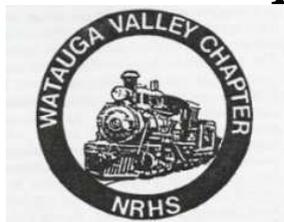


# Whistle Stop



Volume 29 No. 9

September 2009

Mike Jackson, Editor

Duane and Harriet Swank, Printing/Circulation

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## Next Watauga Valley NRHS Meeting will be Sept. 28

**THE NEXT GENERAL CHAPTER MEETING** will be held Monday, September 28, 2009, at 6:30 p.m., at the Johnson City Public Library, 100 West Millard St. Mark this date on your calendar so you will not miss this meeting. More details about the fall excursion will be announced. George Ritchie will present a program on the 50th anniversary of the CLINCHFIELD RAILROAD SANTA TRAIN, operated with the Union Pacific Challenger. On this trip, The UP Challenger was decorated with the Clinchfield Challengers' letters and numbered as engine 676, which was the next number in the sequence that was available if the Clinchfield put another engine on line. **YOU DO NOT WANT TO MISS THIS MEETING.** Bring a friend, too!

**CHARLOTTESVILLE AND ASHEVILLE EXCURSION REPORT.** As of press time for the *Whistle Stop*, there are not many tickets left for the October 31 trip to Charlottesville, VA, and the November 1 trip to Asheville, NC. This year's train will have 25 passenger cars pulled by three AMTRAK locomotives. Everything is coming together for the trips with nearly 50 chapter members planning to work the first class section. The Board of Directors would like to thank everyone who has volunteered to work the trips. Without your help, the Chapter could not operate these trips.

**SEPTEMBER 19 IS CLEANUP DAY AT COACH YARD.** Saturday, September 19, is our annual clean up day at the Spring Street Coach Yard. All our equipment will be leaving soon for the fall trips, and the cars will be on the road for several months. We need as many Chapter members as possible to help with this event. We need crews to straighten up the *CLINCHFIELD AND, POWHATAN ARROW COACHES AND THE MOULTRIE DINER*. Also as most of you know, the Southern Railway Historical Society/Norfolk & Western Historical Society will be bringing around 50 of their members to the Coach yard on October 16 to have an evening photo session. We need to have everything cleaned up and ready for them. The cleaning session will be held Saturday, September 19, from 8:30 a.m., to 12:30 p.m., so please come down to Jonesborough and help tidy up for the fall season. We had this event in the spring, and it was a big success. Everyone had a great time

**CLINCHFIELD NORTH END TOUR RE-SCHEDULED.** As most of the Chapter members know, we had to cancel the North End Clinchfield tour for several reasons. Only six people signed up compared to 20 for the South End, and our tour guide had something come up and was not able to take the trip. We've decided to advertise the tour more the next time so there will be more involvement from our members. The new date of the tour is Saturday, November 14. We will leave at 7:00 a.m., from the Cherry St. Parking Lot in Johnson City and arrive in downtown Kingsport at the Chamber of Commerce Parking Lot at 7:30 a.m., to pickup our Kingsport group. The tour will proceed to Gate City, then to Copper Creek Bridge, and on to Hill, VA, Fort Blackmore, Dungannon, St. Paul, Boody, Dante, Trammel, Allen, Fremont, Delano, Towers, Breaks Interstate Park, Elkhorn City and finally to Shelby Yard, KY. We are planning a meal at the Breaks Interstate Park Restaurant. This will be a tour you do not want to miss, so please mark your calendar.

**NOMINATING COMMITTEE.** It's that time of year again, and the Nominating Committee will receive nominations of candidates from the floor at the September General Membership

Meeting. New members for these positions are always needed and welcome. Please contact your nominee before you present her/him at the meeting to make sure the person will be willing to serve.

