

Whistle Stop



Watauga Valley NRHS
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Railroading – Past, Present and Future

Volume 30 No. 8
 Mike Jackson, Editor

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Watauga Valley Chapter Membership Meets Aug. 23; Program on a New N&W DVD “Pillars of Smoke”

GENERAL MEMBERSHIP MEETING

The next General Membership Meeting of the Watauga Valley Chapter of the National Railway Historical Society will be held Monday, August 23, 2010, at 6:30 p.m., at the Johnson City Public Library, 101 West Millard St., Johnson City, TN. The program will be presented by Gary Price with a DVD on “The Pillars of Smoke in the Sky on N&W”, and this is a new N&W DVD. You will want to see this one! Bring a friend out for a great night of railroading.

FALL AUTUMN EXCURSIONS

Tickets are on sale now for our Autumn Train Excursions out of Spencer, NC. Car Hosts' Assignments will be available at the Monday, August 23 meeting. If you have not made your motel arrangements for the trips, please call ASAP HOTEL RESERVATIONS AT SALISBURY SUPER 8 AT A SPECIAL RATE OF \$54.95 PER NIGHT. YOU WILL NEED TO CALL 704-738-8888 AND ASK FOR THE WATAUGA VALLEY NRHS SPECIAL RATE. **Mike Tilley, President.**

Member Notes - August *Whistle Stop*

Our sympathy is extended to Richard Baker and the family, in the death of his aunt, Lena Jones, Johnson City, in early August.

We need to keep several members and friends in our thoughts as they experience recent or continuing health or other concerns: Walter Byrd, Margaret Jones, Tom Phelps, Charlene McLeod, Ken and Agnes Kerns, George Ritchie, Farrell Snyder and Nita Johnson. Please let us know of others to whom a card might be sent or a phone call made to bring a bit of cheer. Call the Chapter's phone 423.753.5797 or Nancy Jewell at 423.282.0918. We do want to keep in touch.

As usual at this time of the year, you are reminded to be on the look-out for school bus riders, walkers, and young drivers as most area schools are already in session or will be after Labor Day. Remember safety first. **Nancy Jewell, Member Notes Contributor.**

Report on the July 26th Chapter Meeting

The Watauga Valley Chapter NRHS met Monday, July 26, 2010, at the Johnson City Public Library with 35 members and guests attending. Mike Tilley welcomed guests Jim Smallwood and Terry and Anita Worley. Editor Mike Jackson served as temporary secretary.

Mike Tilley gave information on the Saturday July 31st van trip to Roanoke, VA, to see the Transportation and Link Museums, and he reported on the success of the Hiwassee Gorge excursion in July with 204 patrons making what he described as a “great trip” thanks to the hosts who did an “outstanding job.” Also, he reported on the plans for the Amtrak excursions in the fall. At present, there will be 25 cars in the train consist, and car hosts are needed to work the excursions, so please volunteer soon.

In other matters, Mike reported that the former Southern Railway *Bristol* passenger car stored adjacent to the Volunteer Parkway will be moved to the Bristol Train Station soon... Tickets

are now on sale for the fall Amtrak excursions, and all the Dome Car tickets are sold out...the Chapter will host a Polar Express trip on the Great Smoky Mountains Railroad on December 4...Participation in Jonesborough Days on July 3rd was a tremendous success for the Chapter, according to Mike, and over 200 people visited the Yard...Mike thanked Jack Weaver of Rural Retreat, VA, for storing the Chapter's motor car...Chapter National Director Jim Pahrís reported on the recent 2010 NRHS National Convention and Board of Directors' meeting...and Mike introduced Chapter Attorney David Denny who presented the program on his visit to the Hawaii Railroad. **By Mike Jackson.**

2010 NRHS Convention Report: "Endless Mountain Rails"; Seven Chapter Members Attend Week-long Event

The theme for the convention comes from the area in NE Pennsylvania called the Endless Mountains. There is a tremendous amount of rails both active and dormant in the area. Scranton, PA., the "Electric City", was the site of the convention. The hosts were the Lackawanna & Wyoming Valley Railway Historical Society Chapter, NRHS, the National Park Service, and Steamtown National Historic Site.

