



BLUE RIDGE DISPATCHER

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No. 8



My program for the August meeting of the Blue Ridge Chapter, NRHS, consists of 80 action/scenic slides depicting primarily the Lynchburg area. 76 of the slides were shot by me; the remaining 4 slides are "vintage", meaning, I didn't shoot them but thought their inclusion provides a valuable perspective on a couple spots often frequented by railfans. Slides are in chronological order starting in August 1981 and ending in October 1987, just before I moved back to North Carolina, and were selected to depict the rapidly changing rail scene caused by the two mega-mergers of the era (NS and CSX). None of the images you'll see can be repeated today. To many of us, "the 80s decade" doesn't seem so long ago ... but it's been 30 years since I shot my last slide around Lynchburg. Let's take a trip together in the Way-back Machine to an age before cell phones and the Internet. If you spent even a little time trackside during this transitional period, you will undoubtedly have more than one "I remember that" moment. N&W's Cotton Mill trestle is pictured above.

- Jim King

Wednesday, August 9, 2017.

Charley's Restaurant. 707 Graves Mill Rd. Lynchburg, VA.

Dinner: 6p -7p. Business: 7p - 7:30p. Program: 7:30p.

LYNCHBURG RAIL DAY is THIS month! Saturday, August 12.



OFFICIAL PUBLICATION OF THE BLUE RIDGE CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
Lynchburg, Virginia



AUGUST PRESENTER PROFILE: JIM KING

I was born on February 22, 1959, in Ft. Lauderdale, Florida and am the only child of James Earl King, Jr. and Eugenia Murphy King. My earliest, vague memory of trains was around age 4 while vacationing at Tweetsie in Blowing Rock, NC. Dad's interest in trains goes back to his childhood in the 1920s and 30s as the eldest of 5 kids with a father who was a life-long railroader, starting on the Cumberland Valley RR, then the PRR after the CV was merged into "The Standard Railroad of the World". His grandfather, John King, also spent many years as a B&O track foreman. Dad was given the opportunity to start on the ground floor as a bank teller in Ranson, a little east of Martinsburg, WV. N&W's Shenandoah Valley line passed thru town and he witnessed firsthand the dieselization in 1955 but never once took a photo. Banking suited Dad and he stayed in the field, rising to bank officer in the next several years. In 1957, he accepted a VP's position in a start-up bank in south Florida. That's how I grew up in Florida instead of the panhandle of West Virginia.

At an early age, my parents gave me a Lionel 3-rail train set for Christmas. Dad's latent interest in modeling started showing ... "we" (he did the work) built a small layout on casters that rolled under my bed. I ran the train so much that the motor burned out in a couple years but I continued pushing the train along the track by hand. He saw my growing fascination with models ... at age 10 or 11, we traded the Lionel stuff to a local dealer for a single Athearn SD45 in EMD demo colors (I still have the shell). As I grew, Dad started teaching me how to build models. He really liked the size of O scale but Florida houses are single story and space at a premium, so he "settled" for HO and began building wood and metal car kits of the era with the hope of having a place to run his prizes someday. Tools were basic and all painting done with brushes, but the skills required to convert a box of sticks and metal stampings into something "credible" provided the basis for my involvement in the hobby and, in retrospect, as a Design Engineer (I like building things). I still have a large box of those completed models and a few kits which may remain as examples from an earlier era. Eventually, the built-up models will run again on my layout.

My modeling interests grew. I wanted to accurately model what I saw as a kid: FEC blue and yellow Geeps and freight cars. His N&W connection back in West Virginia also inspired me to learn more about that line using, of all things, O. Winston Link's iconic recordings of late-50s N&W steam. I was SO infatuated with "Thunder on Blue Ridge" that I taught myself to read much of the jacket commentary and even underlined sentences that inspired me the most. Yes, as with the models, I still have those records and seeing those sentences quickly transports me back to my pre-teen years. I entered high school in the mid-70s. Dad really wanted to have a layout about that time and he thought it would be a good father-son bonding project. The screened-in porch was expanded and enclosed, creating space for an 11 x 17 HO layout. He designed the track plan and we built benchwork, then hand-laid track but it was never scenicked or operated much. There was a major piece of "the modeling puzzle" missing: access to prototype info.

