



The Highball

OFFICIAL NEWSLETTER
of the
NATIONAL RAILWAY HISTORICAL SOCIETY
OLD DOMINION CHAPTER



Volume 52, Number 9

August, 2011

CHAPTER PROGRAMS AND MEETINGS

(Please mark your calendar for the following chapter events)

August 15 ODC Chapter Meeting, 7:30 PM, Hull Street Station. ODC member, Charles Curley, will present a slide show on his recent trip to Switzerland on Monday, August 15 at 7:30 PM. Charles rode and photographed a variety of trains in beautiful mountain scenery. If you have never been there, like most of us, please make a special effort to come out and enjoy a travel adventure. Refreshments Bring a guest. And, don't forget that August is ODC's annual HAWAIIAN SHIRT NIGHT.

Saturday, September 24 Hallsboro Open House/Picnic, 12 Noon ODC's annual Hallsboro Yard Open House & Picnic will take place next month on Saturday, September 24. Our Hallsboro crew has been working on steaming up our locomotive for a great show. Mark this date on your calendar now!

October 17 ODC Chapter Meeting 7:30 PM, Hull Street Station. Kevin Page, Chief of Rail Transportation, VA Dept. of Rail & Public Transportation, Richmond, will be ODC's guest speaker. Kevin, a former ODC member, will bring members up to date on plans for railroad development, including new Amtrak service to Norfolk.

November 21 ODC Chapter Meeting, 7:30 PM, Hull Street Station Annual Meeting & Program TBA. We elect Board members, etc. then so keep nominations in mind. Kevin has asked Bill Todd to head up the nominating committee.

Archive Committee will meet at 10 AM Aug. 6th at the Hull Street museum. The second monthly meeting is Thursday August 18th at 1700 hours at 3600 West Broad St.

HELP NEEDED

November 5th: On Saturday, November 5th the Chapter will be represented at three events:

1. As part of its 400th Anniversary celebration, Henrico County will be holding a "Hunt for Henrico History" event at a site to be announced. We had an information booth at their last two events, which ran from 10-4. Anyone interested, please contact Ned Krack at 239-4067 or nedrdgfan@msn.com.

2. We will have a sales booth at the Ashland Railroad Day event, which will be held from 10-4 at the Hanover Cultural Arts Center. Sales help, as well as set up and tear down, is needed for this event. To help, please contact Ned Krack at 239-4067 or nedrdgfan@msn.com.

3. The Museum Shops of Richmond event will be held from November 3 – 5 at the Virginia Museum of Fine Arts. Help with our booth as well as set up and tear down is needed. For more information or to volunteer, please contact Sue Rasmussen at 339-4313 or srasmsussen@liphartsteel.com.

JOIN IN THE FUN OF RAILROADING



The Old Dominion Chapter of NRHS welcomes new members. If you would like to join in the fun of railroading, including excursions, restoration of antique rolling stock and railroad equipment, museum operations, preservation of historic printed and electronic media in our chapter

Archives, please contact our membership chairman, Kim Young, at this address: kimyoungmarshall77@gmail.com



FROM THE YARD

By Kevin Frick

We have two young people working at Hallsboro on the Polk and Polk crew car. Devon and James along with Devon's grandfather Jerry. They have done a lot of work on restoring this car without any expense to the chapter at this time. Devon also brushed the flues on the 0-6-0T with James assisting by placing the flue brush handle through the back window as needed. Randy Ridgley and Bob Stevens completed the moving of the fence at Hull Street Station with help from Bob Dickinson and others. We have gotten our certificate of occupancy from Richmond. The brush pile at Hallsboro was removed and the area cleaned up including the yellow jacket nest that was in it. Work will continue on preparing the 0-6-0T to run on September 24th along with track work that has been spearheaded by Randy Ridgley in getting the track ready beneath the new shed for placement of the Dinwiddie County, the restored RF&P caboose and the 0-6-0T.