There were seven of us from the Watauga Valley Chapter in attendance at the convention; Bob Yapple, Charlene and Dan McLeod, Harriet and Duane Swank and Charlotte and Jim Pahrís. We were all witnesses to a couple of non-routine convention experiences: a derailment and an out-of-alignment bridge.

Monday, June 21st began the convention with a Reception in the Hilton Hotel, which served as Convention Headquarters. Many of us stayed in the Radisson Hotel, which was converted from the former Delaware Lackawanna & Western Railroad (DL&W) Scranton Station.

Tuesday, June 22nd was our first excursions. We had two choices, either "The Susquehanna Limited" or the "Hard Coal & the Electric City". Five of the WV folks were on the Susquehanna Limited trip. We were supposed to depart at 8am but did not leave until 9am. After proceeding about a quarter mile we came to a jolting stop. Our locomotives had derailed! The lead truck on the lead unit and the rear truck on the second unit were on the ground. They had derailed on the switch at the head of the Wye leading to the Canadian Pacific line to Sunbury, where we were headed. Another locomotive was sent to pull the coaches back into the yard. We were instructed to go into Steamtown and take a free tour of the facilities, as we would be re-boarding at noon. So off we went to see Steamtown. About thirty minutes later here came the two locomotives, which had derailed, none the worse for the experience. Then the car hosts started trying to round up everybody and get them back on the train. However, several individuals had decided to return to their hotel because of the two-plus hour wait until the noon departure. We did not depart until noon. Other than being four hours late and remaining four hours late when we returned, we had an uneventful trip.

Two of the WV folks took the Hard Coal & the Electric City excursion which was an exploration of Scranton's rich history beginning with a look at the Anthracite or "Hard Coal" mining in Northeastern Pennsylvania and the Lackawanna County's "Electric City Trolley Museum".

Wednesday, June 23rd gave us three choices; "Roots of the American Railroad", "The Anthracite Explorer" and the evening "Take Me Out to the Ballgame – by Trolley!" This day WV folks were involved with both day trips.

The "Roots of the American Railroad" was a ride on the Stourbridge Line, which is owned by the Wayne County Chamber of Commerce and operated as a part of the Morristown & Erie Railroad System. We boarded at the site of the former D&H canal basin. (The Delaware and Hudson [D&H] started out with a system of canals and canal barges to haul the coal the company mined, before becoming a railroad.) Our locomotive was a rare operating BL-2. The BL series was EMD's initial answer to the RS locomotives introduced by ALCO. The BL was not successful and was replaced by the GP series beginning with the GP-7.

There were several historical sites along the right-of-way. Besides moving coal by barge there was an extensive gravity and cable railway system through out this area. We passed several stonework remnants from the former Pennsylvania Coal Company's gravity railroad. Near the village of Lackawaxen was a former aqueduct which carried canal boats over the Lackawaxen and Delaware Rivers. Upon returning to Honesdale, many of us went into the

Wayne County Historical Society's museum to see the full scale replica of the Stourbridge Lion, the first steam locomotive to operate in America, and an original gravity passenger car, which has been restored.

"The Anthracite Explorer" was a two part trip as those participating initially went to the Pioneer Tunnel Coal Mine and Steam Train in Ashland, PA. This involved a three quarters mile trip behind a 42 inch gauge steam lokie to the mouth of the mine where they transferred to a battery powered train to travel 1800 feet into the mine. The afternoon was spent riding the Wanamaker, Kempton and Southern Railroad. The "Hawk Mountain Line" began in 1870 and is totally land locked as all of its connecting railroads have been abandoned.

Take Me Out to the Ballgame – by Trolley, was a four mile ride on a restored Philadelphia streetcar. Prior to the game we were all given a tour of the Electric City Trolley Museum workshop. Now there are some facilities to be proud of as the maintenance shop is fully enclosed with heat and AC.

Both Tuesday and Wednesday evening there were organized night photo sessions.

Thursday, June 24th was the "Pocono Express" our initial mainline steam hauled excursion. We departed Scranton headed for the Delaware Water Gap behind three matched RS-3's owned by the Delaware-Lackawanna Railroad. Steamtown's Canadian National 3254 a 2-8-2 Mikado followed us to the Gap where it was coupled next to the coaches for the return trip. The trio of RS-3's led us up the grade to the summit and then cut off to take siding a few miles down the line. After lunch and a stop for a photo run-by, we were informed that a truck had hit a bridge, which we needed to cross. This delayed us for about an hour. The Delaware-Lackawanna folks inspected the bridge and determined we could creep across it. It was out of alignment by several inches but the track gauge was not affected, so much for the unexpected.