**NRHS RAILWAY HERITAGE GRANTS.** Listed below are the ten National Railway Historical Society Railway Heritage Grants for 2009, totaling \$40,000 that were awarded by the Heritage Grants Review Board:

ALEXANDER CHAPTER NRHS \$4500  
COLFAX RAILROAD MUSEUM, INC \$2900  
FRIENDS OF THE VALLEY RAILROAD \$3850  
LACKAWANNA & WYOMING VALLEY CHAPTER NRHS \$4500  
NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY \$4500  
NORTHWESTERN PACIFIC RAILROAD HISTORICAL SOCIETY \$4500  
THE NORTHWEST RAILWAY MUSEUM \$4500  
FRIENDS OF THE TEHACHAPI DEPOT \$4500  
TRUCKEE DONNER RAILROAD SOCIETY \$4250  
**WATAUGA VALLEY CHAPTER NRHS \$2,000**

By Mike Tilley, Chapter President

## **Watauga Valley Chapter NRHS**

### **Minutes for Chapter Meeting, August 24<sup>th</sup>, 2009**

The Chapter meeting came to order at 6:30 p.m., on August 24<sup>th</sup>, 2009, at the Johnson City Public Library. Mike Tilley, President, presided. Attendance was 27 members, including one visitor, Dan Gathercole, from Bristol. He was introduced by Sharon Peake. Minutes were recorded by Harriett Swank for Betty Jackson, who could not be at the meeting.

Nancy Jewell announced two members with health problems, Paul Haynes has pneumonia and Carol May has had surgery and will be taking chemo. Nancy passed around Get Well cards for Paul and Carol to be signed by the membership.

Mike Tilley gave an update on the upcoming Fall Excursion. All 1st class seats for the Sunday trip to Asheville are SOLD OUT and only a few 1st class seats remain for the Saturday trip to Charlottesville. He stated there will be 24 to 25 cars with only 2 dome cars this year. The next meeting for the excursion committees will be at the Telford Diner on Saturday, 9/12/09, at 9:00 am.

The North Clinchfield Tour which was scheduled to be on Saturday, 8/29/09, has been postponed until a later date, possibly sometime in October due to few being available to participate on the 29th.

Duane Swank and Mike Tilley passed around a black & white copy and a color copy of the newsletter for everyone to compare and requested participation in receiving the newsletter via e-mail in order to reduce costs. Duane pointed out that the membership dues are only \$12.00 per year which doesn't even cover the cost of printing and mailing the newsletters and receiving it via e-mail would help cut Chapter costs. However, no more e-mail addresses were submitted.

Nick White talked about the Web Site and the colors being worked on for the various car histories to match as closely as possible the colors of those particular cars. He also asked for photos of restorations in progress, excursions, etc., to be included in the web site. Anyone with photos was asked to meet at the Yard on Saturday, 8/29/09, for review of the photos and possibly scanning them to discs to be used on the web site.

#### **NEW BUSINESS**

Jim Pahrts talked briefly about the National Convention he attended last week. He said everything was quiet, smooth, orderly and completed in good time. They had 2 steam runs and 3 diesel runs. The Saturday runs were over 100 miles each direction and included a box lunch. He and his wife rode the one to Grand Rapids, MN.

Next year's Convention is scheduled for June 22-26, 2010 in Scranton, PA. Those signing up at this year's convention were given a \$10 discount making the registration fee \$20 instead of \$30. Jim requested the \$20 sign up fee be extended through September but has not received an answer. Jim also commented that Scranton, PA, is only about 10 hours from Johnson City via I-81 and could be driven in one day to alleviate a nights lodging.

**Discussion regarding the Christmas Dinner since the Diner will not be available.**

Helen Calhoun has reserved the Banquet Room at the Jonesborough Visitor Center for noon on December 5th at a cost of \$200 to \$250 depending on how many tables we need. They rent the room for a minimum of 3 hours at a rate of \$25 per hour. Their kitchen is also rented at the same rate. Their 8 foot tables rent for \$3.50 each. They will allow one hour at no charge prior to the dinner for decorating. The reservation can be cancelled if another location is found.

Dan and Charlene McLeod asked if any thought was given to having the dinner at a church. They will check into the availability and cost for the fellowship hall at the church they attend in Jonesborough. This information will be passed on to the Board and a decision where to hold the Christmas Dinner will be made at the next Board Meeting.

Either location will have plenty of parking; likewise, everyone attending could sit and eat at the same time rather than in shifts if the event is held at either location.

Each member (family) will be asked to bring two covered dishes (consisting of any combination of desserts, casseroles, salads, etc.). The meat and sodas are usually furnished by the Chapter.

