

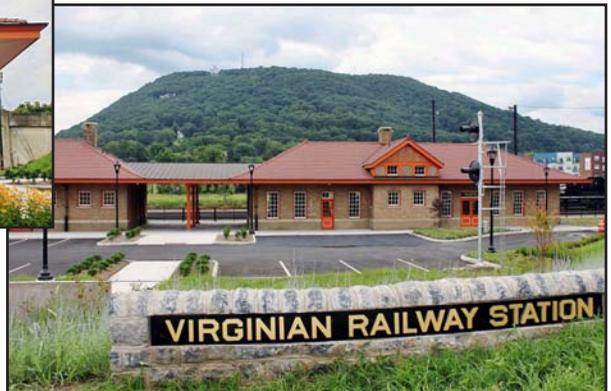


Turntable **TIMES**

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

Volume 48, Number 3
July-Aug-Sept 2016

At Long Last!





Turntable TIMES

**Volume 48, Number 3
July-Aug.-Sept. 2016**

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Turntable Times is published quarterly 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 or contributors of the Turntable Times and do 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 regularly scheduled meeting on Thursday, October 20th. The meeting will be held in the auditorium at the O. Winston Link Museum at 7:30 pm. Please be sure to enter at the west end of the building on the track level.

Our Annual meeting will be on Thursday, November 17th, and Annual Holiday Gathering will be held Thursday, December 15th. Please be sure to check the cancellation policy below, as it does apply year round.

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 966-4809.

Deadline for Turntable Times

The deadline for the next issue of Turntable Times is Saturday, November 22, 2016. Please send articles, information and exchange newsletters to: Editor Turntable Times, P.O. Box 13222, Roanoke, VA, 24032. All parties sending newsletters to the Roanoke Chapter via email should send them to Jim Overholser: jgoverholser@verizon.net, Dorr Tucker at joandorr@cox.net and Ken Miller at klmiller@rev.net

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.

Cover Photo

Over fifteen years have passed since the dark, cold night of January 29, 2001 when fire very nearly destroyed the Virginian's largest public structure ever built; the Roanoke Station. Many of us had our doubts if we'd ever see the day it was restored. Skip Salmon recorded many view of the project from beginning, to what is hoped to be the end. Read the story inside this issue.

For current information on the FIRE UP 611! campaign,
see www.FireUp611.org

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, 2016. 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.

The incumbents are:

Lewis Foster
Ken Miller
Steve Smith
Percy Wilkins

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 Roanoke Chapter is soliciting nominees for Directors to be voted on at the November Annual Meeting. There are four (4) positions to be voted on. Please consider putting your name in nomination. Within the last few years the Chapter's responsibilities have greatly increased, what with the Virginian Station project, excursions, and the Chapter's equipment. Please consider helping out. You may contact a member of the nominating committee - Chairman Ken Miller, Jim Overholser and one additional person to be determined.

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 promptly.

If there are no more candidates than positions, a motion to elect by acclaim will be accepted.

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 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. There are no proxy votes accepted.

From The Editor

In this issue we have reports and pictures of the Chapter's Roanoke Virginian Railway passenger station as a finished work. A big "Thank You" to all who had a hand in the 15-year restoration, but especially to Jim Cosby, Skip Salmon, and President Jeff Sanders. Come out to our picnic Saturday, September 24 at the station to see it. Work continues at our 9th Street Mechanical facility – see the report by Lewis Foster in this issue. The November 17 meeting will be our annual meeting and election of four of our board of directors. See information in this issue about the meeting, absentee ballot procedure, and the nominating committee. December 15 will be our annual Holiday Gathering dinner at Calvary Baptist Church. 611 excursions are over for 2016 but we are hopeful for their continuation in 2017. Construction for the return of Amtrak to Roanoke in the Fall of 2017 has

begun with earth moving going on between Albemarle Avenue and JK interlocking. And a Thank You to all who have contributed to this issue of Turntable Times.

Chapter Picnic September 24

Be among the first to see the Chapter's completed Virginian Railway Station. Please join us on Saturday, September 24, for our second annual fall Chapter picnic, at the Virginian station. We plan to eat around 3 PM but the station and grounds will be open from Noon until 6 PM so come and spend time visiting and looking. The Chapter will provide several meat options, utensils, drinks, etc. Please bring a side dish such as a salad or dessert to share. There will be overflow parking across the street and behind the tire company around the corner on Williamson road. Please notify Percy Wilkins (977-5782) if coming so we can make arrangements for the proper amount of food. Hope to see you there!

Condolences

Member and former Virginian Railway Surveyor Dewey Houck lost his wife of 61 years, Sheila Snyder Houck, recently. Donations in her memory may be made to the Rural Appalachian Improvement League, <http://www.railwv.org>, PO Box 171, Mullens, WV 25882.

Beth Miller's father, Durwood Kressler passed away on August 12th in Pennsylvania. Our condolences to both Beth and Ken and family.

Former member John Garrett passed away on July 17. For newer members, John was retired from General Electric and was quite active at our 9th Street Facility, leading our mechanical department during some of the active excursion era. After the retirement of 611 the second time in 1994, John volunteered to help keep her bearings lubricated

and moved her back and forth at VMT every month with come-alongs before the days of having a locomotive to move equipment.

Sick List

We were glad to see David Shumate at the June Chapter meeting. Dave had serious medical problems that had him hospitalized for several weeks. While he is not yet fully recovered, we wish him the best as he continues to improve.

Brad Dobbins had surgery earlier this year and has begun radiation treatments. He appreciates both the flowers and card from the Chapter back in March. We hope his treatment regimen goes well.

Gale McKinley recently had knee replacement surgery. And Siegie Ritenour recently had surgery. We wish them a speedy recovery.

Norris Deyerle has had several serious surgeries recently. He now seems to have the worst behind him but has a long recovery ahead. We wish him well.

LaWanda Ely's daughter, Karla Marcy, was hospitalized recently but has been released and is much better.

