

FRA to specifically address the issue of existing bans, and on Dec. 18, 2003, the date the Interim final rule was published, will be able to continue to keep the train horns silent for at least an additional five to eight years as they plan for and install any additional necessary safety measures. Communities with a whistle ban created after Oct. 9, 1996, and in effect on Dec. 18, 2003, will have one year to install any additional necessary safety measures before the train horns will start sounding again.

The rule also establishes the first-ever maximum, train horn volume level and will reduce the amount of time the horn is sounded, which will be beneficial to communities that decide not to pursue quiet zones.

(Above story from the Internet, submitted by Mr. Robin R. Shavers.)

UPCOMING MEETINGS/EVENTS
IMPORTANT NOTICE

The June Meeting Location will be at the O. Winston Link Museum. See Inside for More Details

June 16 - Regular Meeting

July 5 - Board Meeting

July 21 - Regular Meeting

August 2 - Board Meeting

August 18 - General Meeting

September 6 -Board Meeting

September 15 - General Meeting

Overnight Outing?-Website For Details

<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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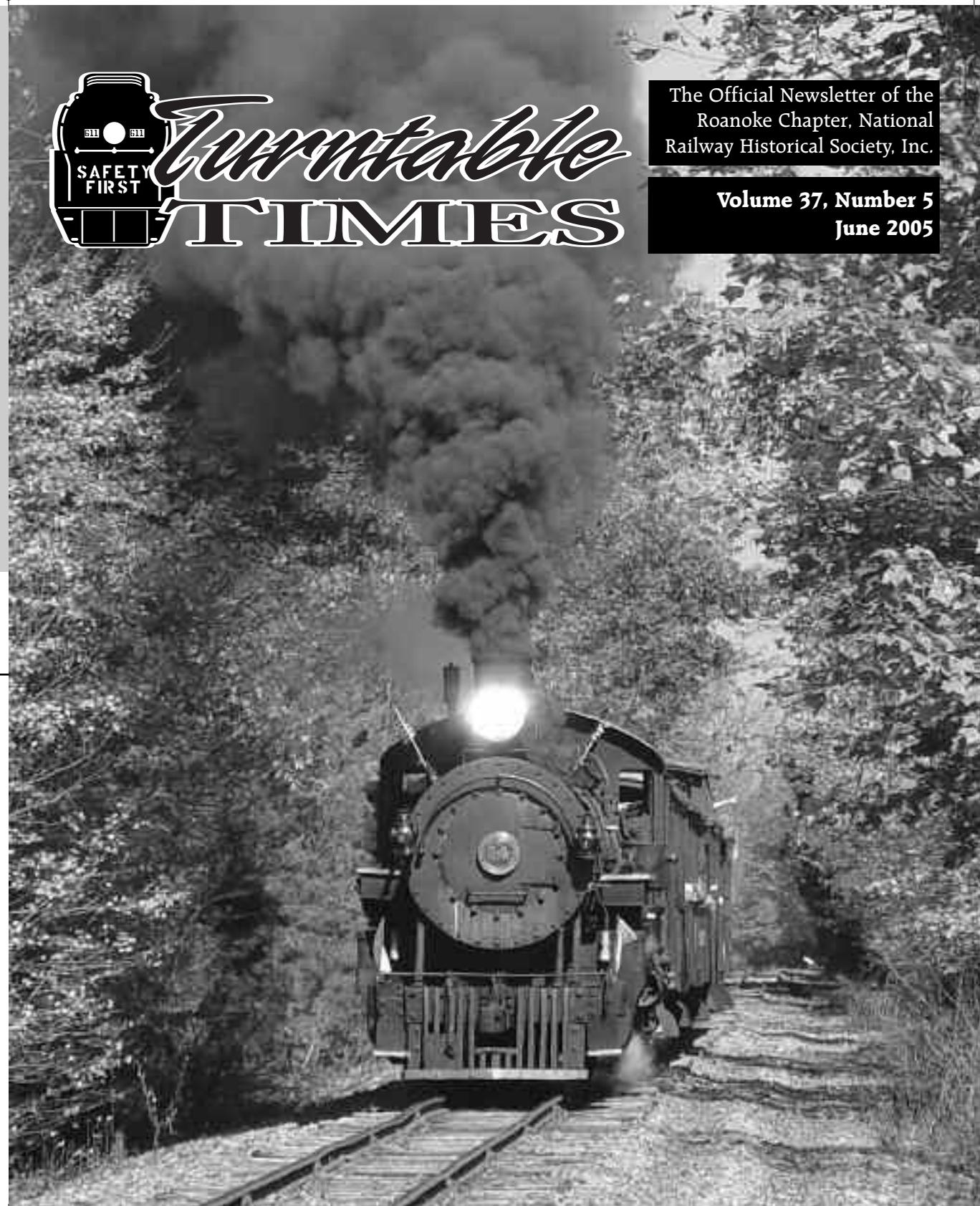
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Turntable TIMES