HULL STREET STATION REPORT

By Bob Dickinson III



Greetings all – over the last several weeks we have made good progress on the station.

Confirming what was in Kevin's column, the big news is that we now have our C.O. (Certificate of Occupancy) that was issued by the city and can now legally use the building.

Randy Ridgley and Bob Stevens completed installing the fabric on the new fence posts and now we can start removing the old posts and finish the parking lot. Inside John DeMajo has built the stationmasters desk and a set of bars for the ticket window. Jim Lewis has repaired the small scale and along with some others have assembled the C&O #3 pot belly coal stove. A Western Union telegraph sign has been mounted on the door to the stationmasters office. Randy and Ned continue to work on outfitting the gift shop and it's mostly

HULL STREET STATION REPORT, Continued..

ready to operate. In the freight room Calvin Boles and others continue to work on setting up the displays and exhibits. The modelers have been working in the front room and have the walls completed. Saturday August 6th during "lunch hour" (12:00 – 1:00) we would like to have a short "Station Committee" meeting while we're eating lunch. Please join us if you are able. Items to be discussed include the museum brochure, a "soft" opening date, and other items. Thanks, Bob

Thanks, Bob

FIELD DAY OF THE PAST HELP NEEDED

(Submitted by Steve Tarrant and Bob Timmins)

September 16, 17 & 18 will see ODC responsible for the 10th year for staffing with Car Hosts the Pullman 10 Sec/Obs heavyweight "Mt. Foraker" (12/23), an unmodified (still has her brass-railed open observation platform) sister car to our own "Dinwiddie county" (ex-"Mt. Angeles") (and the only air-conditioned exhibit at Field day), and the ex-RF&P wood caboose coupled to it on static display.

Four people are needed for each of six shifts: 9 a.m. – 1:30 p.m. and 1:30 p.m. – 6 p.m. Friday and Sunday; and 8 a.m. – 1:00 p.m. and 1:00 p.m. – 6:00 p.m. Saturday. This will allow for sight-seeing breaks for each Car Host while still providing three people to staff the two cars.

Volunteers will receive free admission and lunch. This immensely popular exhibit gives us a great opportunity to advertise our own activities. We have all the basic storytelling information you'll need already printed up

We badly need new additions to our crew. Some of the old-timers who have helped in the past, are no longer with us. Beginning in July, please call Steve Tarrant at 233-2192 or Bob Timmins at 740-3424. Someone will get back to you in any event.



THE WORLD OF RAILROADS

By Jerry Grosshans

Most things that come into our homes and workplaces are in some fashion touched by shrink wrap, which protects the product and keeps it safe and secure. New locomotives are being shrink wrapped too. BNSF is wrapping locomotives in storage at Alliance, NE, Glendive, MT and Minneapolis (all severe weather locations) with moisture absorbing wrap. When the process is completed, the locomotive number is placed on the wrap. Trucks and wheelsets are not wrapped. (Midwest Rail Scene Report)

Ten miles of connecting track is being proposed in Chicago to finally connect the city's former BN and ATSF facilities, which were formerly connected to Galesburg, a roughly 300 mile trip. The new trackage will be alongside the B&OCT trackage, roughly between 21st and 31st Streets. (Midwest Rail Scene Report)

The Shenandoah Valley Railroad is hoping to expand its interchange yard in Staunton using a \$91,000 grant from a State program which aids and preserves short line railroads. The Shenandoah Valley is a roughly 20 mile line between Pleasant Valley (south of Harrisonburg) and Staunton. Owned by several area businesses, it hires out the operation of its trains, (Potomac Rail News)

In 2012, Amtrak is planning to procure 40 additional Acela Express coaches which would work out to two per trainset. The Acelas operate currently in a 1-6-1 setup (power cars at each end and passenger cars between. The new configuration would be 1-8-1. Some structure modifications may be needed when this goes into effect. (The Transfer Table)

The new General Electric locomotive plant in Fort Worth, TX is actually an existing 900,000 sq.ft. facility with rail access. The existing GE plant in ERIE, PA is overloaded with a \$4.1 billion backlog of orders. In addition to locomotive manufacture, the Erie plant produces mining, industrial and marine power. With the Texas plant and new hires at Erie, GE proposes that at least 1000 new workers will be employed. (Gulf Coast Railroading)

Union Pacific has been awarded a Texas Environmental Quality award for its use of at least 98 Gen-set locomotives in the state. (Gulf Coast Railroading)

THE WORLD OF RAILROADS

By Jerry Grosshans, Continued...