Virginian Station

By President Jeff Sanders

Iam pleased to say that the opening of the Roanoke Virginian Railway Passenger Station, after restoration by the Roanoke Chapter, NRHS, is at hand! One of our goals in doing this project was to remember the Virginian Railway and, especially, the Virginian Railway employees. I believe we have done that.

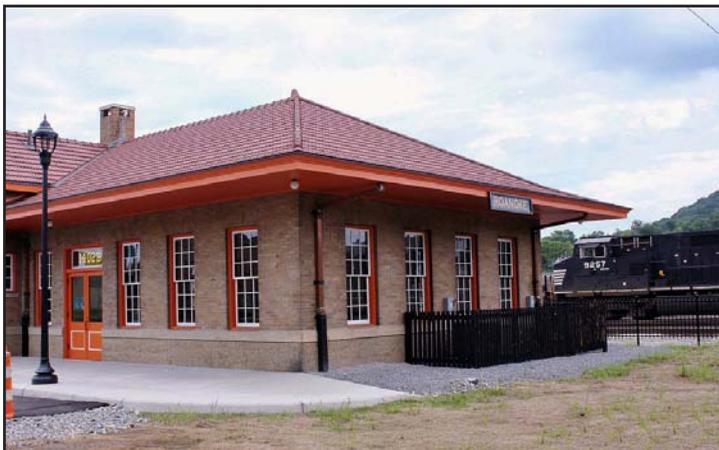
I want to thank everyone involved in the many years long project of restoring our Virginian Railway Station. The building, as well as all the Virginian Railway heritage, has a special meaning for me and many others here in the Roanoke Valley and around

the world. This was a preservation project envisioned by Ken Miller and others shortly after a 2001 fire nearly destroyed the Station. After the 2004 donation of the Station by Norfolk Southern, which was recorded in 2005, we were finally able to move forward; our first grants were in 2007. Spearheaded by Skip Salmon and Jim Cosby, the project has involved many people from the Chapter, particularly the Mechanical Committee, and our community partners, Roanoke Valley Preservation Foundation, friends and fellow railfans and historians throughout the world, many of whom have contributed generously over the years.

We will be celebrating the completion of Roanoke's Virginian Station in November. With the completion of this 15-year project we look forward to spending more attention on other Chapter activities such as mechanical and excursion endeavors. While a portion of our rental income will be escrowed for building maintenance and future repairs, through the calculations of our real estate agent, we anticipate that a substantial part of the annual net income will accrue to the Chapter for capital projects such as equipment or structures.

Please join us for the Chapter picnic at the Virginian Station on September 24, so you can see and tour the Station before the general public. We are planning a double "Open House" at the station in November when we will celebrate with a "soft" invitation-only opening, and later with a general public opening.

I hope you will be as pleased as I am to witness and be a part of preserving this magnificent piece of Virginian Railway and Roanoke City history.



Virginian Railway Station Restoration Complete

By James Cosby and Skip Salmon

Roanoke Chapter, National Railway Historical Society is pleased to announce completion of the restoration of the Virginian Railway Station in Roanoke in September 2016. It has been a fifteen-year effort.

Background. The Virginian Station was built in 1909 and opened in 1910 as the crowning jewel of stations on the Virginian Railway which stretched from Deepwater (near Charleston) West Virginia to Norfolk, Virginia. Financed and built by Henry Huttleston Rogers, it competed with the Norfolk and Western, Chesapeake and Ohio and other railroads for the coal traffic fueling the American and foreign economies at the height of the industrial revolution. Built in the 20th Century, the Virginian had a more favorable grade than its 19th Century competitors and was profitable throughout its existence.

After the heyday of train travel in the 1920s, in the 1940s the Roanoke station served four passenger trains daily, two east and two west-bound. Railroad passenger traffic nationwide declined after World War II as the travelling public turned to airlines

and automobiles. Passenger service through Roanoke on the Virginian ended in 1956.

The Virginian was merged into the Norfolk and Western in 1959. The passenger station was used by the N&W for offices and storage for a few years, then leased to feed and seed store tenants. It was still used for such when it tragically burned on January 29, 2001 and was substantially destroyed. It was a bitterly-cold winter night. Cause of the fire was attributed to vagrants lighting a fire in a 55-gallon drum under the eaves at the west end of the building. The fire spread to the roof trusses throughout the two adjoining buildings collapsing the heavy tile roof into the interior.

Preservation efforts began the next day when Roanoke Chapter president, Ken Miller, contacted a local architect for an opinion if the station was salvageable. With a "probable" estimation, Ken approached Roanoke Valley Preservation Foundation president, Alison Blanton, to determine if the RVPF was interested in helping in the effort. In March, barely five weeks after the fire Alison organized a community meeting for those interested in preserving this historic and architecturally significant structure on one of Roanoke's principal downtown streets. Attendees represented the Roanoke Chapter NRHS, the Roanoke Valley Preservation Foundation, the City of Roanoke and other organizations.

In 2005, Norfolk Southern Corporation, successor to The Virginian Railway (and Norfolk & Western) donated the property "as is" to the Roanoke Chapter and preservation



Skip Salmon Photos

efforts would be accelerated.

An informal "working partnership" was formed between the Roanoke Chapter NRHS and the Roanoke Valley Preservation Foundation. Both were Section 501(c)(3) organizations under the tax code. Both provided volunteer members to the Virginian Station Restoration Committee.

Now owning the property, funding on the order of \$2 million would have to be obtained. Contact was made with local Congressman Bob Goodlatte and his office. They agreed that it was an important local goal and obtained a Congressional appropriation of \$256,000 in 2005. Alison Blanton of Hill Studio and the Roanoke Valley Preservation Foundation and Ken Miller, president of the Roanoke Chapter, made application to the City of Roanoke and the Virginia Department of Transportation (VDOT) for Transportation Enhancement funds available for historic and architecturally significant transportation structures including railroad stations. Additional applications and grants would follow.