Friday, June 25th was devoted to Seminars Board of Directors Meeting and Membership Meeting. Friday evening was the convention banquet with Jim Wrinn, Editor of Trains Magazine as the featured speaker.

Saturday, June 26th was the Lehigh Rambler utilizing Gulf Mobile & Northern Engine 425 a Baldwin Pacific (4-6-2) built in 1928 and now owned by the Reading Blue Mountain & Northern Railroad (RBMN). This trip was over a hundred miles in length with a stop in Jim Thorpe, PA for lunch. The trip included a couple of photo run-bys. Late Saturday afternoon we returned to Scranton by bus, which concluded the 2010 NRHS Endless Mountain Rails Convention. **By Jim Pahr, Watauga Valley NRHS National Director**

School Essay on "Railroads through the Eyes of a Railroader's 11 year-old Daughter" Earns her an "A"

Editor's Note: Emily Price, daughter of Chapter Members Gary and Suzie Price, wrote the following essay for a school assignment on transportation in her fifth grade class, and her work resulted in a perfect score. Congratulations, Emily! Her essay is included in this month's *Whistle Stop* with her and her parents' permission.

Hello, my name is Emily Price, and my topic is on the Norfolk Southern Corporation (NS), and I will also walk you through on steam trains and my dad's work [on the railroad].

The reason why I picked this topic is because my dad, Gary Price, works for Norfolk Southern. He works by removing old and no good rails, and then he replaces them with new rails. By doing this makes trains safe riding along them.

NS owns 21,500 miles of railroad tracks, and serves 22 states, also Ontario, Canada. NS gained fame as a major coal hauling railroad serving mines located in Kentucky, Pennsylvania, Tennessee, Virginia, and West Virginia. Today, NS is a leading force in taking trucks off of the interstate and putting them on to trains. This process is called intermodal. NS headquarters are located in Norfolk, VA, Roanoke, VA, and Atlanta, GA.

Norfolk Southern's history dates back to Norfolk & Western Railroad, formed in 1881, and to the Southern Railway, formed in 1894. These two railroads merged on June 7, 1982 to form Norfolk Southern. In 1999 Norfolk Southern purchased 58% of Conrail, which was a northeastern railroad, and that gave NS access to all major eastern ports.

Norfolk Southern hauls coal, coke, iron ore, automobiles, chemicals, building supplies, corn, grain and intermodal trailers.

NS has been recognized as the safest railroad in the world for 20 years straight. NS has 30,709 employees, and I am glad my dad is one of them!

NS owns 3,976 diesel engines, owns 94,660 freight cars, and is so large it has its own police department.

Trains have been around for a very long time. The first kinds of trains were steam trains which are powered by water and coal. Then came the diesels, which are powered by electricity.

The Norfolk Southern logo is a horse. This logo is on hats, jackets, thermoses, t-shirts, pens, and other goods that they sell.

My dad works four days straight and sleeps in camp cars with beds, showers, closets, and other necessities. Working is not so easy when it comes to trains. My dad's work allows us to enjoy family rail days and other fun activities when he is off.

Trains can wreck if the rails are not properly aligned. But that's what my daddy does at his job, and he does it the best to keep the trains safe. My daddy has loved trains since he was born, and so have my brother and I. My brother Casey draws and paints pictures of trains.

I hope by reading my essay you love trains or get interested in them! **By Emily Price**

Railroad News

Former N&W President John P. Fishwick Dies

ROANOKE, VA—John P. "Jack" Fishwick, president of Norfolk and Western Railway from 1970 to 1981, died Aug. 9 at the age of 93.

Fishwick joined the Norfolk and Western law department in 1945 following Navy service in World War II. After holding various posts in the law department, he became senior vice president and was elected to the Norfolk and Western board in 1963. He was named chairman and chief executive officer of the Erie Lackawanna Railway in April 1968, and president of the Delaware & Hudson Railway later the same year. Both were affiliated with Norfolk and Western at the time. He became president and CEO of N&W in 1970.