**Volume 37, Number 6
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Meeting Notice

The Roanoke Chapter of the National Railway Historical Society will hold its next regular meeting on Thursday, June 16, 2005 at 7:30 pm. Our meeting location is the Link Museum located in the former N&W Passenger Station, 101 Shenandoah Avenue. Please enter lower level trackside, in the theatre/auditorium downstairs.

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

The program for the June 16th membership meeting will be presented by neighbor Blue Ridge Chapter Member Rick "-2" Johnson. It is entitled CSX- North end Subdivision. Come join him as he takes a slideshow trip Railfanning between Richmond and Rocky Mount on the busy ex- ACL Mainline of CSX's North End Subdivision.

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 Saturday, June 18, 2005. Please send articles, information and 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.

For those interested, a PDF of the Turntable Times is posted on the website when the issue goes to the printer, at least ten days before seeing it in the mail, check the website for last minute announcements as well. Last month's issue posted on the 29th.

Cover Photo

East Broad Top No. 14 is just south of Colgate Grove on her trip back to Orbisonia on October 12, 2003. Photo by Richard D. Shell

have to check with Spock on that one too... As the day went on it was absolutely perfect. It was a far cry from the previous year's rain.

I elected to ride the M-1 for the 2:00 train. One of the most important instructions the engineer gave us was, "don't fall out", as he smiled and shook the chain across the doorway. This was a rare opportunity because they had done some generator work recently and the wall that usually separates the engine compartment from the passenger compartment hadn't been reinstalled yet. It was quite noisy as we rocked along and you could feel the heat coming off the exhaust manifold. Parts for this car are so rare that even the spark plugs have to be rebuilt. Cameras clicked as we met the passenger train on the wye at Colgate Grove. No. 14 and her train looked great in the afternoon sun as she waited to go south to Orbisonia.

Later in the day as I looked over the remains of many rusting hopper cars it occurred to me that the most damaging load the hoppers may have ever carried were fall leaves. As the leaves collected at the bottom of the hoppers they harbored moisture and simply rusted the cars away. The cars at Mount Union are in better shape as they had been in service until the end. Most of the cars at Orbisonia were waiting for repair and rebuilding.

I joined the Friends of the East Broad Top that weekend and have become actively involved with restoration on the railroad. I will continue next month with details about the ongoing restoration projects and opportunities in Rockhill Furnace, Pennsylvania.

FRA Issues Final Rule on Train Horns

(U.S. Dept. of Transportation, 4-22-05)
Thousands of communities nationwide will have the choice to consider silencing train

horns at highway-rail grade crossings based on meeting safety needs, under a final rule made public on April 22nd by the Federal Railroad Administration. In addition, the rule provides a process for localities with existing whistle bans to retain their bans.

"At every step of the process we listened closely to the concerns of the public and local officials to craft a rule that balances safety and quality of life issues," said FRA Acting Administrator Robert D. Jamison. "Communities will have significant flexibility to establish or maintain quiet zones for the benefit of their residents while keeping highway-rail grade crossings safe for motorists."