The City of Roanoke obtained an EPA (Environmental Protection Agency) grant to

aid in Brownfields cleanup of the substantial asbestos and lead paint contamination present on the site. A campaign for private donations was begun in the railroad and railfan community to help meet the requirement for a local match of at least 20%. Norfolk Southern and General Electric, the two major employers in the community who offer matching contributions for their employees and retirees made significant matching contributions. In all, approximately \$2.3 million was raised including the value of the donated property and in-kind contributions. Jim Cosby, Skip Salmon and Jeff Sanders had come on board the Chapter and Committee in 2007 as Chairman of the Restoration Committee, Secretary and Co-Leader and President of the Chapter respectively. By 2010 the Chapter was ready to roll.

Bidding and Building. Or so we thought.

It took two years for project professionals (attorneys, architects and contractor) to be approved and employed. With over twenty government agencies involved and required to give their approvals, the process dragged out over years. Finally, in 2011 Phase I was advertised for bids. The lowest bid was accepted by the Chapter only to be rejected by the Virginia Department of Transportation (VDOT) for reasons not relevant here. The only recourse was to re-bid the next year.

On re-bid in 2011, a local company, G & H Contracting, Inc. of Salem, Virginia was the lowest bidder. Their bid was accepted and the work was completed on time by July 31, 2012. Phase I included Brownfield clean-up of the substantial contamination, stabilization of the building walls and replacement of the terra cotta roof. Chapter Historian Ken Miller discovered in 1989, long before thoughts of the station had begun, had learned that the company which provided

the original terra-cotta tile in 1910, the Ludowici Company in Ohio, was still in existence. They were contacted and provided the replacement tile in the same style and similar color as the original.

Before Phase I was complete, we began seeking approval of the documents required to employ our professionals for Phase II. With delays caused by multiple drafts (up to eight) of the same documents, this process took two years. Spectrum Design and Barry Rakes were employed as architects and engineers.

Phase II was bid in 2014. G & H was again the lowest bidder. Their bid was accepted by the Chapter but was rejected again by VDOT on a technical issue. The re-bid in 2015 was accepted and final restoration began. This included completion of the interior, all electrical and mechanical systems, landscaping and a monument area to honor the Virginian Railway and its employees.

Our architects paid as much attention to historical preservation in Phase II as they did in Phase I. Chapter Historian Ken Miller and Architect Barry Rakes determined the original paint scheme from historical documents and paint chips from the window frames and sills. Ken even had the paint formula from a century ago. All window frames and doors were removed before the restoration, stored in a trailer on premises, re-finished and re-installed. Lamp fixtures were replaced with modern equivalents and "look a-likes", including the lamp posts outside. Even the mop sink in the women's room and the urinal in the men's room are "historic originals" over 100 years old. The terrazzo floor was damaged in the fire but was restored to a modern day beauty.

Use of the Buildings. The smaller Baggage and Express building will be used by the Chapter as its principal office with a display area for artifacts and exhibits from and

about the Virginian Railway and its employees. These will include murals, recorded video interviews with former VGN employees and computers with internet access to historic railroad documents.

The larger Passenger Station building will be leased to a tenant yet to be determined. The building is at the Jefferson Street gateway to the Riverside Development area including the Virginia Tech – Carilion Medical School, clinic and research center. The rental income from the passenger station is intended to fund expenses for the entire station property.

Tribute to Perseverance. Many people have contributed to this beautiful restoration of a railroad station long on the National List of Historic Landmarks. As a superb grant writer, Alison also raised more money than all others combined.

The chapter's mechanical committee recovered, restored and installed the operating signal light shown in the opening photo and the sign post for chapter and tenant signs (not shown) from Lakeside Amusement Park in Salem by way of donation from Black Dog Salvage. Chapter members also recovered and preserved the large "Virginian" tablet monument when the Virginian's Narrows power plant was demolished more than 35 years ago.

We can't list all of our "helpers" here but do wish to acknowledge them collectively. Without their assistance, this restoration would not have occurred.

The authors of this tract, Jim Cosby and Skip Salmon, and President Jeff Sanders, have served as the principal leaders for about ten years. With his background in law, finance and computers, Jim handled bidding, contracting and financial issues. With his railroad and engineering background, Skip handled property management, building, contractual and performance issues. Jeff

Sanders, charter member of the Roanoke Chapter and President since 2009, has been a Virginian Station Committee member since its beginning.

This restoration took fifteen years, two public Requests for Proposals to hire professionals, four Invitations to Bid for contractors, and many negotiations with government administrators. We realize about 80% of our funding is public tax dollars requiring public accounting and governmental review and control, but the timeline has been incredibly long.

Nevertheless, we take pride in all of the thousands of hours of management, development and restoration time contributed by dedicated volunteers at no cost for the pure love of railroads and their history and our desire to preserve them.

Mixed Freight

By Mr. Robin R. Shavers

I don't know how other folks felt who viewed the premier showing of the documentary 611: AN AMERICAN ICON on Thursday evening, July 21st, but I thoroughly enjoyed it. Special kudos to everybody that had a hand in making that documentary possible. One thing that really impressed me was that no one interviewed or questioned used the word "cool" to describe the 611 or its restoration project. That has got to be the most overused word in modern day talk and especially within the railfan hobby. Roanoke's Grandin Theatre looks great and was the ideal facility for the viewing. Somehow I felt the Grandin Theatre and N&W No. 611 shared a kindred spirit.

I joined two railfan associates for a random tour of long gone railroad trackage, yards, and other facilities that once thrived in central and southside Virginia. For one guy in the group, who is in his upper sixties, we covered a lot of virgin territory. I

was surprised at the number of railfan spots he had never seen. Update on the Victoria Railroad Park – the Virginian caboose No. 342 has yet to be lettered, the gondola has been painted a glossy black, and it appears the vandal etchings conducted via a nail or knife have been removed. The tour date was Friday, August 19th.

In the 2nd Quarter Mixed Freight I noted that CSX is planning to lower the speed limit of its James River line from 40 to 25 MPH. This is supposed to go into effect in either November or December. Norfolk Southern has implemented the 25 MPH from Salisbury to Asheville and plans to do likewise on other rail lines. CSX will lower the speed limit on other lines as well. The slower that heavy freight trains travel, the less wear and tear they deliver to the track-age.