In 1980, he opened talks with Southern Railway, which ultimately led to its consolidation with N&W and the formation of Norfolk Southern Corporation in 1982. He was a member of the NS board from its formation until retiring from the board in 1989. Fishwick was born in Roanoke and educated at Roanoke College and Harvard Law School.

"All of us in the Norfolk Southern family are saddened by Jack Fishwick's passing, and our thoughts and prayers are with his family," said NS CEO Wick Moorman. "He was a visionary leader and a principal architect of today's Norfolk Southern. Our company would not have become the premier railroad it is today without his strong leadership and continuing wise counsel."

As the head of N&W, Fishwick advocated the promotion of women and minorities, and started a treatment program for employees with drinking problems long before such programs were in vogue. **From NS News Release**

NORFOLK, VA—What do Bruce Springsteen, Jimmy Buffet, Aerosmith, and the Norfolk Southern Lawmen have in common? They all created hit records at the famous Doppler Studios in Atlanta, where the Lawmen recently arranged and recorded an original song, "Raise 'Em Up." To celebrate the Heartland Corridor project, NS released the song and a music video recently. "When we saw the gold and platinum records on the walls with the number of copies they sold, we were in awe that we were recording a song in the same place as these artists," said Lawmen Manager Stan West.

The video, a first for the Lawmen, mixes footage taken during construction of the Heartland Corridor with a country line dance led by three singers, including NS employee Anita Brown, senior customer account representative, revenue accounting. A "making-of" video shows behind-the-scenes footage. More than 200 employees appear in the video, which was filmed in Atlanta in front of the David R. Goode Building and at the McDonough Training Center. Kim Cloutman, manager corporate media center, and Marc Orton, director visual communications, directed and produced the video, which features E.T. Jackson on lead vocals and rhythm guitar, Mark Crawford on the six-string electric bass guitar, Freddie James on drums, Dale McCoy on lead electric guitar, and Myron Smith playing the electric pedal steel guitar. Folksong-writer Dave "Briz" Conard of Belmar, N.J., penned the song for Norfolk Southern.

The song soon will be available on iTunes, and the video is available on the company's YouTube channel in addition to the Web site at:

<http://www.nscorp.com/nscportal/nscorp/Media/News%20Releases/2010/lawmen-video.html>

The Heartland Corridor is a three-year project to upgrade Norfolk Southern's rail route between the busy Virginia ports and the Midwest by modifying 28 tunnels to accommodate double-stack containers. The new gateway will cut about 250 route miles and a day or more of transit time from current train schedules.

From NS News Release

Mechanical Report by Bob Yaple

Work Continues on *Powhatan Arrow 539* and *Crescent Harbor*

GENERAL: Clean-up at the Yard for the July 4th "Open House" has it looking great! Hope we can keep it that way!

ROLLING STOCK: The *Clinchfield 500* Coach remains at the Tennessee Valley Railroad Museum in Chattanooga, TN.

The complete re-work of the aisle and night lights on the *Powhatan Arrow 539* Coach is nearing completion. With new wire, modern ballasts and controls, the lights should be very reliable. In the meantime, we have assessed the air conditioning problems on the 539 and have ordered and received some new parts and controls. Recently, we have been in the process of a system re-work. In this weather, it has to work! We are also installing higher equalizer pads on the inside wheel of the "B" truck to compensate for differential after installing the new wheel set.

CRESCENT HARBOR: Work under the car continues. The Head End Power (HEP) control circuit and the 27 pin communications systems are complete and tested. In progress is work on the hand break warning lights, outlet receptacles, and area lights on all four corners,