Like many modelers, I wanted to replicate what I saw on a regular basis. In my case, that was FEC and SCL but my "family connection" to the N&W and B&O was overwhelming. I was mainly focused on building models, not running them. Building accurate models requires detailed photos and, in an era LONG before the Internet, I resorted to books and trading slides with an Ohio-based photographer who lived in N&W territory and had thousands of B&W prints and slides. I sent him FEC and SCL slides; he returned a like number of N&W slides, some of which were printed and used to build models. I was hooked on modeling for good. I started bagging groceries at Publix after school and on Saturdays.

My first \$200 was spent on a Honeywell SP-1000 35mm camera with screw mount 55mm lens and manual meter. The camera salesman guided me in the selection of film. "Always stick with Kodachrome and Kodak processing", he said. Boy, was he right! Publix was the means of satisfying my "film habit" and I took my summers to good use by riding my bike trackside of the FEC, camping out, and snapping everything that moved. Sometimes, nothing would come by for 3 or 4 hours so I started shooting freight cars on the nearby sidings to further my modeling database. In time, I gained enough nerve to ride the city bus to the SCL station, about 20 miles from my house, then make the drive in my Mom's 1965 Buick Special after getting my license at age 16. Activity around there included frequent Amtrak trains and a Geep switching the yard. Despite wanting to shoot every car that rolled by, I had to watch my film budget and learned at an early age to be selective. Just imagine how much "damage" I could have done with a digital camera! I kept building models but, after discovering the world of "train photography", railfanning started to take precedence and model-building slowed to a crawl.

Dad joined the Gold Coast Railroad, an all-volunteer museum that operated with a pair of FEC Pacifics on SCL trackage connecting their mainline to Port Everglades. He spent 6 years there, rising to conductor status, which allowed me access to riding the train and engines as often as I wanted. Another railfanning opportunity for me but, this time, it was 100% steam ... the only steam operating in the state at that time. My Dad and I were also members of the Lauderdale Shore Line Model RR club, a once very prominent group in the NMRA's Sunshine Region, which exposed me to a myriad of modelers and their techniques, from wiring to tracklaying. Despite the luxury of being able to learn from several Master Model Railroaders, my newly-discovered world of rail photography

became the primary focus and modeling took a distant backseat for many years afterward. My parents took me to several SSR conventions around the state where I entered several contests (and won a lot of ribbons) but the "picture-taking" side of me kept me more interested than modeling. I was off to college at Western Carolina University for the Fall 1977 semester where I enrolled in Pre-Engineering and graduated in 1981 with a BS in Physics. During those four years at WCU, I began exploring the local rail activity. I lived in the dorm for the first couple months of my Freshman year, then commuted from Franklin after my parents sold the Florida house and moved north.

Enter Southern Railway's Murphy Branch. I'd shot a couple Instamatic pix during a 1974 vacation to the area but, as expected, they weren't anything to write home about. We returned on vacation in 1976, this time with my Honeywell camera and, again, in 1977. Since my parents planned to retire in Franklin, it was "natural" for them to visit the area annually. While vacationing a couple months before I started college, we stopped by the Canton yard, located 18 miles southwest of Asheville. Not many people toting a camera frequented Canton; the lack of any published photos of this area or, for that matter, the entire Murphy Branch, dating to the 1960s and 70s proves the point. When I returned on my own in August, the engineer, Bob Forster, and conductor, Ted Trexler, remembered me. In short-order, the crew and station personnel became good friends, even to the point that Bob plopped me in his seat one day and started teaching me how to run the various engines that cycled thru the yard.