On page 11 of the 2nd Quarter Turntable Times the caption of Ken Miller's photo of 611 westbound at Shawsville noted that a property owner had posted threatening signs concerning photographers on his property. Based on postings I read about this on several railfan Facebook sites, he was upset with the litter and other assorted debris left behind by the TRANE PEOPLE, as he described them.

As part of a presentation for the July meeting of the Old Dominion Chapter NRHS, DVD footage about Norfolk Southern's RoadRailer (Triple Crown) service was featured with other railroad matter. The coverage of the RoadRailer service was informative and interesting. But it left me puzzled. If this mode of transportation was successful, why reduce the routes and implement plans to terminate it this coming fall? With coal traffic being reduced due to environmental concerns and goals, you would think RoadRailer should be promoted. This question was not answered in the presentation.

2016 commemorates quite a few railroad milestones. This past July marked 50 years since the Southern Railway commenced its steam excursion program with Mikado No. 4501. It has been 80 years since Norfolk & Western designed and built the first class A locomotive back in 1936. This year also commemorates the 25th anniversary of the NRHS annual national convention sponsored by the Collis P. Huntington Chapter over in Huntington, WV. Like the Roanoke Chapter's convention held four years earlier, it featured two steam powered trains operating side by side eastward on the former Chesapeake & Ohio Railway from Huntington to Hinton and featuring Pere Marquette No. 1225 powering a passenger train full of conventioners and companion Nickel Plate Road No. 765 pulling a train of brand new CSXT coal gons, black with yellow lettering. Upon their arrival in Hinton, the coal hoppers were set off and the passenger train was double headed back to Huntington with NKP No. 765 in the lead. I viewed two commercially produced VHS tapes about that convention (that I did not attend) and they really brought back some fond memories of not only that convention but of that era of railroading and railfanning.

This commemorative event almost got by me. As some of you are aware, 2016 marks our nation's 240th birthday and forty years ago we celebrated our bicentennial. Few entities celebrated or recognized it like the railroads did. How many of you visited the American Freedom Train as it traveled America for two years? Three steamers did the honors in different parts of the country. To get Southern Pacific Daylight No. 4449 to Alexandria, Virginia, to bring the American Freedom Train south, 4449 needed to be moved from the deep south to the northeast. Rather than let the engine run light, Southern Railway President Mr. W. Graham

Claytor Jr. came up with the idea of having a full scale excursion train consisting of Southern's excursion equipment. The two-day August 1976 excursion sold out in a few days largely via The Railfan Grapevine. Salisbury, NC, served as the terminating point from Atlanta on the 28th and the originating point for the northward journey to Alexandria on the 29th. The 20 car 1,425 ton train was the largest excursion train to be operated by Southern. OH YEAH, if you rode the entire trip both days, your fare was \$44.49. Short intermediate trips such as Danville to Altavista would run you six bucks. Like the return of 611 last year, people were everywhere trackside the entire trip. For more details and personal accounts of that excursion, secure yourself a copy of TIES Second Quarter 2016, Volume 30 Number 2. This is a publication of the Southern Railway Historical Association.

CSX commenced operating two container trains between Atlanta, GA, and Montreal, Canada. The northbound is symbol Q192 and the southbound is Q193. These trains are pretty small for now but will grow in size as business picks up. On most days, one locomotive performs the honors.

Brake sticks are pretty common in today's railroad scene. For those who have no idea of what a brake stick is, it is a long pole-type instrument that enables a railroader to apply or release the hand brake wheel of a railroad car from the ground. This eliminates the need to climb up on the car and thus another possibility for injury. This device was invented on Norfolk Southern's Pocahontas Division back in the late nineties.

The Timetable

September 8 to 21 - 611 on view at North Carolina Transportation Museum, Spencer, NC. www.nctrans.org

611 will return to the Virginia Museum of

Transportation, Roanoke, VA after the North Carolina Transportation Museum, Spencer, NC events conclude in the fall

September 24 - Chapter picnic at the Virginian Station, 3 PM. Bring a covered dish to share; meat, drinks, and place settings will be provided.

October 1 – Pulaski Toy Train Show, 10 AM to 5 PM, Pulaski N&W station. Across the street from the Raymond F Ratcliffe Memorial Transportation Museum, same hours.

October 15, 16, 22, and 23 – The New River Train, an Amtrak charter excursion from Huntington to Hinton, WV, and return each day. www.NewRiverTrain.com

October 29 & 30 – Amtrak roundtrip charter excursions from Spencer, NC, to Charlottesville (Saturday) and Toccoa, GA (Sunday). North Carolina Transportation Museum and Watauga Valley Railroad Historical Society and Museum. www.nctrans.org

October 8, 15 & 22 and December 3 & 10 – Old Dominion Chapter excursions, Dillwyn, Virginia. For more information, see <http://odcnrhs.org/excursions.htm> They can use onboard help on their excursions; if you are interested, please contact them.

Early November – Grand Opening for the Virginian Station

November 17 - Roanoke Chapter Annual Meeting and Board of Directors election.

November 19 - CSX annual Santa Train returns for another year, from eastern Kentucky to Kingsport, Tennessee over the former Clinchfield Railroad. CSX recently made this announcement.

December 3 and 4 - Chapter provided train rides at VMT.

December 15 - Annual Chapter Holiday Gathering, 6 PM, Calvary Baptist Church, Roanoke.

Late June 2017 – NRHS National

Convention in Nashville, Tennessee. www.nrhs.com

Fall 2017 – Amtrak service to Roanoke begins with the extension of the present Lynchburg train.

Board Of Directors

Our Chapter Board usually meets at 7 PM the first Tuesday of each month in the Chapter's Virginian Station. Note the new location. Members are welcome to attend.

- President - Jeff Sanders
- Vice-President - Gary Gray
- Treasurer - Jim Cosby
- Secretary - Lewis Foster
- National Representative - Carl Jensen
- Ken Miller
- Skip Salmon
- Steve Smith
- Percy Wilkins

Programs

Roanoke Chapter is always interested in programs for our monthly meetings. If you have a program in mind, please contact Program Chairman Dorr Tucker.