Mike Tilley mentioned that Jonesborough is talking about building a new Depot but of course money will be the main issue. Mike Tilley also announced that he is planning a work day at the Yard possibly on 9/19 and needs at least three crews; one for each of the cars, *Clinchfield*, the *Powhatan Arrow 539* and the *Moultrie Diner*. Cleaning must be done both inside and outside the cars so they will be ready for the excursion.

The guest speaker for tonight's program was unable to attend due to illness. So, the program was a video supplied by Walter Byrd of some of the past steam excursions. The meeting was adjourned at 7:55 pm.

**By Harriet Swank, Acting Secretary; Mike Tilley, Chapter President**

**Member Notes – September *Whistle Stop***

Get well wishes are being sent to Carol May, Jonesborough, and Paul Haynes, Johnson City. Carol had surgery in early August with chemo treatments to follow. Paul was dealing with pneumonia the latter part of August.

Please keep these two in your thoughts and let us know of others to whom a card or call just might "make their day." Call the Chapter phone at 423-753-5797 or Nancy Jewell at 423-282-0918 and leave a message if I don't answer.

An important afterthought – Most schools are back in session now – elementary, middle, high schools and our local colleges. Please be on the alert for the little ones waiting for the school bus, or the high school students waiting for their friends to pick them up or the college students hurrying to find a parking place so they won't be late for class – or that person who just HAS to talk on the cell phone while driving through morning traffic. You will be glad you took time to care.

**By Nancy Jewell, Contributor**

**Pictures Needed for our Chapter's Website**

Chapter members, at this time we are beginning to work on our new chapter website. This website is a very important tool for the chapter. It lets people know who we are and our mission to help preserve railroad history, and it serves as a strong recruitment tool as well. The plans for the website include a separate page dedicated to each coach with pictures of the car's service and rebuilding. It will also include pages on our Southern Railway caboose and our other equipment. The new site will also feature pages on past chapter activities and past and present excursions with photo albums as well. To make our site the best it can be, we need your help!

If anyone has any pictures that fall in the category of the rebuilding and historic photos of our equipment, past chapter activities, and past and present excursions, we would like to use your pictures. Please go thru your pictures and pick your best and contact me at 276-759-4498 or email me at [nickwhite@hotmail.com](mailto:nickwhite@hotmail.com).

Thank you for help in building our new website!

**By Nick White,  
Board of Directors, Membership Recruitment and Publicity Director**

## Bob Yaple's Mechanical Report

### Clean-up, Variety of Work on Chapter Coaches Continues

**GENERAL:** The clean-up continues. One of the objectives of this rather slow process is to organize tools, equipment, parts, supplies, records and archives in such a way as to reduce the time required to hunt things and to buy things we already have. Bill Beagen has worked over the phone system, junking half of it and making the other half work. He even found out why spurious current generated in the *Crescent Harbor* was ringing the telephone. With our new high speed internet connection, we will end up with a computer that works and a fax machine that works. One of the junked pieces was the answering machine that was blanking the fax machine.

**ROLLING STOCK:** Maintenance continues on the Chapter's coaches. Art DeVoe has reworked a leaking window in the *Moultrie Diner*. Also in the diner, more work has been done on the various refrigeration units. Duane Swank had donated stainless steel shelves for the *Clinchfield* boxcar, but the donation was actually used for the closure system in the area over the stoves where it was needed more. The work crew will install a new exhaust fan and grease traps in the diner. Richard Freeman is leading the PC-1 inspection preparations on the *Clinchfield* by removing the brake valves and sending them to Pittsburgh Air Brake for re-certification. Hopefully, he will also put them back. Our AMTRAK inspector, Pete Massena, will do the PC-1 inspection in mid September as well as the final inspection on the *Crescent Harbor* trucks.

**CRESCENT HARBOR:** The obvious cracks in the water tanks have been welded by Johnny Jones, enabling us to put an air pressure test. We have many, many pin-hole leaks at the end closure welds and have found this is a very common problem. An epoxy fix is available and apparently does the job. We have found problems with the main air handler but will wait until the air conditioning season is over to address them. Work continues on the car's re-wiring, Head End Power wiring, marker lights' wiring, and the porter call system's wiring.