An Alaska Corporation, Northern Inter-Continental Enterprises, Inc. (NICE) has been formed for the purpose of planning and building a 44 mile tunnel under the Bering Strait. Preliminary studies have proven encouraging and no geographic problems (faults, volcanic activity, etc.) appear to exist within 900 miles of the proposed route. Two islands, Big Diomedes and Little Diomedes lay along the proposed path, and would serve as locations for ventilation and emergency escape. (The Green Block)

One of the most popular Amtrak trains, the Empire Builder, has been suspended across portions of Montana, North Dakota and Minnesota, with no firm date for service resumption. This is due to extensive flooding of the BNSF trackage that the train uses. Train service is currently from Chicago to St. Paul and from Havre, MT to the west (Northstar News)

CSX has been awarded the 2011 Secretary of Defense Employer Support Freedom Award, the highest honor for firms and businesses which support the Reserves and National Guard, CSX also won the award in 1998. (CSX Press Release)

Amtrak will receive a \$562.9 million loan for the purchase of 70 electric locomotives to completely replace existing units. They will be built by Siemens, with motors and gearsets built in Norwood, OH, much of the electric controls, choppers, converters, etc. at Alpharetta, GA with final assembly in Sacramento, CA. In accordance with the "buy American" edicts, numerous other domestic suppliers will be involved.

The Washington, DC chapter of NRHS has, for a number of years, operated the restored and preserved heavyweight Pullman car Dover Harbor, which is completely Amtrak compatible. The car has a maximum passenger capacity of 24, so the chapter has acquired two light weight coaches from MARC, for use with the Dover Harbor as needed. The first use of one of these coaches is on a trip to Newport News on August 27 and 28 using trains 66 and 67. (DC chapter release)

Smart Way Connector is a new bus service between Roanoke and Lynchburg, to connect with Amtrak service there. The cost is \$4 one way. It is planned to expand on Friday and weekends to Salem, Christiansburg and Virginia Tech. (Richmond Times Dispatch)

CSX has announced that second quarter earnings increased 22% over the same time last year. Earnings are \$0.46/share over \$0.36/share last year, which exceeded the earlier prediction of \$0.44/share. Revenue for the railroad rose 13%. (Richmond Times Dispatch)

One of the interesting things about railfanning is that certain organizations preserve old equipment, and usually welcome items that are famous, unique or unusual. Very seldom is a failure preserved, but one has been.....ex- Lehigh Valley

THE WORLD OF RAILROADS by Jerry Grosshans
Continued ...

#211 by the Rochester and Genessee Valley Railroad Museum. The unit was an absolute failure as rebuilt (an Alco roadswitcher, re-powered by an EMD prime mover.) The problem was that the EMD power plant was much lighter than the old Alco, so the unit (and several others so rebuilt) lacked traction and were soon retired by the former owner, Conrail. By good fortune, #211 was saved from scrapping and at the museum, it does plenty of useful work, not being overburdened with heavy loads.

The Collier Report.... Signals governing the northbound movements at North Collier should be replaced by the time of publication. This change is part of a general replacement of signals on CSX. Meanwhile, the familiar signals which govern southbound movements at North Collier have not changed. I have heard rumors of a change in location (further north) but can confirm nothing.

