



The Highball

OFFICIAL NEWSLETTER
of the
NATIONAL RAILWAY HISTORICAL SOCIETY
OLD DOMINION CHAPTER



Volume 53, Number 1

December, 2011

DECEMBER CHAPTER PROGRAM

The chapter's December meeting, to be held at the Hull Street Station on the evening of December 19th at 7:30 p.m., will be the chapter's Christmas party. Charles Curley III will also present a slide show covering Virginia railroads in the 1970's.

Because of the holiday schedule, the Archives Committee will meet only once during December. That meeting will be held at 1900 hours on Thursday, December 8, 2011 at 3600 West Broad.

BUCKINGHAM BRANCH RAILROAD ANNOUNCES PROMOTIONS

From Chairman Bob Bryant: The Board of Directors is pleased to announce the following promotions:

R. Mark Bryant to Chief Executive Officer (CEO). His responsibilities will include policy and financial oversight as well as organizational development and legal oversight. He continues in his roles as Corporate Treasurer and a member of the Board of Directors. Mark joined the BB management team in 1991 and has served as President since 2009.

Steven C. Powell to President in order to provide executive management in all areas of the railroad but with an increased emphasis in Human Resources and Accounting. He will continue to develop and maintain relationships with other railroads and Amtrak. Steve joined the BB management team in 1998 and has served as Senior Vice President since 2009.

Gale E. Wilson to Senior Vice President. He will concentrate on business development and customer relations, and continue with oversight of transportation services and related operations. Gale will also continue to represent the BB in government relations

Buckingham Branch Promotions, continued....

and in the Virginia Railroad Association of which he is serving his second two-year term as President. He joined the BB management team in 2001 and has served as Vice President since 2009.

The future of the Buckingham Branch continues to look very good as there are a number of projects developing that should enable maintenance of an acceptable level of carloads and revenue. Support from BB Associates and the high level of rail service provided customers will play an important role in BB's success.

BOARD ELECTION HELD

At the November meeting, the annual election of officers was held. The present officers and directors are:
Kevin Frick- President Calvin Boles- Director
Randy Ridgley-1st VP Kim Young- Director
Charles Curley -2nd VP Bob Dickinson, Director
Secretary-Wayne Poates Sam Williamson-Director
Ned Krack-Treas. & SCC Agent
Steve Harrison-Director

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

Steve Harrison and I worked on the Davenport one Saturday removing the damaged air hose from the compressor and removing some pipe that will have to be redesigned to work better. We also got the HM-6 started and moved it behind the 0-6-0 to better take care of it. The locks have been changed at Hallsboro as a safety precaution, Anyone wanting to work please e-mail me to be assured someone will be there to help. Kevin



HULL STREET STATION REPORT

By Bob Dickinson III

Greetings all – because of the additional activities at the station it was suggested that we publish a list of planned Chapter activities in the Highball so members can keep track of them. On the attached sample “ODC Event Scheduled” are dates that the station will be open, events in Dillwyn, and a place for Yard activities - if we can schedule them ahead of time- and a column for other events that we might be involved in. (Greenburg show?) The listing can be refined to add other information (such as times that the Museum will be open etc.) if desired. Please let me know if there are other events that need to be added.

Another idea that has been circulating is to have a few “paid” advertisements on the back sheet or somewhere in the “Highball”. This was discussed at a meeting sometime ago and it was decided not to do it because of regulations with the mailing permit. Since the Highball is now mailed “first class” this is no longer an issue. The revenue from the advertising could be used to offset some of the cost of printing and mailing the “Highball”. The ODC board can discuss these items at its next scheduled meeting.