Canton NC yard crew (L to R): O. P. McCall, Jack Smith, Bob Forster, Ted Trexler, Jim King (not a crew member).
Photo by: Mike Green (agent) - August 28, 1979

Ted's son had recently moved out on his own and, knowing how much I hated dorm life, he and his wife, Virginia, suggested that I spend weekends with them until my parents settled in Franklin. I jumped at the offer and lived with them on Fridays thru Sunday when I returned to the dorm. The crew worked Wednesday thru Sunday and, when not out railfanning somewhere else, I would ride "to work" in his off-white VW beetle, wearing my "work clothes" and packing a brown-bagged lunch Virginia made for me. It was as close to going to work with a relative as I'd ever get. What a hoot! During my college years (1977-81), it was a common sight to see me running the

yard engine late in the afternoon and at night switching the yard just like I was part of the crew. The best compliment I ever received from a railroader was made by Jack Smith one night as they were wrapping up to go home. He said something to the effect that Bob did a good job handling some sort of switching move. Bob told him I was running. Jack's reply was that he couldn't tell the difference. Wow! Kind of an insult to Bob but, in retrospect, that showed how good Bob's teaching was. Learning their slang vocabulary and hand signals using lanterns was such a treat.

More than once, I had to hide in the yard or high-tail it out of town in my car because the Trainmaster was snooping around. There were several phrases the crew would make on the radio to tip off everyone within earshot that the T/M was around. I had no clue what they were talking about but I certainly hid when they told me to. If I'd been caught running the engine, the entire crew would have been immediately suspended for 30 days or fired. These guys took a HUGE risk by inviting me into their midst. My wife-to-be, Adrienne, even got to ride with me once before our December 1982 wedding. The engineer and conductor even came to my graduation and wedding. True friends. Gaining the trust of the 2nd trick Canton crew opened many doors to railfanning this oft-ignored branch, even to getting a cab ride with a road crew once. When I wasn't in school or at home, I was likely in Canton or surrounding area chasing/riding trains and taking lots of pix. Those days can NEVER be repeated and I am truly blessed to have experienced them.

My slide trading buddy in Ohio also had a pic buyer in Franklin where I lived during my college years: Jim Wrinn. If the name sounds familiar, it should: he's been the TRAINS magazine editor since 2004. We lived less than 10 miles from each other but needed a guy in Ohio to make the connection! JW was born and raised in Franklin and had an affinity toward all-things Graham County Railroad. He was instrumental in moving Shay 1925 to Spencer where it was restored and put into operation for about 10 years. It's been parked for many years but is stored in a semi-serviceable condition, waiting for a "someday steam up". JW is two years younger than me. He had just gotten his driver's license when we were introduced by our mutual Ohio contact and was eager to go trackside without his parents taking him. He has more of a "traveler's drive" than me ... I'm more content to staying local and really pounding the bushes trying to get as many shots in a specific area as possible. He wanted to spread his wings and capture as much as possible. We practiced night shots using an old Brownie camera and GE blue bulbs on our cars, then took the show on the road to make some memorable exposures over the years as a duo and individually after I graduated college and he moved to Chapel Hill to finish his journalism degree at UNC. More than once, we made pre-dawn trips to Atlanta, a 4-hour drive, via Toccoa, to see the southbound Crescent behind Amtrak E8s, then spend the rest of the day hopping between various yards and shooting everything we found. I clearly remember sitting in his Franklin house kitchen ... at 5 am ... with his parents still in their robes and his Mom serving us breakfast while his Dad chatted with us in that mesmerizing "South Carolina drawl".

Those were the days we could easily blow thru 15-20 rolls of K64-36 ... each ... and wrap up the trip shooting the Gainesville Midland and Southern before heading home in the dark. 18-hour long railfanning days weren't so tiring then! Everything was new and exciting. Our connection remains today but not nearly as frequent as "back then". I went from the graduation line to the unemployment line upon my 1981 college graduation. My break came via an Atlanta job fair that sent me to Babcock & Wilcox in Lynchburg. Hmmm, living in Virginia. That might be fun. Not far from Roanoke and mainlines of the N&W, C&O and Southern ran thru town. My interest in the Southern had mushroomed, thanks to my exposure to Murphy Branch and my frequent trips to bordering states with JW, along with the obligatory sojourns to Saluda grade and the Clinchfield loops.