Speaking of Chapter programs, after a long stay as Program Chairman Dorr would like to retire from this job. If interested or you would like more information, contact President Jeff Sanders or Dorr.

Emergency Notification Phone Numbers

You may use these phone numbers to report emergencies or other conditions affecting railroad operations, including trespassers, vandalism, fires, defective equipment, etc. If at a railroad/highway grade crossing try to provide the unique crossing number/DOT number posted nearby.

- Norfolk Southern 800-453-2530
- CSX 800-232-0144

Summer Mechanical Committee Report

By Lewis Foster

Work has progressed on several projects at 9th street this summer.

The floor work on coach N&W 537 is now complete, with the floor tile repaired in the main area and new tile laid in the bathroom and annex. This work required removing the broken / loose tile, stabilization of the sub-floor (both plywood and concrete) and then gluing down new and reclaimed 12" floor tile. Now that the tile work is complete, we will proceed with interior painting.

The air conditioning system is currently being repaired as well. The AC compressor had a coolant leak and the gasket kit to repair that is no longer available, so a rebuilt compressor has been purchased and will soon be installed. The cloth bellows between the air handling blowers the AC coils, and the main ducts in the car were both damaged (one appears to be the original from 1949) and are being replaced as well. The main air ducts on the car have been cleaned and the air flow baffles have all been adjusted to balance the air flow as well. We plan on making several improvements to the air filters and AC control system in the car as well.

The stainless steel holding tank for the bathroom has been fabricated and new 4" main valves have been purchased. We are now in the process of fabricating the mounting system to hang the tank under the car. Once that is complete, we will finish weld the top of the tank and the inlet fittings and then insulate it and apply a sheet metal cover.

Minor sheet metal repairs to the outside of the coach are being made to prepare the car for exterior paint as well. Once the metal and body work on the car is complete, we



plan to paint the car with the same type of auto-quality urethane that we have used on several recent projects. We hope to have the exterior paint applied this fall and the rest of the work on the car complete by next spring.

The other big news at 9th street is the arrival of locomotive RNRH No. 1, formerly AEP No. 1, from the Glen Lyn power plant. American Electric Power donated the SW1000 to the Chapter after they closed down the plant. After Norfolk Southern delivered the locomotive to Roanoke, it went to Shaffer's Crossing for wheel work (necessary after going around the loop track at the plant in the same direction for several decades). The No. 1 has now been delivered to the siding at 9th street, where we will do several minor things before putting the locomotive into service. This will allow us to take the No. 41 out of service soon for some needed repairs.

If you're interested in helping out with the restoration work, or just in visiting the yard at 9th street, please contact Gary Gray or Lewis Foster. Anyone is welcome to come see what we're working on and help out (no special skills are required). If you'd like to see photos of our current projects, you can find them on the Facebook page at <https://www.facebook.com/roanokenrhs>



Lewis Foster Photos

The 537 is moving along, the outside is ready for final paint prep, the floor has been repaired (top) and the ceiling dropped to repair the air conditioning ducts.

Membership Report

By David Johnson

The Roanoke Chapter NRHS has gained no new members since the last edition. We currently have 155 members in our chapter. Membership renewals will mail by October 1st. There will be two options for renewing national membership this year. The recommended method is to renew national membership with your local dues. The chapter will send a single check to national to cover renewal. You may still renew national membership through the NRHS website. The renewal letter will have more information. If you have any questions please contact me at membership.rcnrhs@gmail.com or call me at (434) 426-3133.

Treasurers Report

Chapter Treasurer Jim Cosby has the 2015 Chapter Treasurers Report available for members. Please contact him if you would like to see a copy.

Amtrak News -----

WICK MOORMAN ANNOUNCED AS NEW AMTRAK HEAD

On August 19 the Amtrak Board of Directors announced that retired Norfolk Southern Chairman and President Charles "Wick" Moorman would become Amtrak President and Chief Executive Officer on September 1, succeeding Joe Boardman who is retiring. We certainly hope the best for Amtrak's new head in a very demanding job which must balance politics and operating the national passenger railroad.

New Trains For The Northeast Corridor

The Department of Transportation's Federal Railroad Administration (FRA) is loaning Amtrak \$2.45 billion, primarily for new Acela trainsets. Amtrak will also invest \$170 million for improvements at Washington Union Station and New York Penn Station, \$90 million for track upgrades to allow the new trains to run at 186 mph, and \$80 million for safety improvements.

Amtrak estimates that the new trains will start coming on line in 2021. The 28 sets will carry larger passenger loads and cover a schedule of every 30 minutes from Washington and New York during peak periods, compared to hourly service at present.

Former Norfolk Southern Route Reopened

In Late August the Kanawha River Railroad reopened the former NYC route from the Charleston area to the Columbus area.

The WATCO Transportation Service owned shortline now operates 247 miles of the former New York Central from Refugee, Ohio (Columbus) to Cornelia, West Virginia (near Summersville). Fifty-four miles of the former Virginian Railway from Alloy, WV (formerly DB tower) to Norfolk Southern CP Maben (Mullins) are also operated out of the NS-modernized yard at Dickenson, 13 miles east of Charleston. Apparently all crews operate from this point, thus eliminating the former crew change when entering or leaving former Virginian track.

Franklin and Pittsylvania Depot

By Tex Delano

One of the old depots of the Franklin & Pittsylvania Railroad at Glade Hill, Virginia, is part of about two acres of land up for sale. The Realtor has indicated it could be donated to us and we have one offer of a place where it could be relocated. Moving the structure about eight miles would be the challenge. It is doubtful there is time or enough donors to cover the cost, but anyone wanting to volunteer to help would be greatly appreciated. This depot is in the best condition of the four remaining and one of only two surviving in Franklin County. It is one of those built between 1900 and 1910 by the Southern Railway when they were operating the F&P Railroad, which ran between Rocky Mount and Gretna, VA. Please contact me if you are interested or know of someone who could help, at texdelano@centurylink.net . <http://www.fandprailroad.org>

A Magnificent Private Event

By Dorr Tucker

Having missed some of the recent activities with the 611 including a couple of ferry runs to and from Spencer and the Labor Day weekend events at The Virginia

Museum of Transportation, I decided to rise and shine well before dawn on Wednesday, September 7. I arrived at the Museum in the eerie light of dawn at 6:50 AM just as our mighty Class J started to back out of the Museum yard, with both cylinder cocks open and blowing two billowing clouds of steam.