The following is a list of open dates and activities scheduled for the museum:

HULL STREET MUSEUM SCHEDULE

December		
Saturday 3rd	Museum open	Santa Trips
Sunday 4th	Museum open	
Saturday 10th	Museum open	Santa Trips
Sunday 11th	Museum open	
Saturday 17th	Wedding reception at 6:00	
Sunday 18th	Museum open	
Monday 19th	Chapter monthly meeting	
Saturday 24th	closed ? (Christmas Eve)	
Sunday 25th	Closed (Christmas Day)	
TBD 26th - 30th		Trip committee meeting with BB
Saturday 31st	closed ? (New Years Eve)	

January		
Sunday 1st	Closed (New Years Day)	
Saturday 7th	Museum open	
Sunday 8th	Museum open	
Monday 9th	Board meeting	
Saturday 14th	Museum open	
Sunday 15th	Museum open	
Monday 16th	Chapter meeting	

SHOPPERS FAIR 2011

This year the Museum Stores of Richmond Shoppers Fair was held at the Virginia Museum Fine Arts on November 3, 4 and 5. Our total sales were \$3,356.96.

I wish to thank everyone who helped me with the Shoppers Fair: Bob Dickinson, Kevin & Kathy Frick, Greg Hodges, Donald Jamison, Ned Krack, Wayne Poates, Randy Ridgley, Fred Terry, Anne Thorn and Kim Young (and if I missed anyone I apologize).

The 2012 Shoppers Fair will be held at the Science Museum of Virginia (or as I prefer to call it, Broad Street Station)

I wish the Richmond Railroad Museum much success in their participation with the Shoppers Fair in the future.

Sue Rasmussen



Thanks again to all of our readers and contributors for a successful year. *The Highball Staff*



THE WORLD OF RAILROADS

By Jerry Grosshans

According to a CSX news release, there will be a slight change in the color scheme of locomotives to be acquired or repainted. The familiar "brackets & dots" scheme used on the newest intermodal containers will be adapted to locomotive use. Also, CSX has committed to GE ES44AH locomotives up to #999 but is apparently acquiring more. The numbers have not been announced as yet. By the way, the model ES44AH is a heavyweight version of the usual ES44AC of normal weight. CSX is believed to be acquiring more EMD units as the road is now short on power, leasing a number of units.

It appears that the eastbound intermodal Q136 is now arriving (and leaving) Richmond earlier in the day. On November 27, I saw the train at roughly 3:00 p.m. heading south at Rocketts, the control point near the Maury Street crossing. Several other persons have reported the earlier passage on several other days.

National Railway Equipment is apparently testing a larger, six axle locomotive, such as seen on the Evansville Wester trackage in Illinois. NRE's usual offerings are relatively low powered units for switching and terminal applications. (Railroads Illustrated)

Norfolk Southern has acquired 20 old SD40-2 units, mostly of BNSF ancestry, from CIT Finance. The numbers range from 3448-3467. While repainted, it is believed that they will eventually be rebuilt and upgraded. (Trains)

EMD has unveiled a new SD70ACe unit with a rather lively blue and silver paint scheme, numbered 2012. It is a test bed for Tier 3 emission controls, although UP has been running five units of similar construction. Of note on #2012 is the logo "The Next Generation Of Progress" on the long end of the unit. EMD is part of Progress Rail, owned by Caterpillar. (Trains)

Motive Power has received orders for three MP40 units from Washington State's Sound Transit, and has orders for seven rebuilt units for Florida's Sun Rail system which is still under development. (Trains)

Amtrak is testing longer Acela trainsets on the Northeast Corridor, running nine cars between the two power cars on either end of the train. Tests have been promising and Amtrak has ordered additional cars to

THE WORLD OF RAILROADS

By Jerry Grosshans, Continued...

enlarge these trains.

A number of railfans and related organizations have been complaining about the growth of trees located along the Horseshoe Curve in Pennsylvania. In many places, most of the passing train is obscured. The last serious tree trimming operations there were in 2005. (Railpace)

Amtrak has revised its regulations for minors...children 12 and under must be accompanied by a person of at least 18 years of age, Children 13-15 may travel alone but only between stations that are staffed, between the hours of 5:30 a.m. and 9:05 p.m. The child must also wear a wristband. Youths 16 and older are treated as adults. (NARP News)

