit of the overhang of the 1909 structure. It quickly spread inside and underneath the roof structure eating away the 92 year old timbers and boards rapidly, after just over two hours, the fire department brought the fire under control, but the damage was done.

The station, designed exclusively for Roanoke by the Virginian in 1909 was a unique design. There was no other structure on the railroad that even resembled it, and it was the only brick station as built on the Virginian. (The Union Station at Norfolk was brick, but it was a Union station served by several railroads.) The Roanoke station was once said to be patterned from the New York Central station at Charleston, West Virginia, but photographs do not bear that statement out.

It was once hoped that the station could be saved and restored and at least one proposal had been made to city officials for the idea. The building had a number of strikes against it; however, its location so close to a very active rail yard, and its location in a flood plain was the main problems. The deterioration had progressed considerably in the past 20 years of little or no maintenance, and rotting wood could easily be seen hanging or missing from the roof overhang.

Leased to the Depot Feed and Seed Company for many years, it still retained most of its original outward appearance, with signage and later additional storage spaces added, but it remained very much as the Virginian built it in late 1909.



Brian Crosier

The street side of the Virginia Station, January 30, 2001.

The new Roanoke City Manager's announcement of the proposed bio-medical park taking over most of the area from the station south to Reserve Avenue last summer, took no notice of the building's historical nature. Architectural proposals showed it was right in the path of a bridge abutment for a new ramp for Route 581/220.

Some opinions stated that no one was interested in preservation of the station. That, however, is far from the truth, the asking price of the building alone from Norfolk Southern was astronomical. This price did not include moving it to a new location, property purchase or acquisition, and then renovation. Yes, it could have happened, but would require a tremendous amount of capital, not to mention coopera-

tion from many parties. Sadly, it is true, there was not that much interest in the building. It still could be saved, but will require even more effort and money now. Fire department estimates are that the damage was above \$350,000.

Many of us who grew up in Roanoke took the station for granted, after all it was always there, we took pictures of many, many trains at the location, seldom focusing on the station itself. In 1983, when Virginia rectifier No. 135 returned to Roanoke for the Transportation Museum, Chapter members suggested doing its dedication in front of the Virginia station and surprisingly it was accomplished with cooperation of the railroad.

The Virginia has been gone for just over

41 years now, and this station was one of the very few tangible reminders of that era. It was probably the oldest railroad structure in Roanoke in its original form. We lost the Virginian Salem station a few years back to the wrecking ball.

Fire was not a stranger to the Virginian either, at least two other stations and probably more were lost to fire during its existence, Altavista, to the east burned about 1954 and was replaced with the structure that is still there at this date. Matoka, West Virginia, where the Virginian and N&W interchanged, burned about the same time and was replaced with a concrete block building that still stands today.

We say farewell to a long familiar Roanoke icon as the inevitable wrecking ball or dozer will almost certainly appear in the near future.

O. Winston Link, 1914-2001

As most of you probably already know, Annoted photographer O. Winston Link passed away on Tuesday, January 30, 2001. With his passing, two Roanoke Chapter members provided some of their memories of Winston.

Memories of O. Winston Link

by David G. Helmer

My first contact with O. Winston Link was in the early 80's. He produced various railroad memorabilia that were purchased for the gift shop at the Transportation Museum also for Roanoke Chapter NRHS passenger excursion operations. Over the course of the years, we became good friends. Winston had several longtime friends in Roanoke, including Joan Thomas and Tom Aker. Their relation-

ships with Winston date back to the late 50's.

One of the characteristics of his life was zeal for perfection and professionalism in his work. Winston's photos regarded hours to set up and were complex to execute. He liked that I worked for the railroad (N&W - now NS), shared his passion for steam locomotives and did not ask things of him. Winston always found time to have lunch with me during his frequent visits to the Roanoke Valley, his second home. He would drive to various locations along the former N&W Railway to reminisce about the 2,400 pictures and numerous sound recordings he made. On several occasions, Winston came to my home to visit and eat dinner. Yes - the infamous ex-wife Conchita came to visit as well.

Telephone conversions with Winston during his later years were at least monthly, to see how he was doing and updating him on what was happening on the railway he so dearly loved - the Norfolk and Western.

During the last 15 years of his life, I was involved in numerous activities with Winston including:

1. Donation of a N&W caboose, which included a ceremony for Mr. Link at the ex-N&W passenger station. Several members of the Roanoke Valley Central Railway did the restoration of the caboose that was donated by NS.

2. The rededication of the train station at Green Cove, VA on the old West Jefferson line. Winston spoke on that day to the large gathering of people that came to the event. The event featured the recreation of horse named Maude bowing to the Virginia Creeper, just like in his famous picture taken in 1957.

3. Numerous times, Winston would spend hours signing books and talking to his fans at photo show openings of his works. Coming back late one Saturday evening from a book signing in Abingdon, VA we made a detour into Rural Retreat, VA. This small Virginia town was made famous in his pictures and sound recordings.

4. I worked with several film crews on videos, including the BBC production of "Trains That Passed in the Night." This video was an autobiography of Winston's life. Several others also worked with the crew in scouting video locations and locating the whereabouts of the living subjects in his photography.

5. There was the coordination with the ABC television crew producing a segment of their 20/20 show while on board a Chapter steam excursion. Stone Phillips of the ABC staff focused on Winston's personal troubles with his ex-wife and the heartache that it later brought him in life.

