

Volunteers are needed to help lead this project. It has fallen to a very small group of people and this needs to be a group project, not an individual. Step forward, see a board member or myself to express your interest, it will be welcomed.

Christmas Parade

Kathy Overholser has suggested a simple way to gain some public recognition for the Chapter by participation in the Grandin Road Holiday Parade. It costs nothing, simply contact Kathy at 343-1928 to volunteer or see her at the next Chapter meeting. The parade is on Saturday, November 19 at 11 am, volunteers will need to meet at Christ Lutheran Church at Grandin and Brandon by 10:30. Kathy will coordinate. For more parade information: www.grccl.org.

<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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UPCOMING MEETINGS/EVENTS IMPORTANT NOTICE

The November Meeting Location will be at the O. Winston Link Museum.

November 1 - Board Meeting

November 17 - Annual Meeting

December 15 - Holiday Gathering
6:30 PM, Fellowship Hall, First
Presbyterian Church (old meeting site)

NOTE NEW TIME!

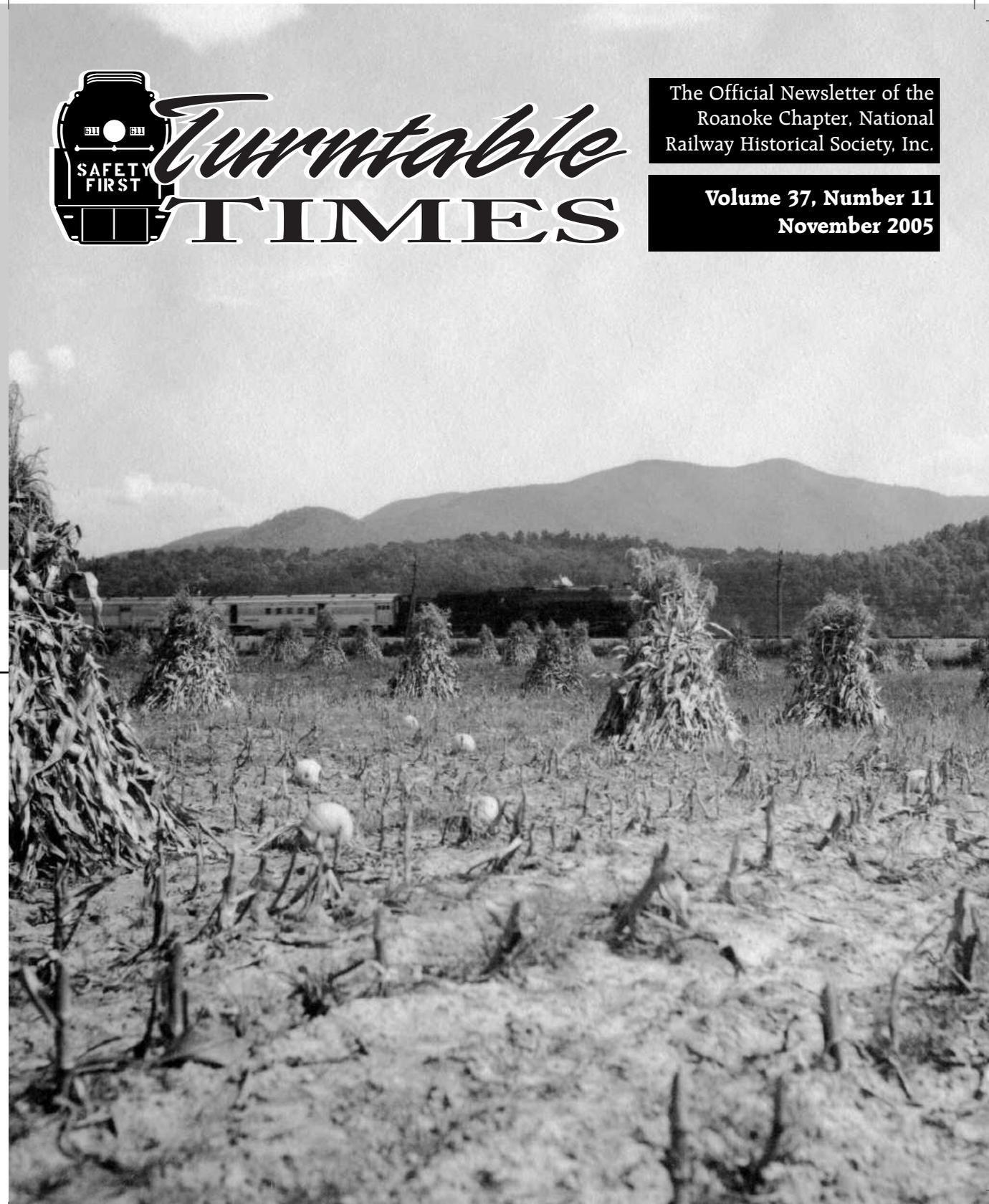
**Your dues are now due
please renew early!**