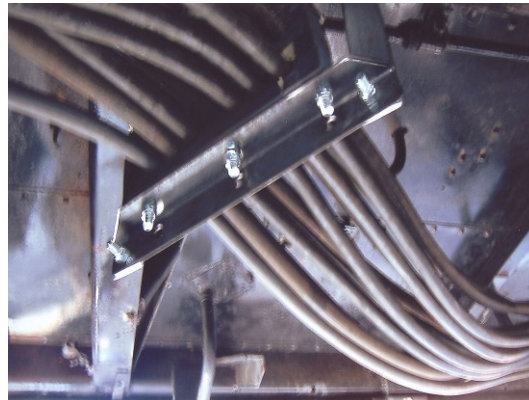
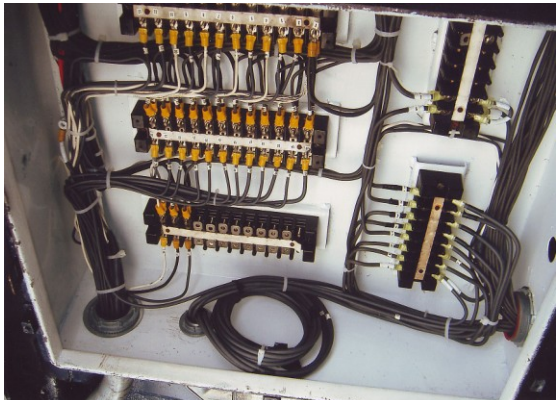
water tank heaters, domestic water heater, sewage pumps and controls. Water raising compressor, and generator auto start and auto switch systems.

Preliminary plans for generator installation are done and generator re-work and mounting are in progress.

Also, the *Crescent Harbor's* lounge was painted a few weeks ago, and the crew is still working on completing this project.

Left, James Price prepares the *Crescent Harbor* for interior painting in this photo taken by Mike Tilley on June 2. Below, pictures of the electrical re-wiring work completed

by the Mechanical Crew on the Chapter's *Crescent Harbor*. Photos submitted by Art DeVoe and Nick White.



24 Members Enjoy the Roanoke Van Trip on July 31 to Visit VA Transportation and Link Museums and the Mill Mtn. Star



Above left, an “old friend” of the Watauga Valley NRHS—the N&W Class A 1218, the last of its class in existence—is preserved under cover at the Virginia Museum of Transportation in Roanoke. Randy Moore was among the 24 Watauga Valley NRHS Chapter members who went on the van trip that was co-hosted by Gary Price, Nick White, and Sidney Blankenbeckler.

In the picture at the right, Randy admired the elegant 1910-style dining room of the Illinois Terminal’s “President One” Business Car. **Left**, in the Museum’s Advance Auto Parts Auto Gallery, numerous exhibits are housed including a variety of road signs from the Roanoke area. “We had a great time and are looking forward to other trips,” member Paul Markey said. Photos contributed by Paul Markey.



Chapter Historian Gary Price said: “It was my pleasure to plan and host the Watauga Valley NRHS van trip to Roanoke. As every one knows, I spend a lot of time in the Roanoke area and I enjoyed taking the members to see some of my favorite sights. With the excellent turnout, Nick [White] and myself are considering a two day outing to Cass Scenic Railroad next year for our chapter members to enjoy.”

Left, the Watauga Valley Chapter’s Chief Mechanical Officer Jim Magill and wife Becky enjoyed the Roanoke trip that included a stop on Mill Mountain to see the well-known Roanoke Star.

Chapter member Casey Price said, “the trip to Roanoke was a very fun experience. The ride up was a good time to talk to old friends and make new friends in the club. Once I arrived at the Virginia Museum of Transportation I only had one thing on my mind...To find the 611. As I opened the back door of the museum



and stepped out on the patio I gazed upon this Steam engine in all its splendor. With the help of a good friend from the museum named Charles, I was allowed to stand up on the front steps of the

J-class 611 right beside its builder plate for my dad to take a picture of it. After that we went to The Great 611 Steakhouse, which had very good food. At the O. Winston Link Museum, I really enjoyed the interactive exhibits that explained how Mr. Link set up his flash bulbs and cameras this exhibit used top of the line touch screen technology. All together this was a great experience.”

Mike Jackson, Editor

Gary Price, Keeping Norfolk Southern safe...one tie at a time.

Punkin' Vine Part One; Roanoke to Winston-Salem, NC

Just mention the name Punkin' Vine around any long time railroader or fan, and they will automatically know that you are referring to the 126 miles of railroad tracks that twist and turn their way south from Roanoke, Virginia, through Martinsville, Virginia, across the North Carolina border and on to the yard at Winston-Salem, NC. The line was originally chartered in 1887 as the Roanoke and Southern Railroad, was leased by the Norfolk and Western in 1892, and in 1896 the N&W purchased the R&S. Today the line is known as Norfolk Southern's Eastern Region R-line. The railroad served various industries along the line, but the most dominate commodity was furniture. All along the Punkin Vine, the town names were synonymous with the manufactures of fine furniture, Henry, Bassett, Stanley, and Walkertown—world renown for their quality furniture and mirrors.