CSX has installed several items and equipment to update the Cumberland, MD service facility. A new crane, able to lift at least 125 tons, has replaced the older 100 ton crane. A new turntable has also been installed, the older one having been cut up and scrapped. (The Automatic Block)

Maryland's MARC is acquiring 54 new multi-level commuter cars from Bombardier in Montreal. The MARC order is "piggy-backed" on an order from New Jersey Transit for similar cars, which cut off almost a year off of the process. (Interchange)

EMD has announced plans for a new passenger locomotive, to be unveiled in 2014. Exact appearance and the power plant to be used have not been announced, only that it would come from a Caterpillar design. (The Shortline)

The following from Railroads Illustrated:

BNSF is evaluating the return to service of the ex-Santa Fe GP60B (cabless) units \, which have been stored. No. 170 (formerly ATSF #347) was equipped with a cab from a wrecked UP unit. The remaining 22 units are congregating at Glendive, MD.

The unique (thus far) ES44C4's which were frequent on the ex-ATSF Transcon, are now being seen on other lines and are even being evaluated on grain and coal movements.

BNSF and UP are working together to ship crude oil (from oil shale) in North Dakota to a refinery in Louisiana (BNSF to Kansas City, UP beyond). So far the trains have been short, around 60 cars.

Work continues on two bridges over the Mississippi River, on the CN at Dubuque, IA and on BNSF downriver. The flooding, which is only now receding to normal levels, has given these projects longer completion times. Both railroads are continuing service over the bridges while repair and replacement continue.
Continued on next page.....

THE WORLD OF RAILROADS by Jerry Grosshans
Continued ...

Canadian Pacific will order up to 500 locomotives from EMD over the next eight years, expected to be 350 six-axle and 150 four-axle units, to be built at roughly 60 per year. These will be models from the EMD "ECO" series, which are in fact rebuilds of older units.

CSX has retired the last "true" SD40 unit. Actually it has not been on CSX trackage for years, being at the AAR facilities in Colorado. Upon its return, it was immediately dispatched to Progress Rail for rebuilding.

CSX Engine crews reportedly do not like the latest SD70ACe units, saying that they are noisy and have high levels of vibration in the cab.

BNSF is ordering at least 350 new ore cars from Freightcar America. Trains with these cars are usually 180 cars in length.

Norfolk Southern will acquire more locomotives, 25 ES44AC units from GE to carry numbers 8091-8115. 40 new SD70ACe units are arriving from EMD to carry numbers 1025-1064.

Coal from Colorado has been arriving at the Appalachian Power generating plant at Carbo, VA. The coal goes via Union Pacific to Chicago, then NS to Virginia. How long this will continue is unknown as the plant, which is aging, is to be converted to natural gas.

Three of the recent SD40-2 units acquired by NS are ex-Union Pacific units with the 116 inch nose, called "Snoots". Units 3448, 3452 and 3460 have been repainted into the NS scheme.

Iowa Pacific/ High Iron Travels has made its ex-Santa Fe full length dome car Amtrak compliant. It will be based in Huntington, WV for charter and excursion use, along with the private car Caritas.

Union Pacific #844 is on an extended tour of the southwest, Colorado, Texas, New Mexico, Arizona and California, with return trip via Nevada and Utah to Wyoming. The locomotive will take part in the centennial celebrations in Arizona and New Mexico, and will travel over 2,900 miles in a 32 day trip.

Union Pacific continues to work on double-tracking the portion of the ex-C&NW line from Fremont, NE to Missouri Valley, IA.



Keith Tantlinger in 1958

**KEITH TANTLINGER
INVENTOR OF MOD-
ERN CARGO CON-
TAINER, DIES AT
AGE 92.**

Keith Tantlinger may not hold the notoriety in railroading that George Westinghouse, Eli Janney and others enjoyed, but his contribution to the industry has touched the lives of most of us.

Shipping containers have been in use since the 19th Century, but it was Tantlinger who perfected the metal box container, allowing it to meet the requirements of modern transportation. The crucial refinements he made — including a corner mechanism that locks containers together — allowed them to be hefted by crane, stacked high in ships and transferred from shipboard to trucks and trains far more easily, and cheaply, than ever before.