Maybe it is just me, but it appears that the lighting on the new signals is not as bright as the older replaced models. That larger hood over the lights also makes it harder to see the signal unless viewed from head on. I have heard that some of the replacement signals are using LED technology but the local ones do not appear so lighted. I am curious about the possible buildup of snow and ice in the hood covering the lights, during winter weather, which appears to be a possibility. One should also note that many of the replacement signals have heads (arrays/sets of lights) which are presently covered by what appears to be tarpaulin material. Some masts have locations for a signal array, but contain no array or head at that location.

End

VOLUNTEERS NEEDED FOR MUSEUM GIFT SHOP

As we prepare to open our new museum to the public, the museum's gift shop will become an important fixture in the support of the facility. Volunteers are desperately needed to staff the gift shop. If you are in a position to help with this important function, please contact Bob Dickinson III at redbrr@comcast.net.

LYNCHBURG RAIL DAY 2011

The 33rd annual Lynchburg Rail Day will be held Saturday, August 13 from 9 AM until 4 PM. Location is 1065 Coffee Road in Lynchburg, VA. The event will feature train oriented vendors, exhibits as well as a model and photography exhibition. Admission is \$6 per person. Children under 12 admitted free with paying adult. Special family admission is \$10. For more information, please visit www.blueridgenrhs.org or contact Barry Moorefield at 434-821-2174.

CREWE MUSEUM OBTAINS SURPLUS N&W PASSENGER CAR

As many of our members are aware, the Crewe Railroad Museum had expressed interest in purchasing a passenger car for their facility.

According to a report which appeared in the July 21, 2011 issue of the Courier Record newspaper, the museum has finally been successful in obtaining a Norfolk & Western car from an unidentified source. While the Courier Record did not identify the car by number, a photo appeared on the front page of the issue.

The paper reports that the car was trucked in on US Highway 460 and unloaded by crane, onto waiting tracks at the museum site. Volunteers will begin restoration of the car in the near future.

NATIONAL TRAIN DAY

This photo was taken at the National Train Day exhibit at Union Station Washington D.C. on May 7. It shows VRE new MP-36PH-3C #V52, ex Wabash office car "Cannon Ball" and Amtrak P40 #822 in the Amtrak phase III heritage scheme.



The Vanishing Railfan

A summary by John DeMajo of an article by Fred Frailey

A recent article in Trains Magazine, written by Fred Frailey, elicited numerous comments from readers. Since this subject impacts all railroading hobby organizations, we requested and received permission from the publishers of Trains Magazine to publish a summary of the information contained therein.

In analyzing the present status of railroad hobbies, Frailey deduced that the average subscriber to Trains Magazine is of grandparent age. His observation regarding NRHS convention attendance is that the members of the society are primarily seasoned citizens. He raises the question "are we a dying breed?" Fred believes that there is ample evidence that the railfan is indeed on borrowed time. He also raises the profound question, "what draws people to trains." His answer is that proximity to a major rail line or rail operation is usually the drawing card that attracts rail hobbyists. He relates his personal experiences that as a regular visitor to Santa Fe locomotive cabs by age 4, and having been a frequent rider and listener to railroad radio transmissions, his assertion is that such activity at a young age is what tends to establish a lifelong bond with the aura of railroading.

In summary, Mr. Frailey concludes that it is becoming virtually impossible for young people to experience first hand railroading. Security around terminals and depots, overbearing Federal Homeland Security restrictions to railroad access, and insurance regulations that make it virtually impossible for non-employees to enter locomotives or maintenance facilities and what few passenger trains that are left, have all contributed to the lack of proliferation of new young railfans.

Interestingly, blog respondents to Frailey's article were mixed in their reactions. Several young people responded, and their conclusions seemed to give some indication that railfanning has gone virtual, with more young fans turning to electronic exchange of pictures and information, and use of train simulator computer programs. Others indicated that club agendas dwelling on pre-Amtrak and pre-diesel worship, are not cutting it. These readers expressed the feeling that historic rail clubs need to become true scholars of history, and that emphasis should be concentrated on libraries, archives and accurate historical research, along with providing an opportunity for excursions and rolling stock restoration work.