**By Bob Yaple, Asst. Chief Mechanical Officer.**

Gary Price and

### Keeping the Ole N&W Safe . . . One Tie at a Time

#### New River

Traditionally, every year my work schedule takes me to the former Norfolk and Western mainline along the New River between Radford, Virginia, and Bluefield, West Virginia. Due to the heavy coal tonnage that pounds the tracks on these main lines daily, the tracks have to be maintained more frequently than most of the mainlines that we cover; however, due to all the Heartland Corridor tunnel work along the lines, track-work had gotten behind. Normally I am there for no more than two weeks, but this time I moved in for almost four months of work. We had to re-tie and surface both the main one and main two tracks on the former N&W side of the New River, as well as cross the river and work the former Virginian Railway mainline between Pearisburg, VA, and Princeton, WV.

The beauty of New River Valley is truly a majestic sight with its towering rock palisades as smooth as glass water that suddenly turn into white-water rapids like conditions with little or no warning. The New River is considered to be the second oldest river in the world, and its valley was a natural choice for the Norfolk and Western railroad in the 1880's when the railroad was surveying a new mainline to reach the rich coal deposits in West Virginia. In 1909 The Virginian Railway built its route on the opposite shores of the New River in direct competition to the N&W.

For one hundred years now, coal has continued to flow by rail on both sides of the New River. Over the years, the coal trains have become longer and heavier. In 1959 the N&W purchased the Virginian Railway so the heavy coal trains could have an easier route to the Eastern ports. The railroad wasn't the only thing expanding. The state of Virginia needed to expand the lanes of state route 460, but two things presented a problem: the mountain to the north and the railroad to the south. So, in the early 1970's, VDOT purchased 11 miles of the former Virginian Railway along the lower New River basin between Narrows, VA. and Kellysville, WV, removed the rails and built the two eastbound lanes of 460 in the old railroad right of way. As part of the deal, VDOT had to build the N&W two connector railroad bridges in order to route rail traffic over to the former N&W--one bridge was constructed across the New River at Narrows, VA., and a second one was built across the East River at Kellysville, WV. We call the signal at

Kellysville, PD, because it is at this point we leave the Virginia Division, and enter the Pocahontas Division. All trains out of Princeton, WV, have to cross the river and follow this detour to the former N&W tracks. The destination of each train determines whether or not it will return across the New River to Salem or continue on across the mountain to Christiansburg. This route remains a vital route for east to west rail traffic for Norfolk Southern.

As far as rail-fanning goes, this is one of the best spots in the Watauga Valley membership area to view trains, as the scenery is breathtaking and the trains are plentiful. Even though coal is king on these routes, You can see just about every kind of commodity and train that NS has to offer. On Saturday, November 7, 2009, a passenger train once again will return to the New River Valley as the Roanoke Chapter NRHS celebrates the 60th anniversary of Norfolk and Western's famous passenger train, "The Powhatan Arrow", with a fall Amtrak excursion and our very own N&W *Powhatan Arrow* coach #539 being the centerpiece of their entire excursion.

#### **Roanoke, VA**

The lost engines of Roanoke are no longer lost! After 50+ years of efforts to ensure the "salvation from salvage" of three antique Norfolk and Western steam locomotives from a junk yard in Roanoke, success was finally achieved. On August 21, 2009, the first locomotive, number 1151, quietly made its way in two pieces loaded on two trucks through the streets of downtown Roanoke to its new home at the Virginia Museum of Transportation. The following weeks, the remaining equipment at the junk yard was moved to the Roanoke Chapter NRHS yard on 9th Street in Roanoke. The times line for these equipment moves were: 8-24-09 Locomotive 1134 moved, 8-26-09 Locomotive 1118 moved, 8-27-09 two water tenders moved, and 8-28-09 two Chesapeake and Western diesels #662 & #663 moved. The equipment will be divided up between the VMT, Roanoke NRHS, and a new museum located in Portsmouth, VA.

Will Harris of Goshen, Virginia orchestrated the moves in return for a 0-6-0 steam locomotive that was owned by the Roanoke NRHS. Mr. Harris has two other locomotives in his collection from our region. He owns the W.M. Ritter shay that once stood in front of the Old Shay Inn at McClure, VA., and the former Albemarle and Nelson 0-4-0 that was once on display in Marion, VA.