By 7:20 the brilliant morning sun had illuminated the historic warehouse district east of Commerce Street (Second Street) as well as the area now designated for the new Amtrak platform along Norfolk Avenue. I was the only one on the Henry Street (MLK) bridge when the 611 passed by. She was pulling our Chapter tool car 1407, part and parcel with the 611 during both excursion eras, as well as ex-CN baggage car 9647 (that served with the 1218) now owned by VMT and recently painted in appropriate tuscan red by chapter member Will Harris. Bringing up the rear were five nondescript gondolas loaded with various supplies including a pile of Pocahontas Bituminous coal.

Cheri George waved at me from the left side of the cab as the magnificent stream-lined 4-8-4 headed east into the rising sun. Then both ladies were gone. The morning passage was oblivious to Roanoke.

In the preceding week the allure to me had been merely another "been there, done that." No Way on this day!

A Soft Cover That We All Will Like

By Dorr Tucker

We rarely review publications focused on 'foreign' roads that never operated into Roanoke and probably never will. Yet, in the case of this 96-page soft cover published by the C&O Historical Society, there is a wealth of relevant information for us.

Titled CHESAPEAKE & OHIO LEXINGTON, VA BRANCH, the text covers the 21-mile

branch line that followed the Maury River from 1881 until the devastation of Hurricane Camille in 1969. After 1902, 10 miles of the branch were abandoned as trackage rights were secured over the parallel N&W between Glasgow and Buena Vista. Also, the branch operated over the B&O for 1.5 miles between East Lexington and Lexington and used the B&O station that remains today on the edge of the Washington and Lee campus.

Of special interest to our local historians is a section of the Valley Railroad Company that was partially constructed in Roanoke County (with some remains still extant near Peters Creek Road and elsewhere) around 1874. Not to be confused with the Valley Railroad, the book also describes the formation of the Shenandoah Valley Railroad now operating as the Hagerstown and Roanoke Districts of Norfolk Southern (most of us still refer to this line as The Shenandoah Division).

As expected, the book also focuses on the precursors of the rail era with photographic information on the North River canal, a significant transportation artery connecting Lexington with the James River.

Among the interesting bits of incidental information covered in the modern era is a picture of a Milwaukee Road insulated box car at the Lexington yard in 1953 lettered for Dairy Shippers Despatch (not dispatch). Such cars were used to ship beer out of Milwaukee under semi-disguise.

So, if you are interested in Rail History in the lower Shenandoah Valley with Roanoke Valley connections, see the folks in Clifton Forge at the C&OHS.

Fond Memories.....Gathersburg

By Mr. Robin R. Shavers

To be honest with you readers, I have been meaning to present this article for

over three years. I wanted to present it just before the event occurs, the first weekend of November. I have commented numerous times in my MIXED FREIGHT column on my personal unhappiness of things that have occurred within the railroad industry and hobby. I know change is just a part of life and either you like the changes or you do not. Either way, a lot of times that change is here to stay for a while if not forever. Since the Gaithersburg event has not changed in over 30 years that is a real plus for me and justification for continued patronage.

I don't remember the first time I attended the annual Gaithersburg Railroadiana Show. I know it was sometime during the early eighties. I read about it via the classifieds in TRAINS magazine under the heading of shows and events. To say I was impressed the first time I attended would be an understatement. There were at least five rooms of nothing but railroad related items, especially items that are near and dear to railfans. I will admit collecting the more traditional railfan items such as employee timetables, rule books, railroad related books, and other items that are normally off limits to the general public. But I am especially interested in items that most railfans could care less about such as stickers, bumper stickers, belt buckles, railroad stationary and envelopes to mention a few. For me and others, this yearly event is the one to attend to find and purchase at reasonable prices for items that are difficult to find and especially in one location.

The event occurs at the Montgomery Village Fairgrounds within the community of Gaithersburg, MD. It has been at this location for almost 40 years. It is located on the north side of the former Baltimore & Ohio Railroad high iron that runs from our nation's capitol to the west. The Chessie flag was flying during my early years of patron-

age and lord have mercy, there was a lot of freight traffic. As to be expected some people spent more time train watching than shopping.

The buildings are old and are situated beneath old oak trees that you know experienced the passage of many steam powered trains. Heat to the buildings is steam radiator supplied. Despite the early November date, it is rarely very cold. The event is also a railfan reunion event as well. I see railfans there that I see nowhere else including trackside. I also find out who has passed on or is in a state of health where armchair railfanning will be their future for the hobby.

Eleven years ago a model railroad train show was added and it went over quite well. Yes, some people did sell model railroad items along with prototype merchandise.

In my humble opinion, this yearly show is one every railfan should experience at least once. Even if you are not into collecting railroad artifacts and such, it's great just seeing what's available and being around hardcore collectors as well as typical railfans.

This year will be the 39th edition and it will be held on Sunday, November 6th. For information visit www.GSERR.com or rrshows@aol.com or phone 703-536-2954.