One can only come away from this analysis with the thought that rail clubs need to examine their missions carefully, and concentrate on presenting attractive and interesting programs to perspective young members.

Thanks to the editors of Train Magazine for allowing use of this copyrighted material by the Highball staff. Thanks also to Robin R. Shavers for providing copies of the original material to our editor.

ANNOUNCING 2011 FALL AND SANTA TRIPS

By Marsha Cox



The trip committee met on June 25. The dates selected for the Fall and the Santa Claus Train trips will be as follows:

October 8, 15 & 22, 2011:

Two trips per day- 9:30 a.m. & 1:30 p.m.

\$28 - Adults

\$14 Children 2-12

December 3, 10:

Six trips per day beginning at 9:30 a.m.

\$20 per ticket

We'll continue to use Ticket Leap for on line ticket purchases. Those who prefer may use the coupon attached to the flyer and mail in their choice and payment.

Between now and the date of our first trip, there are some repairs/replacements needed on our train in order to make sure it's mechanically fit for these trips.

We'll be having some work days in Dillwyn in the next month or so...please help!!

The position of Trip Chairperson is open. I'll continue to car host and do anything else I can to make sure trips go smoothly. Please contact Kevin Frick if you would like to volunteer for this position. It's fun and I've really enjoyed it.

I would like to thank our car hosts and all who came to Dillwyn on trip days and helped. We can't do it without our volunteer members.