So, I hit the road for an interview at B&W in August 1981, got the job, and headed north in September. The only bad part to this was I'd just met my wife-to-be 3 weeks before my move and she was headed to a small college in eastern Tennessee. I-81, I-40 and I-75 were going to become VERY familiar to me over the next several months as we tried making the "long distance romance" work.

It did work. That was 36 years ago this coming December. Newlywed life (we got married on 12/27/1982), railfanning, having our first child, Allison, in 1986 and a couple promotions at B&W kept me busy. Railfanning Lynchburg was nothing like I'd experienced before. Three Class 1 railroads in the same town. Woohoo! Crewe and Roanoke were easy "day trips". Richmond was a long day but well worth the effort.

My modeling stopped completely during those years and I really didn't miss it. In late 1987, we moved back to western North Carolina so Adrienne could be closer to her parents. Katy was born here in 1988; Laura (the last) in 1992. As "life" became more settled, my modeling interests returned, partly due to 1980s mega-mergers and changing markets causing the railroad world to downsize, abandon or spin-off branch lines and purge the rosters of the old equipment I'd been so used to seeing, chasing and shooting.

The railroad world was getting boring ... fast. I decided to start Smoky Mountain Model Works in 1994 by offering HO structure kits in styrene. I spit out punched styrene sheets by the hundreds and my company grew, but was intentionally kept small, manageable and part-time. In 1996, I produced my first urethane car kit, a medium I've used to grow the business into full-time status that caters to industrial customers as well as model railroaders in HO, S and O scales. The model railroad product line has grown from just a few HO structures to a collection of detail parts, rolling stock and loco kits in HO, S and O scales. The HO line was sold to another manufacturer in 2012 so I could focus in S only.

I became a volunteer at NC Transportation Museum in late 1998, until 2005, and worked my way thru various crew qualification programs to become brakeman, conductor and engineer. I frequently got to run an ol' friend from my Canton days: Southern 2601. It was like Bob Forster was looking over my shoulder again. I was as comfortable in that seat as driving my car but it was LOT more fun! The "volunteering bug" bit again in 2009 when a local tourist railroad, which previously had been running under the radar for several years, became more active. I joined the group and helped grow the business by bringing in new equipment, established training programs, helping restore several pieces to operation, taking on the role as Trainmaster and offering my business experience "behind the scenes". I dropped off the roster this past March. At age 58, I won't be producing kits for many more years but do plan to get back into modeling "for me", something that I've put off for many years. I'm also regaining interest in railfanning now that my volunteering duties are over. The kids are now grown. The oldest gave us our first grandchild, a boy, in July 2015. It's quite a bit different from all our years raising 3 girls. Our family tree will continue but it's too early to tell if he'll be a railroader or not ... be assured I'll do my best to expose him to this great hobby every chance I get but it'll be a little while before I take him trackside.

Jim King. Asheville, NC. 7/29/2017



L to R: Justin Wilkins (son-in-law), Daxton (born 7/8/15), Allison (oldest daughter), Laura (youngest), Adrienne, Katy (middle) Photo by: Jim King - 5-13-2017