NRHS Advisory Council And Board Of Directors Meetings, Denver, Colorado, July 2016

By Carl Jensen, Roanoke Chapter Advisory Council Representative

During the 2016 NRHS National Convention in Denver this summer, both the Advisory Council ("ADC") and Board of Directors ("BOD") met. Much of the discussion held by the ADC involved several items the Council wanted to have the BOD handle or resolve. Discussion of By-laws Committee proposals, previously introduced at the Spring 2016 meetings in Cumberland,

MD including the following: Proposed change in the overall composition and size of the BOD. The ADC questioned the need to change and recommended no changes. Proposed change in the BOD Director terms (4 year as of now vs. 2 year proposed). There was no action and little interest in changing. (The BOD did not act on this and the proposal is dead)

Also, the problem of Chapter NRHS members' vs non-NRHS in the same organization was briefly discussed. Nobody wants to really touch this subject, because there seems no way out of the current NRHS Bylaws requiring a Chapter to have NRHS members or it cannot be called a Chapter. Apparently many or most current Chapters have the situation of both NRHS and non in the same organization (Roanoke has that situation and we haven't figured out how to deal with it and still be both local and national). About the only difference between a NRHS member and non-member theoretically is the non-member is not able to vote or hold office, and not supposed to get national publications. The BOD took no action.

Approved a category of membership in NRHS to be called Affiliate Groups (not the same as chapters). This is for railroad groups such as museums and other railroad societies that are interested in being connected with NRHS in order in part to say they are connected with NRHS which many consider the leader in the overall railroad history and preservation. The ADC endorsed this and the BOD passed the proposal. Dues for a non-profit organization are to be \$250 and for-profit \$500. Other conditions of affiliation include no personal membership or voting rights.

Other matters discussed included the dues renewal process for 2017 and reviewed a proposed new brochure for recruiting new members. A draft brochure was passed

around, and after several significant weaknesses and omissions were pointed out, it was referred back to the Membership committee. We expect to have a proposed revision at the next ADC/BOD meetings in October.

The Dues renewal process will begin in September with notification of those members who are in the Amelia data base, and have email addresses. A letter to all members will be mailed in October with renewal form and solicitation of donations. Roanoke Chapter BOD has started discussion for doing a consolidated renewal process for both full NRHS (including of course Chapter membership) and for Chapter only members. There will be no change in the dues rates for 2017.

The ADC raised questions of the President and Treasurer as to why we have had no financial reports, except vague verbal statements that the national is "okay and paying its bills on time now." This evoked commentary from several national officers and assurance that we will get detailed financial information in the future.

We were told by the Treasurer the first half of 2016 we had income of \$332,000 and expenses of \$127,000 (rounded). These do not include significant costs for mailings of the NRHS Bulletin and upcoming the NRHS News, and of the dues renewal letters all of which are or will be incurred beginning in August. Even so, we are assured current finances will cover these expenses.

The NRHS RailCamp program is now complete for this year (the Western one – 12 campers – actually took place after the convention) and was again successful with 24 in the East Camp and a total for 36 campers at both venues. The RailCamp program continues to be fully self-sufficient financially through a number of sponsorships from both NRHS chapters and several other rail

oriented organizations, and several donations from members to the RailCamp fund.

The 2015 convention in Rutland, VT, was a financially break even event, with some minor finance matters to be settled. The 2016 Denver convention this year is expected to be in the black, although final bills have not been settled. The 2017 convention will be held at Nashville, TN in late June (dates to be advised)

The next BOD and ADC meetings will be October 14-15 in Portland, OR.

2015 Activities, Part 2

Jeffrey L. Sanders, President

Editor's Note: This completes the report on the 2015 Activities, Part 1 was presented in the Jan.-Feb.-March Turntable Times, we simply did not have room for part 2 in issue 2 of the year.

Phase II bids on the Virginian Station were received and we accepted the bid from G&H Contractors. But the proverbial "red tape" was to raise its ugly head again before we got started.

Member Dorr Tucker attended Lynchburg Rail Days as the Chapter's representative, as he has done many times.

The nominating committee this year consisted of Steve Smith, Ch., Fred Boettner and Mike Voiland.

Work proceeded on coach 537, with the last of the window gaskets replaced. The engine mounts for the generator were rebuilt and work on the bathroom continued. The HVAC controls in the 512 have been rebuilt and are working more reliably now.

Labor Day weekend will be our next operating day at VMT.

We have located a source for special stone for use in a wall at the Virginian Station. VMT has offered the use of their dump truck to transport the stone to the station

property. We plan to put a time capsule at the Station.

VMT has offered to donate their former NKP Road GP9 to the Chapter. The purpose is to have something tradable, after sufficient work is done to make the engine road-worthy, for an original N&W GP9 passenger engine No. 514, now located in Indiana. We accepted the donation.

The big news in September was the donation to the Chapter from VMT of a check for \$25,000.00 for our partnership, not only for the superb help on the 611 trips, but for our continuous help with projects on the museum property as well as performing switching of the rail yard for them from time to time. This was, needless to say, a great and wonderful surprise for us. We are indeed grateful to VMT for their generosity toward us. For many years now we have tried to be good partners and to help them anyway we could. Now that the roles are somewhat reversed, we are extremely thankful for their remembrance of our loyalty to each other. We hope to continue to work with them for many years.

Work on coaches 537 and 1489 continues, as weather permits! GP30 No. 522 is ready to be deadheaded to Tennessee for repairs.

As of September 17 we have 195 members.

The Board voted to hire someone to clean-up the brush and logs at our Franklin Rd. property. We have been notified by the City that our address has been changed on this property to 501 Brandon Ave., S.W. It was originally a part of the hotel property on Franklin Rd. but has no physical connection there now. The entrance to the property is on Brandon Ave. The clean-up was completed in early December.

Our Chapter picnic was held on October 18 at member Peter Lewis' Apple Ridge Farm in Copper Hill, VA. We had close to

50 attendees who had a great time not only eating all the great food, but by exploring Peter's magnificent camp for underprivileged youngsters, which he has been running for over thirty years. We thank Peter and his lovely wife Carla for inviting us and we thank them for all the wonderful work they do for the kids and ultimately for all of society.

The No. 522 left Roanoke and has arrived at Southern Appalachia Railway Museum. They have begun going over the engine to determine the work that needs to be done.

The floor work is finished on the 1489. A group is working on tracking down the last few leaks on that car and is also in the process of changing out the window gaskets. We are getting quotes for the truck work that needs to be done on the Tool Car No. 1407. We are in the process estimating costs for putting in an HEP drop at 9th Street.