More than any other innovation, the modern shipping container is now acknowledged to have been the spark that touched off globalization. Tantlinger, who worked mostly in obscurity, received a bachelor's degree in Mechanical Engineering from University of California Berkeley. He worked for Douglas Aircraft during World War-II and later became involved in the shipping industry when he joined Brown Industries, a manufacturer of truck trailers, in the mid-1950's. The idea for the intermodal container came to Tantlinger when he took a call from the Pan-Atlantic Steamship Corporation. The company's owner, Malcolm P. McLean, wanted to devise a way to stack loaded trailers, minus the trucks, directly on ships. It was that challenge that spurred Tantlinger to set about refining the design for what has become the modern cargo container.

In the early 1960s, Tantlinger prevailed on Mr. McLean to relinquish the patents to the corner fittings and twist-lock, permitting them be used industry-wide. In later years, Mr. Tantlinger held executive positions with the Fruehauf Trailer Company and the Rohr Corporation, an aerospace manufacturer, before starting his own consulting concern.

House Subcommittee Approves Shutdown Budget for Amtrak!

High-Speed Rail Funding Eliminated



From NARP's Sean Jeans-Gail, (narp@narprail.org)

The House Appropriations Subcommittee on Transportation & Housing proposed slashing funding for Amtrak to \$1.1 billion—a reduction of more than \$357 million from what Amtrak received in FY2011.

The bill forbids use of the operating grant to fund short corridors, potentially endangering almost 150 weekday state-supported trains and stranding millions of passengers in California, Illinois, Maine, Michigan, Missouri, New York, North Carolina, Oklahoma, Oregon, Pennsylvania, Texas, Vermont, Virginia, Washington and Wisconsin.

This really would kill all of Amtrak because of how loss of “state corridors” would cut revenues and increase costs of Northeast Corridor and overnight trains. The NEC and interstate trains would be severely victimized both by assuming much of the shared costs now assigned to the short corridors, and the loss of revenues from connecting passengers disenfranchised by loss of those corridors.

The High-Speed and Intercity Passenger Rail program—a highly oversubscribed program that has seen 39 states apply for funds to improve (and introduce) modern passenger trains for the 135 million Americans that live in a community connected to a rail corridor—was given no funding at all.

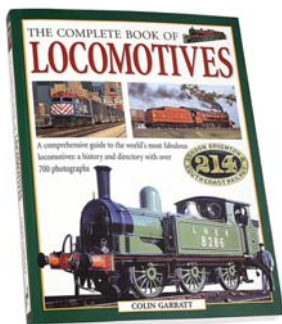
This proposed budget is a direct attack on the right of Americans to travel by train, indeed, on the very existence of intercity passenger trains in the U.S. Take a minute and call your Congressperson to ask them to stand up for trains. Or click the Take Action link and write a letter to your Representative.

We need your voice today!



From the dawn of steam to the development of today's awe-inspiring high-speed passenger trains, this comprehensive reference - filled with more than 700 photographs and illustrations - spans nearly two centuries of worldwide locomotive evolution. And now, you can purchase this fact-filled volume for only \$9.95 - more than 50% off the regular retail price! This is an incredible offer that you'll only find at Historic Rail.

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This book presents an exhaustive look at every major class of steam, electric and diesel-electric locomotive used from the 1700s to today. It includes period photographs, drawings, specifications - such as build date, manufacturer, gauge, capacity, weight, maximum speed - and a history of each engine shown, making it an excellent resource for all railroading enthusiasts. And with more than 700 photographs and illustrations, it's a resource you'll enjoy for years. 256 pages, 12"x 9", softcover

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

FEATURED PHOTO

This month's photo from the ODC Archives Collection



Atlantic Coast Line southbound extra 1651 South heads through West AY junction near Acca yard in December 1946 with 4-6-2 class P-5-B #1651. Photo by J.I Kelly, E.Siler collection.

Featured Photos are selected by Charles Curley III