Turntable TIMES

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

**Volume 37, Number 11
November 2005**





Turntable TIMES

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Meeting Notice

The Roanoke Chapter of the National Railway Historical Society will hold its annual meeting on Thursday, October 15, 2005 at 7:30 pm. Our meeting location will be at the Link Museum located in the former N&W Passenger Station, 101 Shenandoah Avenue. Please enter on the lower level at trackside, our meetings are held in the theatre/auditorium downstairs. This meeting is for the election of directors to lead the organization in 2006, please attend.

Our program will be announced that evening, depending on the available time.

A reminder that Grace Helmer is looking for photos of Winston Link for a scrapbook, call her at 366-2169 if you can help!

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 Tuesday, October 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. This issue was posted on October 31.

Cover Photo

An unidentified Class K2 leads No. 45, the Tennessean headed for Bristol and points south in this idyllic fall setting near Glenvar. Less than 90 days from this September 10, 1941 photo, the thoughts of an idyllic life would be shattered with a world plunged into war. Norfolk and Western Photo/K.L. Miller Collection

4886, a former Grand Trunk Railroad car built by Pullman in 1948. On each seat was a flyer describing the locomotives, coaches, history of the rail line, and fifteen points of interest along the way. The train was a sell out. Technically, every seat was "taken", although some were empty because some riders stood in the vestibules looking out the open Dutch-doors.

The train departed promptly at 1:00 pm. It was pulled by GP38 road-switcher No. 2015 built in 1970 by EMD for the Pennsylvania-Reading Seashore Line. On the rear was No. 8701, built in 1953 by B-L-H, it has been re-engined with a Caterpillar diesel engine. The train operated in push-pull operation. The train traveled at a leisurely pace over the jointed rail and a bit quicker pace over the welded rail portion of the line. The large, clean windows allowed everyone to have a clear view of the fall foliage on this warm day. The leaf colors, however, had not yet reached their peak despite being the final weekend of October.

At 1:50 pm, the train reached Pleasant Valley, mile post 5.5. The train reversed direction, with No. 8701 now in the lead. Arrival in Verona was at 2:45 pm. Here another capacity crowd was waiting to board for a 3:30 pm departure. Detraining, the Roanoke group had ample time to go to the front of the train and take photos before boarding the bus. The bus traveled about four miles north to Fort Defiance. Here the group waited across the tracks from the 1910-built station and photographed the excursion train as it passed at approximately 3:45 pm.

Overall, the Fall Excursions on the SVRR

was a very nice operation. However, it would be quite an improvement if the on-board restrooms were operational (all were marked "Not in Service") and the HVAC equipment was operational in the closed-window coaches.

The Chapter members then traveled south to Staunton. Time was allowed for a meal at the train station restaurants in the former station building. While dining, the east-bound Amtrak train arrived and made a stop to discharge several passengers. Back on board the bus, the Roanoke group had an opportunity to view a video tape provided by Doyle Counts on the White Pass & Yukon RR operating out of Skagway, Alaska. Arrival in Roanoke was at 7:30 pm.

The Chapter is seeking ideas for an outing in the Spring/Summer of 2006. If you have any suggestions, please contact Walt Alexander at (540) 345-5826 or e-mail at TERRAPIN66@COX.NET.

Virginian Station Update- November 2005

by Ken Miller

After almost six weeks of waiting, the construction fence was installed in mid October as can be seen from Skip Salmon's photo below on the 17th.



pleted by early 2007. Much of the import coal will come from Venezuela, Colombia and Indonesia. In another story related to import coal, the Wilmington Morning Star recently reported that a New York company and a North Carolina company have formed a joint venture to operate a coal import terminal on a 63-acre site on the Cape Fear River. This terminal will also be served by CSX. This venture believes that importing coal from South America will be more cost effective than shipping it by rail from mines in the western United States to the East Coast. (From Greg Edwards, Times Dispatch Staff Writer via Trainorders.com).