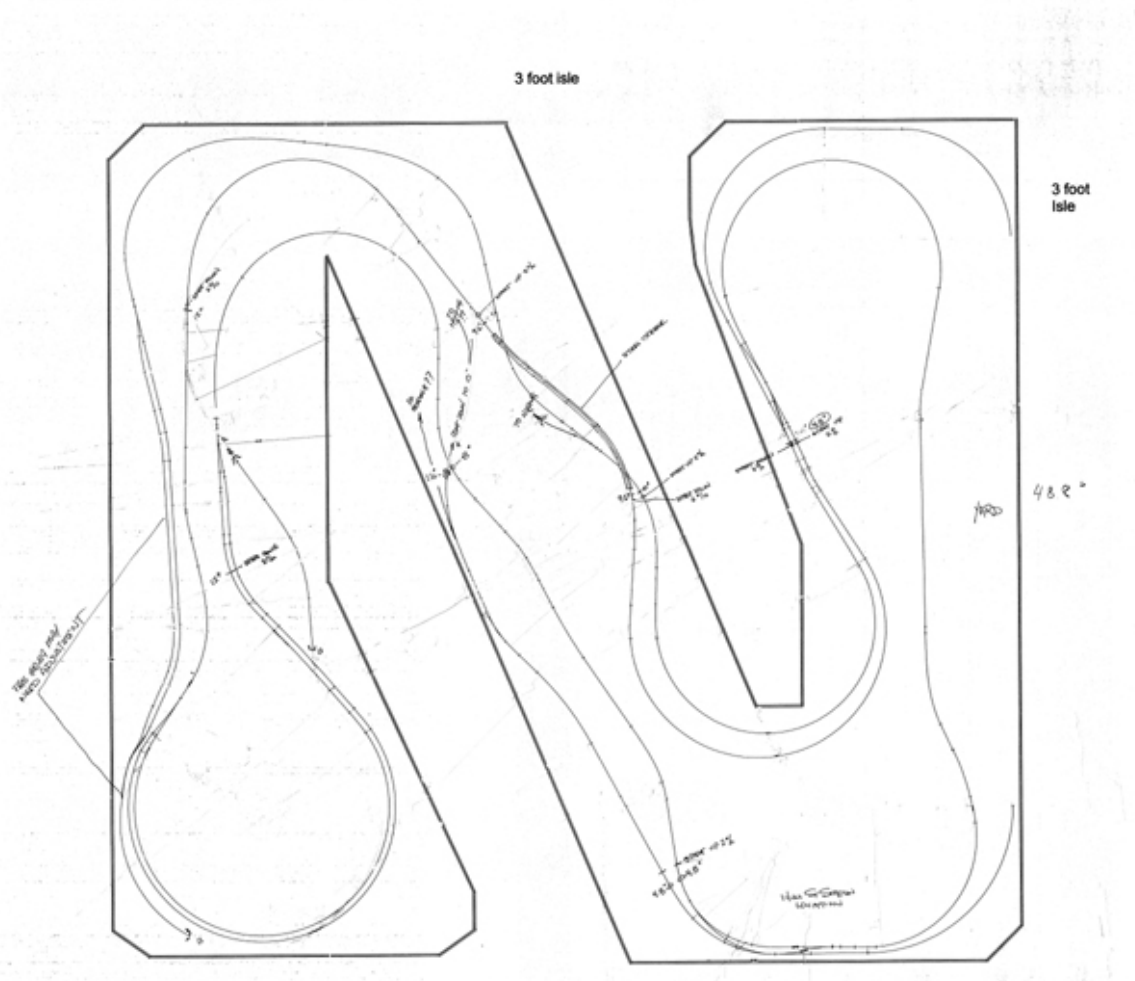
MODELER'S CLUB WORKING TO PREPARE LAYOUT FOR MUSEUM OPENING

By Charles Curley, III

As many of you are aware, an HO modeler club has been a part of the museum for a long time. The ODC Modelers have had a HO modular layout and later, a permanent layout in the freight section of the station. The permanent layout was torn down before the station's renovation. The lumber and equipment from the layout was stored in the container that is currently in the parking lot. The ODC Modelers will build a new permanent layout in the room at the west end of the station on the Hull Street side. The room was finished with sheetrock, A/C and heating ducts were put in and lights were installed. A plywood floor was also installed. The modelers are currently painting the room. As of the first week of August, the walls and part of the ceiling have been done. The walls are sky blue and the ceiling is gloss white. The window frames are being painted by chapter members. They will be light green. The floor will be painted grey. The areas open to the public will be carpeted. When that is done, the container can be emptied and moved and construction on the layout started. The layout will be a fine addition to the museum.

If anybody is interested in joining the ODC Modelers, you may give me a call: Charles Curley, III, 804-355-7560, or email: cdcurley1@verizon.net. Be sure to drop by the museum sometime and check on the progress.