My trip along this fabled route began at Starkey, Virginia (MP R-12), just south of Roanoke. The job was to begin at Rocky Mount, VA (MP R-33) so that meant a relaxing 21 mile trip through scenic countryside and small towns, a nice way to start off a Monday. We broke ground and began working southward. Several days and seven miles later we were in the college town of Ferrum. There is an active signal replacement program taking place along this line, and several N&W style position lights have been recently replaced with the newer Safetran (Southern) style signals.

Train traffic along this route is only around 6 mainline trains and two locals, but the NS274 is a priority auto train bound for Walkertown, NC, and we were instructed that we could not begin work until 274 had passed, so several days we were not able to work until after lunch. Pay me to set and watch trains all morning? Heck Yeah! One particular morning, an elderly black lady stopped by, and she was having a fund raiser for her local church and had baked up some chicken, biscuits, and fried apple pies, so she asked if we was interested. It took her about five minutes to sell-out all her goodies, so we looked for her the next day, but never saw her again, as we moved on down the line a few days after.

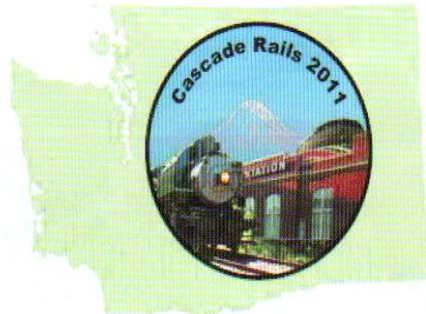
Working through the one industrial areas that I mentioned above is a depressing sight. If you ever want to see the effects of NAFTA first hand, go visit Bassett, VA, and talk with the people there. A majority of the factories have relocated overseas and shut down operations along this line, and the ones left no longer use rail service. When I first worked this line in 1996 there were 15 active switch tracks in Stanley and Bassett alone, and I was amazed to discover the there is only one switch track left in service, and it is used only for storage. We finished our job at the MP R-58. and traveled south, passing Martinsville Raceway and tied down at Fontaine (MP R-71) for the weekend.

Next month we will continue our journey into the great state of North Carolina.



After you've had a GREAT time at Endless Mountain Rails in Scranton:

TACOMA CHAPTER
 NATIONAL RAILWAY HISTORICAL SOCIETY
 INVITES YOU TO
CASCADE RAILS 2011
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 JUNE 20 - 26, 2011
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Come and enjoy mainline, shortline and urban railroading against the backdrop of the breathtaking scenery of the mountains and waterways of the Pacific Northwest.

EVENTS MAY INCLUDE:

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- Viewing Rare Geared Locomotives
- Historical Seminars
- Night Photo Session
- Local Rail Museums
- Light Rail/Trolley Bus Tours
- Puget Sound Cruise
- Evening Socials and Annual Banquet
- Membership and Board Meetings

Advance mailing/registration fee entitles the member to receive the convention brochure by first class mail at an initial mailing, but does not guarantee the member space availability on any convention event.

ADVANCE MAILING INFORMATION:

- Those who sign up for advance mailing/registration will be sent the registration package at least 30 days before anyone else
- Non-refundable \$25.00 advance mailing/registration fee is for an NRHS member and other family members living at the same address
- Advance mailing/registration fee entitles the member's household to one registration package
- Advance mailing/registration requests must be postmarked by January 15, 2011; registration fee higher thereafter
- Members receiving a registration packet may only purchase tickets for those listed on their advance mailing/registration request

www.cascaderails2011.com - Cascade Rails 2011, PO Box 80842, Portland, OR 97280-1842

HOST HOTEL - Hotel Murano - Tacoma, Washington

Advance Mailing Request - Please Print

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Name _____
 NRHS Membership # _____
 Address _____
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 Zip/Postal Code _____ Country _____
 Email _____
 Phone: Daytime _____ Evening _____
 Amount Enclosed _____ No. of Persons _____
 Payment Method: Check (Payable to Cascade Rails 2011)
 Visa/MasterCard (Name as appears on card) _____
 CV# _____ (3 digit alpha-numeric on the back of the card)
 Credit Card # _____ Exp. Date _____
 Signature _____ Date _____

Please list additional attendees (living at the same address) on attached separate sheet



Editor's Notes...