**Blue Ridge Chapter, NRHS.
Minutes of Meeting – July 12, 2017.**

In Rick Johnson's absence due to vacation, National Representative Bob Leslie called the meeting to order about 7:30 PM at Charley's Restaurant. Members and guests were welcomed. The June minutes were approved without comment. John Tanner gave Treasurer's reports for June and July. Bob reminded everyone that starting in August business meetings would begin at 7:00 p.m. with shows starting about 7:30 p.m. Barry Moorefield and Norris Deyerle discussed preparations for the August 12 Rail Day. A sign-up sheet was circulated for Rail Day volunteers. John Tanner made Rail Day flyers available for distribution. Derek Wimberly mentioned that our Facebook page is up and running. Bob Leslie reported the NRHS is in good financial condition and had recently received a \$192,000 bequest. The recently completed East Railcamp and upcoming West Railcamp were fully subscribed. A new system will be up and running for renewals this fall. Amilia will be replaced by NeonCRM - more info. later. There will be four printed NRHS Bulletins in 2018, up from three this year. As Heritage Grants totaled only \$20,000 this year, Carl Jensen and the Roanoke Chapter are jump starting 2018 campaign with \$3,000 and a matching grant program whereby they will add 10% to donations of \$500 or more. A hat passed at the Nashville banquet collected over \$3,000 for Grants. The Nashville convention was enjoyable with the 4501/630 doubleheader, the Tennessee Central eight car streamliner led by an E8, and visits to several rail venues in Kentucky. The 2018 convention has been moved to Cumberland, Md. as Cass was deemed to be without nearby public transportation. Cumberland trips will include Western Maryland Scenic with articulated #1309 in steam(hopefully), Everett RR steamer from Hollidaysburg, Pa., and the Potomac Eagle. The 2019 convention is being organized to coincide with the 150th anniversary of the golden spike in the Ogden, UT. area.

Blue Ridge Dispatcher editor Garland Harper was again in attendance and was thanked for his diligence in producing such a fine newsletter every month.

The slide show was in two parts. First, Garland Harper showed a tray of chapter members and scenes of Kemper Street Station before and during renovations. Then Norris Deyerle provided a tray of mostly early Amtrak equipment and scenes from around the country.

Bob Leslie - acting secretary

Rail Day 2017 Notes: Lynchburg Rail Day 2017 is upon us: Saturday, August 12.

I am delighted to report that ALL vendor slots for this year's show have been reserved! In other words, we've sold out. In a departure from earlier years the Chapter will be renting lightweight tables this year. The supplier will be delivering them to our meeting location on Coffee Rd. about 2 p.m. on Friday, Aug. 11. Your help in setting up the tables that day and about that time would be greatly appreciated. Any time you can spend helping on the day of the event would be highly appreciated, too, in the kitchen, on the floor, etc.

Thanks! Norris

**Blue Ridge Chapter, National Railway Historical Society,
presents the 39th Annual LYNCHBURG RAIL DAY 2017**

Saturday, August 12, 2017.

9 a.m. – 3 p.m.

BOONSBORO RURITAN CLUB

1065 Coffee Road Lynchburg, Va. 24503

Admission: \$6/person, Family admission: \$10.

Children 12 & under free w/paying adult

Your ticket purchase helps towards paying for area railroad preservation projects!

OPERATING MODEL TRAIN LAYOUTS ON DISPLAY IN AIR CONDITIONED HALL

HANDICAPPED ACCESSIBLE - FREE PARKING -

FRESHLY PREPARED FOOD/BEVERAGES SOLD

*** * * * * BARGAIN MART * * * * ***

Model Train Items and Railroad Memorabilia “For Sale”

from vendors from around our area

Sales tables available to the general public, advance registration/payment required

8 foot sales tables: \$33.00 each with no charge for two attendees per table

*** * * * * “WHITE ELEPHANT” TABLE * * * * ***

“MAKE MONEY WHILE YOU BROWSE THE TRAIN SHOW!”

**Available to train show attendees, the Blue Ridge Chapter N.R.H.S. will sell your model
trains and Railroad Memorabilia for a 20% commission.**

If your consignment items don’t sell then it costs you nothing!

“White Elephant Table Guidelines” forms are available on our website.