The final train horn rule becomes effective on June 24, 2005, and is the result of a 1994 law mandating the use of the locomotive horn at all public highway grade crossings with certain exceptions. This rule will preempt applicable state laws and related railroad operating rules requiring locomotive horns be sounded, and it also will supersede the previously issued interim final rule.

The final rule provides for six types of quiet zones, ensures the involvement of state agencies and railroads in the quiet zone development process, gives communities credit for preexisting safety warning devices at grade crossings and addresses other issues including pedestrian crossings within a quiet zone.

The establishment of a new quiet zone requires at minimum that each grade crossing be equipped with flashing lights and gates. Additional safety measures may be required to compensate for the absence of the horn as a warning device. New quiet zones can be in effect 24-hours a day or just during the overnight period between 10 p.m. and 7 a.m.

Communities with a whistle ban in effect on Oct. 9, 1996, the date Congress directed

heads run right across the front lawn of the school. I found out in 1960 that they ran the M-1 across this track to maintain it's active status so the track couldn't be torn out when the high school was built.

A little further north and I found a single lane bridge over the right of way which went to a place called Jordan Cemetery. This bridge would have made a great photo spot. Now the gulch was filled with trees, brush and the occasional radial tire. All along the way I came across many private grade crossings where the track came out of the brush and quickly disappeared back in the brush. It was almost haunting to think of the trains that had passed over these rails nearly 50 years ago. I took comfort in the fact that the rail was still here and the narrow gauge locomotives were all still on the property. As Spock said in one of the Star Trek movies, "There are always possibilities..."

Heading north of Orbisonia I stopped near Shirleysburg and discovered a restored grave yard. The right of way went right thru it. A little research and I discovered that some of the graves had been moved when the EBT was built. I went back to Orbisonia and watched some additional preparations as the crew got ready for Saturday. They were working on a compressor on the diesel M-7 and every once in a while one could here some "adult language" as things didn't go quite right. I headed back to my motel to get a good nights rest.

I got up early Saturday morning so I would be there when they backed the no. 14 out of the roundhouse and put the passenger train together. There was a huge crowd waiting for a chance to ride as the sun came out. I elected to photograph the first trains and ride a little later in the day.

Over the next two days I hiked into locations I had never shot before and got terrific photos. They ran the passenger train with

no. 14, a picnic train with M-7, and the M-1 and the photo opportunities were plenty. You could sit in one spot near the wye and photograph a train every 10 minutes for an hour as they made the trip out and back. On Saturday they ran a pair of night trains which really added to the atmosphere.

Sunday morning arrived with a tremendous amount of fog which made for some great moody photographs before it burned off. As I was photographing one of the northbound trains on Sunday, I noticed that the crew was pointing at something on the right side of the train. I turned to see a deer heading for the hills. As the train headed south, the deer came back and darted right in front of the train. In the old days (last year) I would have said that I caught it on film. I don't know how to describe it now in the digital age... did I catch it on disk? May



East Broad Top No. 14 heads north towards a brighter future on October 12, 2003. Photo by Richard D. Shell

Mixed Freight - June

by Mr. Robin R. Shavers

I must say, the cover of the April 2005 Turntable Times really brought back some fond memories. Back in the sixties and seventies and I'm sure in the previous decades as well, train derailments and other railroad mishaps were major fodder for newspapers especially in small towns like Danville. It was often front page news with numerous photos. As I stated many years ago, clipping newspaper articles about railroad related news was the major part of my early days as a young train hobbyist. I still have hundreds of those articles in eight looseleaf scrap-books. It was an era when trains and the railroads had a greater presence in American society.

For some reason, the annual Manassas Railway Festival scheduled for Saturday June 4th was cancelled. 2005 would have marked the festival's 10th year.