Invite a Friend to attend the next meeting of the Watauga Valley NRHS on August 23. The Chapter needs new members in order to continue to grow, and you may know someone you believe will make a good member! In addition to the upcoming Amtrak excursions in late October (30 and 31), other activities are being planned that are similar to the recent van trip to Roanoke, VA, taken by

24 Chapter members who visited the Transportation and O. Winston Link Museums.

Why ask someone to join the Watauga Valley Chapter? Several reasons come to mind: interesting and informative meetings with excellent programs each month, many volunteer work opportunities on Tuesdays and Saturdays at the Chapter's Spring Street Coach Yard in Jonesborough, TN, and car hosting positions on our Chapter's excursions throughout the year. Additionally, there are more reasons to become a member of the Watauga Valley Chapter and support our efforts to promote railroading—past, present, and future. Please invite a friend to join us at the Johnson City Public Library on August 23 and introduce her or him to our Chapter and our activities!

A supplement to the August 2010 *Whistle Stop* with more railroad news will be prepared and released the week of August 23. It will be distributed at the August 23rd Chapter meeting and sent to members who receive their monthly newsletter by email. If you want to receive a copy by email, please email me at ki4ojomike@gmail.com. **Mike Jackson, Editor**

Watauga Valley NRHS Officers, Board of Directors and, Appointments for 2010

Mike Tilley	President
Bob Schubel	Vice- President
Betty Jackson	Secretary
Duane Swank	Treasurer
Jim Pahrns	National Director, Chapter Librarian
Gary Price	Historian

Directors: Bill Beagen, Jim Calhoun, Helen Calhoun, Art Devoe, Mike Jackson (Newsletter Editor), Penny May, Nick White (Publicity Chairman, Program Chairman), and Bob Yaple

Appointments:	Jim Magill, Chief Mechanical Officer
Bob Yaple	Asst. Chief Mechanical Officer
Duane & Harriet Swank	Newsletter Circulation
Fred Waskiewicz Jr.	Webmaster
Mike Tilley	Trip Director
David Denny	Chapter Attorney
Nancy Jewell	Membership Notes Reporter
Harriet Swank	Membership Chairman
Walter Byrd	Communications Chairman
Jack Maloney	Spring St Coach Yard Maintenance

Railroad news items in the Whistle Stop each month are provided by the media/public relations departments of Amtrak, Burlington Northern Santa Fe, Canadian National, Canadian Pacific, the Federal Railroad Administration, Genessee & Wyoming (owner of the East Tennessee Railway and provider of rail car switching in this area), Kansas City Southern Railway, Norfolk Southern Railway, the Tennessee Valley Railroad Museum, Three Rivers Rambler, and Union Pacific Railroad and are used with their permission.

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Meetings are the fourth Monday, except December, 6:30 p.m.,

Johnson City Public Library, 100 West Millard Street, Johnson City, TN

Opinions or viewpoints are those of the writer and may not necessarily reflect those of the Chapter members, officers or directors. Items of interest are welcome and will be credited to the author; however, because of space constraints, all submissions are subject to editing.

Clip Art of Railroad Heralds Courtesy of Ken Houghton (KH) Railroad Clip Art.

Mike Jackson, editor, Duane and Harriet Swank, Printing and Circulation.

Mike Tilley, Nancy Jewell, Bob Yaple, Harriet Swank, Jim Pahrns, Gary Price,

Art DeVoe, Nick White, Paul Markey and Betty Jackson, contributors.



Inside the O. Winston Link Museum in Roanoke, VA, is a 1/8 scale model of the Norfolk & Western Class A 1218 steam locomotive. The model is on display in the South Lobby with the station's original passenger train board. Chapter Member Nick White who organized the trip with Chapter Historian Gary Price and member Sidney Blankenbeckler said, "I want to say that Penny [May] and I had a great time on the trip with everyone. We really enjoy spending time with the other chapter members [on the van] and [at] the destinations as well. Hopefully we can get a lot of interest in going to Cass [Scenic Railroad Ste Park, West Virginia] next year!" Above photo Contributed by Paul Markey. More of Paul's photos are on Page 6 inside the *Whistle Stop*.

**Railway Historical Society
 Watauga Valley Chapter
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