#### **Saltville, VA**

Cosmetic restoration work has begun on the two historic steam locomotives located in downtown Saltville. Presently old wood has been removed, the locomotives have been steam cleaned and the first coat of primer has been applied. Work is expected to be finished before winter.

The photo at the left shows No. 11's boiler with grey primer, while the picture below left shows the locomotive's wheels in primer, and below right, looking like a ghost train, No. 11's 1892 pilot wheel gets a fresh coat of primer.

**By Gary Price,**

**Keeping the ole' N&W safe...one tie at a time.**



## Rail News from Jeff Jones and Gary Price

**ROANOKE, VA** - The Virginia Museum of Transportation will have evening photo sessions of N&W 611 and 1218 on November 13th and 14th. Tickets are required, but this appears to be a first-class session. Click on the following link for more information:

<http://www.lerroproductions.com/roanoke.htm>

Also, a Class M2 steam locomotive made in 1911 by N&W has been moved. This and other steamers had been sitting at Virginia Scrap Iron and Metal in Roanoke for over fifty years. The loco #1151 was moved yesterday by truck to the Virginia Museum of Transportation in downtown Roanoke. The land containing the former scrap yard and adjacent Roanoke City Mills is being cleared for future expansion of nearby medical-related facilities. For more information, go to the following websites:

<http://www.roanoke.com/news/roanoke/wb/216268>

<http://www.wdbj7.com/global/story.asp?s=10971530>

**NORFOLK, VA** - If Norfolk Southern is any indication, the economy may be slowly starting to roll again, The Virginian-Pilot reports. Two execs at the Norfolk-based railroad told Dow Jones Newswires that nearly a third of the rail fleet that the company idled as the recession eroded business has been put back in service. Over the past six weeks, about 9,500 of its 35,000 stored freight cars and 200 of its parked 700 locomotives have begun rolling again, they said. The railroad still has about a quarter of its rail-car fleet and 14 percent of its locomotive fleet in storage. The executives - Chief Operating Officer Mark D. Manion and Chief Marketing Officer Donald W. Seale - expressed "cautious optimism" while stressing that "they don't expect a rapid recovery for the broad economy," according to the Dow Jones Newswires report.

**WASHINGTON** - Major U.S. railroads enjoyed the highest bulk carloadings in five months during the week ending Aug. 15, propelled by 2009 peak volume in scrap and metal ores needed in early stages of manufacturing, and the strongest rail shipments of finished vehicles since early spring, the Journal of Commerce reports. The Class I railroads and a few regional rail lines that report their U.S. traffic to the Association of American Railroads originated 276,488 railcar loads in the latest week, the most since March 14. That was up from 274,633 cars a week earlier. Their hauls of intermodal containers and trailers slumped to 193,488 boxes from 195,014 in the Aug. 7 week, but that latest volume number was close to recent peaks that have seen rail hauls of truck boxes at their highest pace since January. Beneath the carload total, large carriers hauled 11,194 railcars carrying automobiles, other motor vehicles or other large finished equipment units, up from about 8,000 or fewer that was the weekly norm as recently as July. Chemical tank car loads of 27,537 were near recent highs that were the strongest since February, and grain volume of 20,791 hopper cars was also one of the highest numbers since last winter. AAR said traffic overall showed only "incremental gains," noting that carloads in the latest week were down 17.1 percent from the same point in 2008 while intermodal was down 18.4 percent.

**GREENCASTLE, PA** — Pennsylvania Gov. Ed Rendell showed his support for Norfolk Southern's Crescent Corridor initiative recently, promising that his \$45 million contribution will pass in the capital budget. "Whatever happens in the budget fight, this money will be in there and will be over the next three years," Rendell said. Together with the governor, Norfolk Southern announced late last month its plans to build a \$95 million intermodal rail facility in Franklin County, PA. Spread over three years, the \$45 million will help jump-start a public-private partnership between the Commonwealth, the federal government and Norfolk Southern, CEO Wick Moorman said. The Franklin County Regional Intermodal Facility joins four others in the state and others in parts of the South, including the planned intermodal site at New Market (Jefferson County), TN. Each is designed to allow transfer of freight between trains and trucks.