For additional LRD 2017 train show information and to rent Vendor/Sales Tables

contact: LRD 2017 Vendor Table Registrar: John Tanner - Mobile (434)841-6669

flytrains@yahoo.com, LRD 2017 Chairman: Barry Moorefield – Home {434}821-2174

Before 9 p.m. rockdalefarm@live.com, LRD 2017 Train Show Coordinator: Norris

Deyerle – Mobile (434)851-0151 railcow@msn.com

Blue Ridge Chapter, N.R.H.S., P.O. Box 11731, Lynchburg, Va. 24506-1731

Website: www.blueridgenrhs.org

Lynchburg Rail Day 2017's Free, \$1.00 and White Elephant Table Information

Greetings,

I have received positive feedback from our Blue Ridge Chapter, NRHS Members and Friends regarding the addition of "Everything's A Dollar" table at this year's LRD 2017. I just want to clarify the way that these three different tables will be set up. Ever since we have hosted Lynchburg Rail Day we have always had a free or give away table. That table is set up for BRC Members to give away railroad related items. Both model and prototype railroad items are acceptable. Items such as railroad historical society membership brochures, museum membership applications, upcoming model and railroaddiana show fliers, etc. are welcomed.

New this year is the "Everything's A Dollar" table. That is available for BRC members and their friends to donate items that still do have a value of at least one dollar to the BRC, NRHS to raise money for railroad preservation projects. These items will not be returned to the folks that donate them unless you are there to personally pick them up and take them back home at the end of the train show. We will donate the remaining items to other needy organizations if you don't pick them up. The BRC, NRHS does not have a place to store them. For example the NRHS just donated 250 NRHS magazines for us to sale. I have decided to offer them for sale for \$1.00 each in order to sell them at this train show.

Now for the ever popular "White Elephant Table". Our "WET" get's more popular each year. This is where you can offer for sale your more valuable model and railroaddiana items. The BRC, NRHS will offer your items for sale for a 20% commission. Example: If we sell your model locomotive for \$100.00 then you will get \$80.00 and the BRC will keep \$20.00. If we don't sell your items then you pay \$ZERO! To read the complete "WET" Guidelines please log onto our website, www.blueridgenrhs.org and go to the Lynchburg Rail Day section. If you have any questions about how to price your items or on which table they should be put on please feel free to contact me. We have several members that will help you price your "WET" items. We would like to hear from you ASAP. Waiting until the day of the show really doesn't allow us time to research their values.

The "Everything's A Dollar" table is new to us also. We will need to work together to make this table a success! With these three tables available you should be able to clean out your excess railroad stuff! The extra money that these tables will generate will be a big help towards the many railroad preservation projects we have going on around our area. On August 11, 2017, the Friday afternoon before the show we have the hall open to accept items for all three of these tables from 3:00 pm till 7:00 pm. Thanks for your cooperation!

See you at LRD 2017!

- Norris

Blue Ridge Chapter, NRHS Presents
The 39th Annual Lynchburg Rail Day 2017
9 am – 3 pm, Saturday August 12, 2017.
Boonsboro Ruritan Club
1065 Coffee Road {State Route 644} Lynchburg, VA 24503

**Lynchburg Rail Day 2017 White Elephant Table
Guidelines Information And Release Form**

Thank you for your interest in allowing the Blue Ridge Chapter, NRHS to sell your railroad related items on a consignment basis. There is no limit on how many items you can consign as long as these guidelines are followed. The "White Elephant Table" is open to everyone! You do not need to be a Blue Ridge Chapter, NRHS member to consign your items. We don't collect a consignment fee if we don't sell your item{s}. Listing is free! What do you have to lose? Make money while you browse our show and we do the selling! Our chapter will be accepting railroad related items for consignment at our designated White Elephant Table "check-in" area at the Boonsboro Ruritan Club on 1065 Coffee Road, State Route 644, at Dollar General, off US 501 North, Lynchburg, Va. 24503. Go to www.blueridgenrhs.org for detailed directions to this location. Do not rely solely on GPS maps to get to the Boonsboro Ruritan Club! The GPS maps may be incorrect! "Check in" times are Friday, August 11, 2017 from 4:00 pm to 7:00 pm and Saturday, August 12, 2017 from 8:00 am to 10:00 am. These are the only times that there will be White Elephant Table workers available to help you check in your items. Please note that there will be no items checked in unless you have your items clearly priced and marked as described in the following guidelines.