For several months now, I have been supplying information on the possible end of the Western Maryland Scenic Railroad. It looks like The Potomac Eagle excursions may be on borrowed time too. The Potomac Eagle is not under attack from an outside interest. It's problem is low ridership. More people need to purchase tickets and ride. One of it's destinations is having a railroad festival the weekend of August 20th thru 22nd. That destination is Petersburg, West Virginia. The Potomac Eagle will be running trains to accommodate festival goers. For further details, contact them at 304-424-0736 or 304-822-7464.

The Richmond, Fredericksburg & Potomac Railroad Historical Society held it's second meeting for 2005 on May 14th. The bylaws were reviewed and adjusted to the satisfaction of those present. As of now, RF&PRHS has 36 charter members. This Society came

about in early 1996 as an online group of people whom were interested in keeping the spirit and memory of that great little railroad alive. One individual decided to take it from online to in person and thus the official RF&PRHS. If you are interested in joining, write to: RF&P Railroad Historical Society, P.O. Box 9097, Fredericksburg, VA 22403-9097.

I attended RAIL DAYS 2005 at the North Carolina Transportation Museum. As in the past, it was a weekend well spent. Sunday was the better of the two day affair as Saturday was plagued with off and on rain showers and strong wind which resulted in a lower attendance. No steam was operated that weekend. It was great seeing the Atlantic Coast Line E7 # 501 pulling a five car passenger train on the museum site. The train was operated for photography and mailsack pickup at Barber Junction. Originally the N&W GP9 # 620 was scheduled to pull that train. My highlight for that weekend was a cab ride aboard Southern Railway E8 # 6900. I had the pleasure of riding aboard two of her sister's # 6903 and 6910 as they pulled the Southern Crescent between Danville, VA and Greensboro, N.C. back in September 1976. It was great to experience that feeling of euphoria again.

Good publicity that is free is something that any museum would gladly welcome, especially transportation museums. On Sunday April 24th, The Charlotte Observer did a full two page spread on The North Carolina Transportation Museum and it's upcoming RAIL DAYS. The spread gave basic information on the museum's history as a locomotive repair facility during the age of steam. It also featured the museum's layout and offered basic information on nine cars and locomotives. The spread featured color and black and white. It was very well thought out and presented. If you want to

see it for yourself, log onto www.newsartstore.com or phone 704-358-5918.

Small Rails

by Dave Meashey

The Big Lick Big Train Operators held their April reorganization meeting at 2:p.m. at my house on April 10, 2005. Six people were present for the meeting. They included: Brad Dobbins, Otto Hartenstein, Dave Meashey, John Singleton, and Carl Weaver. Karen Harris was unable to attend. Except for Carl, who was attending for the first time, the names above represent the "core" of the club. John Singleton has volunteered to be the club director to assist in communications with club members and the public.

Dave and John gave a brief report on the East Coast Large Scale Train Show. John passed around some brochures for each person to look at and take if they were so inclined. Since Carl was new to our group, we gave a brief history of the club. We then discussed things we liked about the club, how we would like to improve on our meetings and how we could promote our hobby. Everyone present was in agreement that we prefer to keep the group informal, but must have a "director" to keep communications, etc, flowing smoothly. We then discussed how we could improve or vary our meetings. One suggestion was to bring in outside people to talk about different aspects of our hobby (i.e. dwarf trees, ground covers, DCC). Another was to have an occasional work day to assist a club member in some aspect of their layout. A third was to have a day to build models/kits that could be used by the club in a club layout or sold as a fund-raiser. The last area of discussion was in promotion of our hobby.

Carl had been a member of a group in the Denver area. They had become involved with the local museum. They did layouts

and ran trains for Railfan days and other special occasions. The museum had also provided an area for their club to build a layout for anyone in the club to use during the museum's business hours. The last topic of discussion was concerning club dues. Everyone was in agreement that this was necessary in order for the club to move forward in its endeavors.