Norfolk Southern's Crescent Corridor initiative is a multistate network of infrastructure improvements and other facilities intended to enhance Norfolk Southern's 2,500-mile rail network that supports the supply chain from the Gulf Coast and Memphis to Harrisburg, Philadelphia and the New York metropolitan area and enable it to handle more freight traffic faster and more reliably. The railroad is in the process of implementing Corridor projects, including straightening curves, adding passing tracks, improving signal systems, and building new terminals.

## AMTRAK VIRGINIA PRESENTS NEW NORTHEAST REGIONAL SERVICE

**Tickets now available for a one-seat trip from Lynchburg, VA to as far north as Boston, featuring 25% off select fares**

**RICHMOND & WASHINGTON, D.C.** - Beginning October 1, Amtrak Virginia expands daily round-trip Northeast Regional service between Lynchburg, Washington D.C. and points north along the Northeast Corridor with tickets now available for purchase at a reduced rate.

The new passenger rail service – originating in Lynchburg for the first time – has Virginia stops in Charlottesville, Culpeper, Manassas and Alexandria, including Virginia Railway Express connections at Burke Center and L'Enfant Plaza. In fact, a passenger can now travel directly from Lynchburg to destinations as far north as Boston and never have to change trains.

“This new service gives everyone more reasons than ever to let someone else do the driving,” said Charles Badger, director of the Virginia Department of Rail and Public Transportation. “With a one-seat ride as far north as Boston and as far south as Lynchburg seven days a week, it’s easy to book your business travel, a weekend getaway, a family visit or that first trip to college.”

The new service is sponsored by the Commonwealth of Virginia as part of a three-year pilot program designed to provide more transportation options for Virginians. The pilot program also includes new service between Richmond and the Northeast Corridor, slated to begin in December 2009.

Passengers who book travel on Amtrak’s Northeast Regional service now through December 16 may take advantage of a fare promotion which offers up to 25 percent off the lowest published coach fare on Northeast Regional service between Lynchburg, Washington, D.C., New York, and Boston. Sample one-way fares include \$66 between Lynchburg and New York and \$71 between Lynchburg and Boston.

Reservations are required for travel and must be made at least 14 days in advance of travel. Some restrictions apply. Tickets can be purchased at Amtrak.com or by calling 1-800-USA-RAIL. **AMTRAK News Release**



A  
A switch engine at an abandoned coal mine located in the area of Deskins in Buchanan County, VA. Chapter Member Nick White contributed this photo of the locomotive that was apparently used at the former Virginia Pocahontas No. 1 Mine. More information and pictures of the mine will be included in the October *Whistle Stop*.

NORTH CAROLINA

TRANSPORTATION

MUSEUM

*the museum that moves you!*

The N.C. Transportation  
Museum Foundation  
&

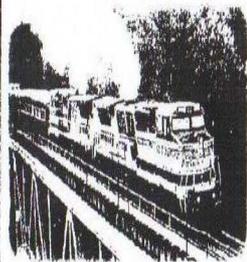
The Watauga Valley  
Chapter NRHS  
Present:

## AUTUMN TRAIN EXCURSIONS

Saturday, October 31, 2009  
Charlottesville, Va.

&

Sunday, November 1, 2009  
Asheville, N.C.



Enjoy a trip to Charlottesville, Va.  
or Asheville, N.C. using modern  
Amtrak and vintage rail equipment.

**Call (704) 636-2889**  
(Voice mail 24 hours a day)

[www.nctrans.org](http://www.nctrans.org)  
[nctrans@nctrans.org](mailto:nctrans@nctrans.org)

### Autumn Train Excursions

Autumn Train Excursions, presented by the N.C. Transportation Museum Foundation and the Watauga Valley Chapter of the National Railway Historical Society, offer rare daylight trips featuring beautiful scenery and great outings using Amtrak and vintage rail equipment.