Much of New Orleans public transit infrastructure, including the brand new Canal Street streetcars that debuted to considerable fanfare in April, 2004, the riverfront trolleys, and at least half of the 350 buses in the fleet, may be beyond repair. The 24 apple-red streetcars—sembled largely by RTA artisans as part of a \$161 million project that restored rail service to Canal Street after and absence of nearly 40 years—were partially submerged under water. The 35 streetcars on the historic St. Charles Avenue line appear to have escaped serious water damage, but the condition of the track and the bed beneath them, the overhead electrical system, and the power stations is unknown. (From "The 470" newsletter via TRAINSWIRE).

China is building the first ever train station in Lhasa, Tibet, making it the final stop of the 700-mile Qinghai-Tibet Railway. The new station will also be 2.5 miles above sea level, making it the world's highest.

If you don't claim your belongings within 90 days, the Toronto Transit Commission will place all lost property on Ebay for sale to the highest bidder. TTC estimates that 44,000 items a year are left on trains, trolleys and buses. TTC earns about \$23,000 per

year selling the stuff. Interested? Go to www.ttc.ca and click on "TTC Auctions". (Above two stories from "Metro Magazine" via Odds and Ends Column by Roy L. Hudson, Philadelphia Chapter newsletter "Cinders").

In a confrontation reminiscent of the Wild West, police recently shot and wounded a man who allegedly took over a UP freight train with a bow and arrow! The man boarded the train in California and threatened the engineer and conductor, the only two train crewmen on board. The crew escaped and disabled the train by turning off the fuel switches. They then used a cell phone to call police. When the police arrived, the man threatened them from the train and they opened fire, wounding the man in the wrist and foreman. The wounds were not life threatening. The train was enroute to Los Angeles from Salt Lake City, and was hauling 71 cars with ocean-bound containers. (Associated Press via the Internet).

Fall Outing to Shenandoah Valley Railroad

by: Walt Alexander

On a clear, cloudless sunny morning, twenty six Chapter members and friends boarded an Abbot bus at the O. W. Link Museum and traveled north to Verona, VA. After a short stop at a fast food restaurant, the group arrived at the boarding site (mile post 20.7) of the Fall Excursions on the Shenandoah Valley Railroad. Upon arrival, they noticed five or six red jackets of other Chapter members serving as Car Hosts on the train.

The group from Roanoke was directed to board the last car of the six-car train. Brian Crosier was the car host for this car, number

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 17, 2005. The meeting will begin at 7:30 pm. At this time, we will hold our annual election in which four (4) directors will be elected.

Our nominating committee is headed up by Wanda Troutman. Board members whose term is up are as follows:

Lawanda Ely
Carl Jensen
Bill Mason
David Meashey

Nominations will be accepted from the floor at the Annual Meeting, please be sure you have that person's consent before making a nomination.

The Nominees for this election are

Jim Cosby
Brian Crosier
E. M. Hite
Carl Jensen*
Bill Mason*
Eddie Mooneyham
*Incumbent

Instructions for Absentee Ballot: This year we will elect four (4) 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. The nominating committee is chaired by Wanda Troutman. 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.

Small Rails

by Dave Meashey

First I would like to express my regrets for not getting this column to press for such a long time. Between the pressures of learning a new job, experiencing a computer failure, then trying to get the rebuilt computer's files in order, I found that the spring and summer months had slipped away from me.

The Big Lick Big Train Operators held their May meeting at the home of Otto Hartenstein. Otto has a wonderful garden railroad, complete with digital command control. We did not get to run trains for very long, as a spring rainstorm forced the club members to retreat to the covered deck. We still had a great time there showing off newly acquired models and newly completed projects.

For the June meeting the club put on a display at the O. Winston Link Museum's celebration of the passenger Station's 100th anniversary. John Singleton and I ran trains on a temporary "garden" railroad. The Greenbriar Nursery provided several miniature potted trees, and burlap was used to



All: Dave Meashey

From Left: A portion of the club's display for the Passenger Station 100th anniversary celebration. A scene from Otto Hartenstein's garden railroad. A scene from John Singleton's garden railroad.

create the impression of rolling hills. Carl Weaver's No. 1 gauge live steamers were on display, and Carl even steamed some of them on a stationary roller platform.