6. A special passenger train trip on Norfolk Southern was organized to take Winston and his entourage to Norfolk, VA. The purpose of the trip was to persuade Winston to give his collection of prints and recordings to the Chrysler Museum. While everyone had an enjoyable train ride, the mission was not a success for the Chrysler Museum.

7. I worked, at Winston's request, as a producer for Vanity Fair magazine to photograph him on his favorite steam locomotive, N&W No. 1218, in the Roanoke Shops at night. The picture and article of Winston is in the January 2001 issue, which features a dozen or so of the greatest living artists over the age of 80. Like another famous "Winston" said - this was O. Winston Link's

"finest hour."

8. This brings us to the uncompleted project, the establishment of a museum in the former N&W passenger station in Roanoke for the preservation and display of his collection - both photographs and recordings. This museum will be dedicated to his work in capturing the passing of a way of life in the southern Appalachian Mountains and the fading of the steam era in railroading. We can hope this project will not die - with the passing of the greatest railroad photographer in the WORLD.

On February 5, 2001, ten Roanoke civic leaders sadly drove to Shepherdstown, WV for the burial of O. Winston Link in a family gravesite in Elmwood cemetery. As Winston's body was being moved from the hearse to the gravesite, a southbound Norfolk Southern freight train blew its whistle at a road crossing. That sound was a fitting final tribute. Thank you, Winston, for letting me be a part of your life!

Reminisce- O. Winston Link

by Bill Arnold

I first met O. Winston Link at the 1987 INRHS Convention. Winston was to be our Friday night program for the attendees. I had arranged for the largest room available for his talk. We were overwhelmed with attendees—they were literally hanging from the chandeliers. From that night, I have learned to appreciate the genius of the man that he was. As our relationship strengthened, I listened to the many stories he had to tell about the photographs he took of the N&W, their locomotives, the people he came in contact with, and the areas surrounding his location shots. Each time I was with him, I learned something new. He had a phenomenal memory and

could tell you the photo number of each location and generally the people who were in the photo or the ones who helped achieve his masterpiece.

Following is a sampling of the wisdom he imparted to me during our conversations:

~ While assisting Winston in preparing the keynote speech at the Virginia Association of Museums in April 1997, I asked him whether he had any slides of his work. He replied "I took photographs, not slides."

~ He loved Howard Johnson's peppermint ice cream "I could tell how long they had it by its color and whether they had scraped the sides of the container."

~ At one location, he had to pay \$1 an hour for power from a lady at a nearby residence. Finally, the lady told him that she didn't want to provide power any more and removed the fuse. "I waited until she left and used my own fuse."

~ He took pictures in the "wilds" along the N&W track. "I was never bitten by a snake or a dog, or stung by a bee, but I was almost attacked by a rooster." (He needed some hay from a farmer's bull pen and asked about the bull—he was told the bull was no problem, but to watch out for the rooster) I stayed away from him—he was baadd."

~ Winston related that he made David Goode a fantastic offer for the 1218 "I told him I would give him some prints for it!"

~ He had a serious love for "frankfurters". On the way to Luray during our 1997 Amtrak excursion, Winston indicated that the town of Luray had a special presentation and lunch scheduled and said, "I hope they serve frankfurters."

~ An hour or so prior to the opening of his 1998-2000 traveling photo exhibit

TRAINS THAT PASSED IN THE NIGHT at the Virginia Museum of Transpiration, Winston indicated that he would like to see the exhibit (since he had missed the opening at Lincoln, Nebraska). As I walked in the room with him, he stopped and said, "that's nice." He spent almost 45 minutes (alone) viewing some of his greatest "stories".

~ During another visit to the museum, he saw a painting of the C&O at Iron Gate. He had an immediate attachment to the painting. After some negotiations with Kay, we were able to send it to him. Last summer, while at his residence, he showed me a different painting of the same subject matter. The painting had been done by a friend of his for him. "I had the artist rearrange some of the subjects to make it look better, and had him add a good friend of mine walking her dog."

~ Winston was very serious and provocative about the many subjects and opinions he discussed. Equally, he was jovial and ended most of his sentences with a chuckle and a smile.

While manning his photo exhibit at the museum in 1998, I noticed that one individual was spending a lot of time viewing each of the photos on exhibit. After about an hour, he approached me as he left and said, "The world should be thankful for O. Winston Link for photographing the N&W for all of us to enjoy"

Donations

by Ken Miller

In the past month the Chapter has been the beneficiary of several donations, both monetary and material for our archive.

Lorraine Cuthbertson continued her generosity once again this year in memory of her husband Gil with a very nice monetary donation.

Our archive facility was the benefactor from several folks. Jim Carter donated a large collection of missing Turntable Times and a variety of magazines as well as a cast Southern Railway curve speed sign. S. R. Winegard donated a number of technical manuals, particularly brake material and Art Regenold donated a wide variety of technical material on diesel locomotives and several Official Railway Equipment Registers and. Dorothy Kelch also donated a number of fine rail books to our collection as well.

Out thanks to the above folks and we are always looking for more material so feel free to contact us.

UPCOMING MEETINGS/EVENTS

February 15, 2001
General Meeting, 7:30 pm

March 6, 2001
Board Meeting, 7:30 pm

March 15, 2001
Regular Meeting, 7:30 pm

Annual Banquet, Hotel Roanoke
March 31, 2001

April 3, 2001
Board Meeting, 7:30 pm

April 19, 2001
General Meeting, 7:30 pm

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