Guidelines

1. **All items must be railroad related. Examples include, but not limited to, model railroad locomotives, rolling stock, track, transformers, structures, railroad memorabilia, lanterns, locks, keys, china, timetables, etc. Scale model kits or built up cars, trucks, boats and airplanes are gladly accepted. We love railroad tugboats!**
NO MAGAZINES will be accepted unless they are securely bundled and priced by the BUNDLE. Collectible hard and soft cover books are encouraged and gladly accepted.
2. **All items must be clearly identified with the seller's three initials and an item number written on a price sticker secured to the item for sale.**
3. **A master list to be left with the White Elephant Table staff must include what your three initials are, item description, item number, and the selling price. You must price your items. This is not an auction. There are no exceptions. No master list, no consignment. Please have your name, address, phone numbers and email address clearly printed on your master list so you can be contacted about any future shows.**

4. **Consignment fees: 20% of the seller's "marked" price. There will be a minimum commission payable to the Blue Ridge Chapter of \$1.00 per item or group of items.**

Example 1: A single item has the selling price of \$10.00. If sold, the seller received \$8.00 and the Blue Ridge Chapter, NRHS receives \$2.00

**Example 2: A single item has the selling price of \$4.00. 20% of \$4.00 is \$.80. Since the minimum handling charge is \$1.00, if this item is sold, the seller will receive \$3.00. It is recommended to bag groups of small loose or inexpensive items together to sell them as a single item. This may save you money by avoiding multiple minimum handling charges. No charge to you if we don't sell your item{s}.
Please mark all of your prices using whole dollar amounts.**

5. **Any unsold items not picked from the White Elephant Table by the end of the show will become the property of the Blue Ridge Chapter, NRHS.**

6. **Instructions for receiving payment: The White Elephant Table closes at 3:00 pm the day of the show. Sellers may collect the money due to them after the White Elephant Table workers finish calculating the money due to you from the sales of your items. This will take place as close to 3:00 pm as possible depending on when the White Elephant Table workers get the Blue Ridge Chapter, NRHS commissions calculated. NO EXCEPTIONS. The White Elephant Table workers don't have time to calculate your portion during the day. You can pick up your items at any time providing that there is someone available to help you check your sold items off of your master list. If you are unable to pick up your money, a check will be mailed to you if you supply a SASE.**

7. **Disclosure Statement:**

Every precaution will be taken to assure the safe handling of your items. Brass locomotives and other expensive items will be shown only with the assistance of a White Elephant Table staff member. If an item needs to be test run, it will only be done with a White Elephant Table staff member or seller present. No exceptions will be made.

The Boonsboro Ruritan Club, the National Railway Historical Society, the Blue Ridge Chapter, NRHS or any member of these organizations assume no responsibility for incorrectly priced, damaged, or stolen items. The risk rests entirely upon the seller/consignor.

Thank you for allowing the Blue Ridge Chapter, NRHS to consign your railroad items. Lynchburg Rail Day 2017 Train Show Chairman: Barry Moorefield, Questions? Email Barry at rockdalefarm@live.com. Phone: 434-821-2174 daily before 9:00 pm.

I have read and understand the guidelines and regulations written above and agree with them as written.

Signed: _____

Date: _____

**Amtrak passenger service into Roanoke is scheduled resume Oct. 31.
(www.roanoke.com)**

A start-up date for Amtrak service in and out of Roanoke were published recently. Plans now call for an inaugural train to arrive in Roanoke about noon on Oct. 30 for a ribbon cutting-type event, said Kelsey Webb, a spokeswoman for the Virginia Department of Rail and Public Transportation. The following day regular passenger service in and out of Roanoke will begin anew after a 38-year hiatus.