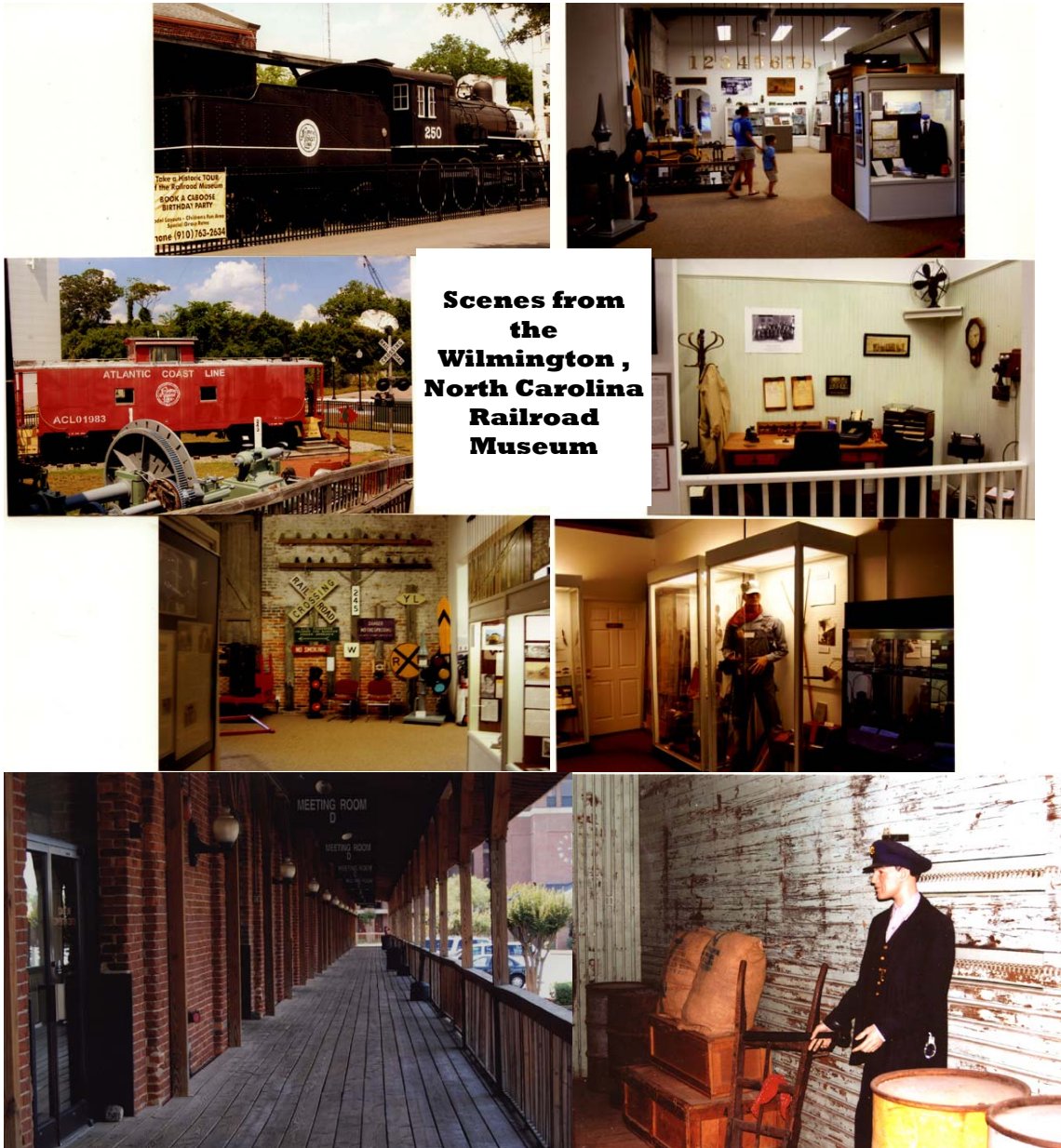
PROPOSED HO SCALE MODEL RAILROAD FOR THE ODC MUSEUM



Bill and Anne Shirley report on a visit to the Wilmington, NC Railroad Museum:

The museum is located on Nutt Street along the Cape Fear Riverfront. The Shirleys report that the displays are intriguing and well done, as is the huge HO scale model train layout. The layout has many buttons and switches that allow patrons to activate trains and displays.

Hidden in the displays are flip-up panels with railroad symbols explained. ACL-RR rolling stock is completely accessible, complete with a couple of Hobos being lectured by a cop in the box car. The museum is indeed a fun place to visit. Here are a few of the photos that were sent along by Bill and Anne:



Old Dominion Chapter NRHS
P.O. Box 8583
Richmond, Virginia 23226-8583

Please send news items to:
John DeMajo,
Highball Editor at
jdemajo@demajo.net

**RETURN SERVICE
REQUESTED**

*We're on the WEB at
<http://www.odcnrhs.org>*

FEATURED PHOTO

This month's photo from the ODC Archives Collection



This month's photo features a C&O RDC at Lee Hall Virginia on June 13, 1964, most likely on train #47 the westbound Chessliner. The RDC is paired with a combine that originally had been used on with the gas electrics. The C&O acquired 6 RDC's in the late 1950's. 3 were used between Charlottesville and Newport News. The ODC ran a number of trips in the early 1960's with these self-propelled cars. The photographer was Raymond Knight.

Featured Photos are selected by Charles Curley III