The July meeting was held at the home of John Singleton. John's garden railroad features a wonderful waterfall, miniature stream, and pond. The pond is well stocked with goldfish, who don't seem to mind the trains passing over one corner of their watery world. John is using digital command control with sound, which really enhances the experience of large scale train watching.

The August meeting was held at the home of Steve King. Steve has completed a new reverse loop, with the track set about waist high. Live steamers and battery locomotives now leave the yard, traverse the loop, and return to the yard, where they can either run around their train or be turned on the turntable for the next run. The full circuit out and back is slightly over 600 feet. Four live steam locomotives were run that afternoon, and I also brought a battery-powered vehicle to test a ducted-fan drive. A ducted-fan drive is a type of electric jet engine used



for model airplanes. I will use the drive to run a hi-rail version of a hot rod.

For September's meeting we returned to Otto Hartenstein's garden railroad. This time the weather was more kind, and lots of trains were run. We did hear one ominous "BOOM!" during the business portion of the meeting, but fortunately it was only the canon used at the Virginia Tech football games.

The October meeting will be held at the home of Karen and Tom Harris. Karen's garden railroad is still in the planning stages, but Tom has a world-class HO train layout. Tom's locomotives have digital command control and sound, and the scenes look just like the area around Wytheville. I'm sure everyone who attends will have a grand time.

Mixed Freight - November

by Mr. Robin R. Shavers

I need to make a correction for a type error I failed to correct for last month's Mixed Freight. CSX's new 5200 series locomotives are ES44DCs, not ES40DCs.

A word about Joe Austin. I read about the passing of Joe via The Blue Ridge Dispatcher, the monthly newsletter of The Blue Ridge Chapter. It was a real shock to me since I was in Roanoke the weekend he passed to participate in the Blue Ridge Live Steamer's July run session. I first met Joe Austin back in 1977 during the NRHS's National Convention, which was sponsored by The Roanoke Chapter NRHS. It was during this convention that I met most of that Chapter's active members. Joe was a pleasant, easy going fellow. Within five minutes, we were holding a conversation about railroading as if we were old Army buddies. It was always a pleasure and spiritual asset to be in his presence. The last time I spoke and associated with Joe in depth was over three years ago when the Roanoke Chapter sponsored a weekend sojourn to Elkins, West Virginia to ride the excursions offered by The Durbin & Greenbrier Valley Railroad. Joe was standing on the rear platform of the caboose that brought up the rear of The Durbin Rocket as it was stopped for a photo runby. I took a very good photo of him waving and flashing a warm smile from that caboose. That is one photo I will forever treasure.

My annual visit to the East Broad Top Railroad's Autumn Spectacular was highly enjoyable as always. It was really great to have two steamers operating again after a three year hiatus. No. 15 was back in operation after a major overhaul. She looked, sounded and operated superbly. Like most of the northeastern U.S. that weekend, a lot of rain descended upon the Orbisonia area

that Friday and especially Saturday. I was told by several sources that nearly 6 inches of rain had fallen. There was no rain for that Sunday and no sun either. Like last year, it was too cool to be comfortable in just a tee shirt for upper wear.

EBT steamer No. 17 was pulled out for display and coupled to some recently painted EBT freight cars. An organization known as Friends of The East Broad Top have done a commendable job of replacing worn crossties with new ties, repainting freight cars, repainting the open air excursion cars and sprucing up the buildings. This year I thought long and hard to photograph the trains from different angles and areas. I did more footwork too. There was a respectable crowd on Sunday but not nearly as large as in past years.

Speaking of repainting, while visiting Altoona and Horseshoe Curve that following Columbus Day Monday, I noticed that the former Pennsy GP9 located at The Curve has received a coat of glossy black paint. The loco was void of road name, logos and numbers.

Here and There

by Kenney Kirkman

The former RF&P station in Quantico has been reopened for service after a \$1 million renovation by Virginia Railway Express. The station was closed in 1971. (From "On Track" via The World of Railroading column by Jerry Grosshans, Old Dominion Chapter newsletter 'Highball').

CSX will soon begin hauling import coal from Virginia and North Carolina. Alpha Natural Resources, Inc., an Abingdon-based coal producer, and partners are planning to spend up to \$25 million to build an import terminal at an existing coal-export pier in Newport News. Work is expected to be com-