We are scheduled to run at VMT on 11/7/2015. The morning will be supporting the Boy Scout Railroading Merit Badge class. In the afternoon we will be running public trips. No. 41 died after handling about 220 passengers.

We are working with Will Harris on arranging to move the two box cars from Radford Yard. One goes to VMT and the other to the Chapter.

As of November our first priority is to get the Carter Bank loan in place before the October bill is due, to make sure that we have funding in place. Our attorneys Gentry Locke has worked on revising the organizational structure for the various entities that are involved in the Station project. One difference is that most of the entities will be set up as LLCs rather than LPs. The wiring, gas, and water service are now in place. The old tin building beside the bridge has been removed. A complete Lionel Virginian Electric train has been donated.

Member Chuck Akers has been working on putting together a Rule Book for the Chapter. He is close to having a completed rule book and safety course.

We are reviewing the truck work necessary on the 1407. We are also having a review of the documentation we have for the 1489 to determine what work will be necessary for Amtrak Certification of that car.

The signal equipment from VN crossover between the N&W and Virginian, in Salem, has been taken down and is being offered to the Chapter, which we have decided to take. We also need an experienced diesel man to inspect the former N&W GP9 No. 514 to make certain it is something we want, before too far involved.

After many months of research and planning, the idea of operating a "Football Special" to Bristol, TN next year for the VT vs UT game at the Bristol Motor Speedway seems to be too elusive to plan any further. Bottom line is that we could not get Amtrak into our ball park. It would have simply cost too much per passenger to allow it to be feasible. It could have been a great trip and a monetarily successful trip, as well as a very unique.

At our Annual Meeting in November, as all the incumbents were willing to run for the Board and there were no other candidates running and no nominations from the floor, a motion to elect the incumbents by acclimation was made, seconded, and unanimously passed by voice vote.

In December we sent a letter to MARC about the possibility of receiving the donation of MARC 199, a former UP mail/RPO. The car was available briefly about a year and a half ago, but with withdrawn from consideration by MARC. We understand it may be available once again and are pursuing it. It would make a perfect commissary car.

There is also an EMD 1969 end-cab switcher available, plus shop tools, and parts. This is located at the American Electric Power Plant at Glen Lyn, which is being shut down. This switcher would be a good swap for the available Indiana "Red Bird" N&W GP9 we are interested in obtaining for our Chapter. We have made an initial contact with AEP and our request has been received favorably. We are awaiting further dialog with AEP.

We operated the Candy Cane Express at VMT on Dec. 5&6, handling record crowds. Over 2400 rode our train on Saturday and another 1200, or more rode on Sunday, for a total of over 3600 for both days. The weather was nice for December and the lines stayed about an hour long all day, both days. There were lots of happy children who got their train ride.

At our December Board Meeting, it was voted to keep all the officers the same as last year, so there shouldn't be any surprises for you in the coming year!

Amazon Smile Program

By Fred Boettner

Web retailer Amazon.com has a charitable giving program that donates 0.5% of eligible purchases to the charity of your choice. Roanoke Chapter NRHS is one of the nearly 1 million non-profits supported. While the Chapter is in no way endorsing Amazon.com as a retailer, if you shop at Amazon.com and are willing to take a few simple steps the chapter can begin to benefit at no cost to you. To shop at AmazonSmile go to smile.amazon.com. You use the same account on Amazon.com and AmazonSmile. On your first visit to AmazonSmile you select an organization to receive donations. If you have questions I will be glad to try to answer them. There will be a handout with more information at the next Chapter meeting.

Bill Arnold Featured In AAA Magazine

The September/October 2016 issue of auto club AAA's Mid-Atlantic region magazine AAA WORLD has an article on Roanoke titled TRACKING DOWN HISTORY, with a picture of the 611 on the inside cover. Featured are the O. Winston Link Museum, Virginia Museum of Transportation, and Black Dog Salvage. Bill Arnold is quoted extensively by author Deborah R. Huso when she visits the Link Museum, as Bill talks about Link and the Museum. Chapter members Bill and Ellen Arnold have volunteered at the museum since it opened.

Virginia Museum Of Transportation Report

By Bev Fitzpatrick, Executive Director

Since 611's excursions ended in June, the locomotive has spent most of the summer at the North Carolina Transportation Museum in Spencer, NC. Guests to the NCTM have enjoyed "At the Throttle" experiences, "Fire-Up Behind-the-Scenes" experiences, trips pulled by 611 around the museum property, and numerous special events featuring the Class J 611. As our valued partner, NCTM is sharing their profits with us for the use of 611.

611 returned home for a month in mid-August where the VMT's guests were very glad to get a chance to see her. Over Labor Day weekend, guests were able to visit the engine, and for a \$25 investment in the locomotive, guests could spend time in the cab and blow the whistle and ring the bell! Class J 611 has returned to the NCTM for about a month before she will return to the VMT for the rest of the year!

For the VMT, the big event of the summer was the release of the Museum's much anticipated documentary, 611: American

Icon. The 83-minute feature documentary covers the year-long restoration and includes historic film and images as well as excursion footage.

The restoration of the 611 and its two successful excursion seasons would not have been possible without the hard work and donation of many volunteer hours by the members of the Roanoke Chapter. Part of the fun in watching the video is catching sight of many of the members of the Chapter hard at work! If you haven't seen it, 611: American Icon is available in our store and online store (shop.vmt.org) in both DVD and Blu-Ray.

Just this week after 611 left, we were fortunate to receive an AEP locomotive from the Glen Lyn plant that has closed. We are grateful to the team of Chapter members led by Eddie Mooneyham who worked to get the locomotive to Roanoke.

UPCOMING MEETINGS/EVENTS

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

September 24 - Chapter Picnic

October 4 - Board Meeting

October 20 - General Meeting

November 1 - Board Meeting

November - Chapter Open House at VGN Station (TBD)

November 17 - Annual Meeting

December 6 - Board Meeting

December 15 - Holiday Gathering

January 3 - Board Meeting

January 19 - General Meeting

Visit us on the web: www.RoanokeNRHS.org

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