**Saturday, October 31st**

#### The Virginia Autumn Special

The Virginia Autumn Special departs from the N.C. Transportation Museum in Spencer with additional passenger pick-up at the Greensboro Amtrak Station at 236 E. Washington Street. The train will travel a railroad line that crests the legendary White Oak Mountain, and will pass the Dan, Roanoke, and James Rivers.

Charlottesville is home to the University of Virginia and full of history. A short walk to the historic outdoor mall offers unique shopping and dining. After nearly three hours, the train will depart Charlottesville, returning to Greensboro and Spencer.

Saturday, October 31st	
7 a.m.	Depart Spencer
8 a.m.	Arrive in Greensboro
8:15 a.m.	Depart Greensboro
12:00 p.m.	Arrive in Charlottesville
2:45 p.m.	Depart Charlottesville
6:30 p.m.	Return to Greensboro
6:45 p.m.	Depart Greensboro
8 p.m.	Return to Spencer

**Sunday, November 1st**

#### The Blue Ridge Special

The Blue Ridge Special will travel through the western Piedmont into the foothills and on to the Blue Ridge Mountains. The train will roll through the Piedmont and Foothills before climbing the famed "loops" of the Blue Ridge Mountains, passing through several tunnels before arriving in Asheville at noon. Passengers will have nearly three hours for an outing at Biltmore Village.

Established in the late 1890s, Biltmore Village stands near the entrance to Biltmore Estate. Passengers can visit the unique, locally-owned boutiques and great restaurants, all while enjoying spectacular views of the North Carolina mountains.

Departing Asheville at 3 p.m., the Blue Ridge Special will return to Spencer at 8 p.m.

Sunday, November 1st	
7 a.m.	Depart Spencer
12 p.m.	Arrive in Asheville
3 p.m.	Depart Asheville
8 p.m.	Return to Spencer

### Onboard Services

#### Dome Seating

Dome Cars, with two levels, feature the best views of the passing scenery. Windows stretch across the walls and ceiling on the second level of the rail car, providing a panoramic view of the entire ride.

#### First Class Premium

First class fare includes continental breakfast and newspapers on the journey to both Charlottesville and Asheville, along with dinner on the return trip served in vintage lounge and dining cars. First Class Premium Tickets are \$240 per person.

#### Deluxe Coach Seating

Deluxe Coach Class tickets feature spacious seating with large windows, lunch on the dining car and light snacks during the trip. Deluxe Coach tickets are \$170 per person.

#### Coach Seating

Coach seating, featuring wide windows, adjustable seats and convenient access to the commissary car, are also available for \$140 per person. All cars feature air conditioning, heat and rest rooms.

Tickets		
Coach	Deluxe Coach Seating	Premium First Class
\$140	\$170	\$240

### Additional Services

An optional box lunch will allow travelers to save time for shopping. The \$14 box lunch is served in a souvenir lunch tote, including a half turkey wrap, pasta, chips & salsa, a cookie and drink.

Passengers may take advantage of a shuttle bus at each destination for an additional \$2.

### Parking

Parking is free at the N.C. Transportation Museum, 411 S. Salisbury Ave. in Spencer and at the Greensboro Amtrak Station at 236 East Washington Street (Saturday only). Be prepared to walk from the parking areas to the boarding locations.