Dues will be paid on a yearly basis. The club year will run from April 1 – March 31. Dues will be: Individual - \$24.00 per year, Family - \$36.00 per year, and Commercial - \$50.00 per year. Dues will be pro-rated at \$2.00 per month beginning November 1 through the remainder of the Club year. Members will be entitled to a monthly newsletter and nametags for each member. The commercial membership will entitled the business to receive the monthly newsletter and a quarter page advertisement (approximately) in each newsletter.

Monies received will be used towards mailings, club brochures, guest speakers, and future club layout needs. Memberships not paid by the May meeting will be removed from the mailing list. Presently, BLBTO has approximately 30 people listed as members, but only about 8 people are active members, attending at least half of the meets. It is hoped that the new dues structure will help weed out those folks who have only a casual interest in belonging to the club.

East Broad Top...Revisited

By Richard D. Shell

My first visit to the East Broad Top was in the summer of 1979. Since that first visit I have made the trip many times for their Winter Spectaculars, Fall Spectaculars, and any other excuse I can make. They no longer have the Winter Spectaculars due to the stress it puts on the locomotives to

steam up for just one weekend in the bitter cold. Over the years I have seen them run a single steam locomotive, sometimes two and three, and on one trip they ran four - Nos 12, 14, 15 and 17.

In 2002 during the fall spectacular they ran only one steam locomotive, no. 14. I debated about not going but then figured it would still be a good show. Well, it was a good show even tho it rained nearly the whole weekend. Whenever it quit raining, it was so it could pour! The mood was great for photographs with lots of steam in the moist air. Walking around the roundhouse and talking to the crew gave me new hope for the East Broad Top as opposed to the rumors I kept hearing. Locomotive no. 15 was wide open and getting work done on her boiler. There were chalk marks on her boiler from a recent ultrasound. New flues were stacked outside the roundhouse. Buildings were being restored and cars were being painted. There was optimism in the air as they talked about which locomotive would be rebuild next.

In 2003 I made plans to head to Orbisonia for the two day Columbus Day weekend. I planned to go up a day early and explore the abandoned parts of the railroad. I left early Friday morning, October 9, and headed up Interstate 81. The forecast was for rain but it never came. I arrived at Orbisonia Station around 12:30 and could see smoke wafting from the smoke stack where no. 14 was preparing for the weekend. As I walked around the roundhouse and looked in I saw no. 15 on the tender. After a quick double take I discovered that no. 14's tender was being repaired and they had put 15's tender on no. 14. On display on track three was no. 17 and a replica of the last train into Orbisonia.

The roundhouse had a new roof although I'm not sure it that was done this year or

last. Much of the wood trim was being rebuilt. As I walked along track three I noticed fresh hammer marks on the spikes, and new ties - lots of them. Again, I see progress. After shooting a few pictures here I went into the station to purchase my tickets for the next day. (my ticket numbers for the train were 4 and 5). I also got a ticket to ride the M-1.

Heading south out of Orbisonia, I followed my topo maps, photographs, and a few books to look for the EBT in the bushes. My plan was to head south and work my way back. Pretty soon I discovered a bridge near Three Springs and some railheads running thru a well manicured back yard. I bet they would be happy if the railroad came back! After a few more trips back and forth there and I had a pretty good idea where the track was now. I continued my search and soon found more bridges, right of ways, and the depot at Saltillo. This building was definitely showing it disrepair and actually had a chain holding part of the building together. Unfortunately it had to be razed just a few months ago. On many of the bridges there were no ties, just rail suspended across the void.

Heading north I turned at Pogue and discovered the passing siding with a switch stand still waiting for the call. The track was well manicured with some of the prettiest grass you ever saw. The next road at Pogue took me to view the steel trestle over the Aughwick Creek. This bridge had been a favorite photo spot for northbound trains. I hiked up the embankment to get a firsthand look at the bridge structure. As expected it was very overgrown. As I looked back I wasn't sure how I was going to get back down without breaking an arm or leg. Fortunately I was able to bet back down safely. Just north of this bridge is the Southern Huntington County High School. The rail-