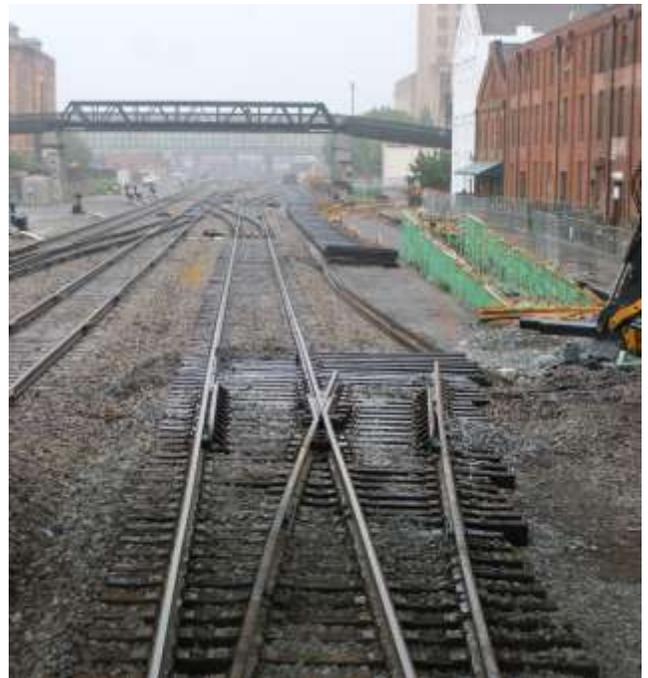
Only when Amtrak announces further details will riders know exact travel times and ticket prices. The train schedule is not yet out. Nor are tickets on sale.

Roanoke had Amtrak passenger train service at an earlier time, from March 25, 1975, until September 30, 1979. Norfolk & Western, of course, served Roanoke until the day of Amtrak's creation, May 1, 1971. Three-and-a-half years ago, state officials approved a \$100 million plan to resume service.

Crews are building a boarding platform along Norfolk Avenue near the city bus station in downtown Roanoke. When the platform is complete, passengers will find a canopied boarding platform about 800 feet long. Designers matched the platform to the height of the floor of the train car, which allows for level boarding and eliminates the need for climbing steps and using any sort of wheelchair lift. Crews that will operate the new Amtrak service have been operating test runs between Lynchburg and Roanoke since June 5 in order to become familiar with the railroad.

According to preliminary plans dating to the project announcement, Amtrak will operate one daily train that will depart Roanoke about 6:20 a.m. and cruise at a top speed of 79 mph, reaching the nation's capital in five hours.

Officials said previously the train would return just before 10 p.m.



The site of Roanoke's platform looking east as seen on June 5.

The state rail agency, Amtrak and Norfolk Southern Corp. are partners in the project.

During the wait for service to resume, Valley Metro has run a bus twice a day to Lynchburg's Amtrak station to connect to and from the Amtrak Regional train that currently terminates there. Passengers board the "Smartway" bus (www.smartwaybus.com) at the Roanoke Civic Center. On weekends bus service has been provided beyond Roanoke to Blacksburg. Bus counts ran high enough to help demonstrate a need for Roanoke to have its own Amtrak stop.

SIGHTINGS



Four passenger-carrying trains are seen side-by-side at Kemper Street on July 22. Left to right: Amtrak crew-qualifying train, Norfolk Southern research train, the Lynchburg Regional and a slightly tardy Amtrak Crescent. (G. Harper)



Only three passenger-carrying trains seen in this shot taken on July 26. Again, the Amtrak Roanoke crew-qualifying train, the Lynchburg Regional sporting the Phase I heritage unit, and another slightly tardy Amtrak Crescent. Also seen is the Foster Fuels truck which meets the test train thrice weekly and the Smartway connecting bus in the upper left corner. (G. Harper)

CHAPTER OFFICERS AND STAFF

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JUST DAYS AWAY! Lynchburg Rail Day 2017. August 12, 2017.