## General Information

- Trips are sponsored by the N.C. Transportation Museum Foundation (NCTMF), the non-profit support group for the N.C. Transportation Museum, and the Watauga Valley Chapter of the National Railway Historical Society (WATV). These are not regularly scheduled Amtrak trains, and cannot be booked through Amtrak.
- For reservations and information, call 704-636-2889 ext. 232, visit [www.nctrans.org](http://www.nctrans.org) or mail the attached form.
- Free parking is available at the N.C. Transportation Museum at 411 S. Salisbury Ave., Spencer, NC 28159, or at the Greensboro Amtrak Station, at 236 East Washington St., Greensboro, NC 27401 (Saturday only).
- All rail cars are assigned by boarding pass beginning at 6 a.m. in Spencer and 7 a.m. in Greensboro (Saturday only). Boarding passes will be exchanged for prepaid tickets the day of the trip and ending 15 minutes before departure.
- Small coolers and picnic baskets are allowed only if stored under seats or in the overhead racks.
- Passenger seating preferences will be honored on an as-available basis. Groups that wish to sit together are encouraged to arrive early and exchange tickets for boarding passes together.
- Trains run rain or shine.
- No alcoholic beverages, no illicit drugs, and no smoking allowed on train.
- No pets or photo nurbs.
- All rail cars offer AC/heat and restrooms.
- The time changes on Saturday night, Oct. 31. Remember to set your clocks back one hour.
- Shopping and eating areas are within one mile from our destinations. Shuttle bus rides are available for an additional \$2 as part of your ticket purchase.
- For information on hotels in the Salisbury/Spencer area, contact the Rowan County Convention & Visitors Bureau at 1-800-332-2343. For hotels in the Greensboro area, contact the Greensboro Convention and Visitor's Bureau at 1-800-344-2282.
- Onboard snacks and souvenirs can be purchased.
- Amtrak, NCTMF and WATV reserve the right to substitute motive power or rolling stock.
- Amtrak, NCTMF and WATV assume no liability for failure to board train before it departs or equipment failure. Both trips call for a full and exciting day. Please plan schedule accordingly.
- No refunds, except in case of medical emergency; all refunds will be subject to a \$40 processing fee per ticket and will be limited to 10 days following the trips.
- It will be dark during boarding and there may be uneven footing. Boarding will require walking from the parking areas nearby to the boarding locations.
- Layered clothing is recommended due to cool mornings and warm afternoons during the trip.
- Due to narrow doorways, loading conditions and number of hours for the trip, we discourage passengers who have physical infirmities limiting their mobility or who require ongoing medical assistance or medication.
- Disclaimer: the NCTM, NCTMF and WATV and their representatives act only as agents for the passengers with respect to rail transportation, food service and other services offered, and as such, hold themselves free of any liability for injury, delay, loss, equipment failure, substitution, or damage from any cause.

Call (704) 636-2889 ext. 232

## Excursion ticket order form

Order your tickets by mail using the form below, by phone at 704-636-2889 ext. 232, or online at [www.nctrans.org](http://www.nctrans.org). Tickets ordered by mail must be postmarked by October 24.

Tickets are for everyone who will occupy a seat.  
Children 2 and under who will not occupy a seat are free.

Please mail completed order form with payment to:

NCTMF/WATV Amtrak Excursion

PO Box 69

Spencer, NC 28159

Phone: 704-636-2889 ext. 232

Fax: 704-639-1881

Please print clearly.

Name \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

E-mail Address \_\_\_\_\_

### Destination (Check One):

Saturday, Oct. 31st - Virginia Autumn Special

(Saturday Only, Check One) Departing from Spencer  OR Greensboro

Sunday, Nov. 1st - Blue Ridge Special

NOTE: Ticket prices are the same for each day, and for those departing from Spencer or Greensboro

Type of Ticket	Number	Price	Total Cost
Coach Tickets	_____	@ \$140 each	= _____
Deluxe Coach Tickets	_____	@ \$170 each	= _____
Premium First Class Tickets (Saturday only, if available)	_____	@ \$240 each	= _____
Optional Box Lunch	_____	@ \$14 each	= _____
Optional Shuttle Bus	_____	@ \$2 each	= _____

If your first choice is sold out, will you take an alternate class or date?  
Yes \_\_\_\_\_ No \_\_\_\_\_

Total Amount Enclosed \_\_\_\_\_

Make checks payable to NCTMF

Check Enclosed  Visa  Mastercard  Discover  AmEx

Card Number \_\_\_\_\_ Exp. Date \_\_\_\_\_

Signature \_\_\_\_\_

Refunds: No refunds except in case of medical emergency; all refunds will be subject to a \$40 processing fee per ticket and will be limited to 10 days following the trips.

**Railway Historical Society  
Watauga Valley Chapter  
P.O. Box 432  
Johnson City, TN 37605-0432**

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**RETURN SERVICE REQUESTED**



**What happens to a former Norfolk & Western caboose? In the above picture, Gary Price found two former N&W cabs No. 530309 and No. 530331 along the New River converted into fishing cabins! See Gary's column inside the *Whistle Stop* along with other important news items from Mike Tilley, Nancy Jewell, Nick White, Bob Yapple, Jeff Jones, and minutes from the August Chapter Meeting!**