



The Highball

OFFICIAL NEWSLETTER
of the
NATIONAL RAILWAY HISTORICAL SOCIETY
OLD DOMINION CHAPTER

Volume 52, Number 2

January, 2011

Museum Committee Meeting Scheduled

I would like to remind everyone that there will be a meeting of the museum committee Saturday, January 22nd at 10:00 AM at Hull Street Station. Agenda items will be sent out later by email. Please let me know if you have items to discuss
Bob Dickinson, Chairman

Archives Committee Meeting

Archive Committee meetings for January, 2011 will be on Thursday, January 6th and January 20th at 7PM at 3600 West Broad Street.

Departed Members

Past Chapter President Richard A. "Dick" Whiting passed away on January 11, 2011. Dick and Doris moved to Dinwiddie in 1950 and several years later over to Lakeside Avenue in Colonial Heights. Dick was an early member of the Chapter, and served as President in the mid-1970's,

Jim Sharp also passed away earlier this month.

Richard A. Whiting, 100, of Colonial Heights, passed away on Jan. 11, 2011

FROM THE YARD

By Kevin Frick



Hallsboro News: The weeks have passed by with very uncooperative weather so things have been slow at Hallsboro. Steve Harrison continues

work on the Davenport by taking things home so he can work in his basement. He is working on the air cleaning system now. We have some track work to do and Randy Ridgely continues his work on the cars, just a lot slower due to the weather. I will be at Hallsboro on Jan 15th and probably on the 29th. Kevin Frick

February 20 ODC meeting will feature ODC Archives Slides from Charlie Curley taken by past ODC members around Virginia.

ODC CHAPTER JANUARY 2011 MEETING

Time and Location: January 17, 2011 at 7:30 PM
Richmond Railroad Museum, 102 Hull Street, Richmond

ODC member Steve Bolte will present another of his famous programs on his all time favorite railroad, The New York, New Haven & Hartford. The New Haven was once one of the most famous railroads in the USA with its numerous passenger trains between New York and Boston (Yankee Clipper, Merchants Limited, Owl, Federal, etc.) plus routes all over New England. Its freight traffic service was also well known with trains serving major industries in its region. Relive some of the glory of a great "Fallen Flag" at ODC's January Chapter meeting. Be on time. Bring a friend. Refreshments too.



THE WORLD OF RAILROADS by Jerry Grosshans

CSX has been named the nation's "greenest" railroad by Newsweek, coming in at 10th among all transportation companies and 215th (out of 500) overall. (*CSXT News and Events*)

Union Pacific has inaugurated service at its Joliet, IL intermodal hub. Meanwhile Norfolk Southern has broken ground on an intermodal terminal in Greencastle, PA. Citizens of Montgomery County, VA continue to stonewall and fight against the proposed NS facility planned for Elliston. (*Interchange*)

In October, Union Pacific marked up 50 years in passenger excursion service, with 844 and 3985. UP sent 844 to Sedalia, MO for the state's Sesquicentennial at the UP museum there. (*Piedmont Flyer*)

Amtrak is replacing literally thousands of ties along the Northeast Corridor. The concrete ties were supposed to last up to 50 years but have been deteriorating badly after only ten. No word has come out as to who is paying for all of this. (*The Rail*)

Amtrak will no longer accept debit cards, traveler's checks or money orders for ticket purchases. Only cash, credit cards and approved personal and corporate checks are accepted. For on-board ticket purchases, only cash and credit cards can be used (*NARP News*)

CSX and the City of Baltimore have agreed to an action plan to improve safety in Baltimore's Howard Street tunnel. (*Cinders*)

The Smithsonian Institution has donated the "other" Alco PA unit to the Museum of the American Railroad in Texas. There were two PA's returned in bad condition from Mexico. Doyle McCormick is rebuilding the other, more famous unit, in a Wabash "Bluebird" scheme. The Texas bound PA will be in Santa Fe "Warbonnet" colors. The Texas Museum is in the process of moving from Sallas to Frisco, roughly 35 miles to the north. (*The Green Block*)

The Tourist Railway Association (*Train*) and the Association of Railway Museums have jointly agreed on publishing a quarterly newsletter.

The Edaville Railroad, a two foot gauge pike in Maine, is for sale, with a minimum \$10 million price. (*The Shortline*)

Union Pacific is developing a logistical service to handle the shipping of used cars by rail, truck and ship, stating that shipments of used cars now rivals those of new cars. (*The Transfer Table*)

On October 15, Swiss engineers with a tunnel boring machine punched through the last rocks to create the world's longest rail tunnel, 35.4 miles under the Alps. More work needs to be done with the tunnel and a parallel bore is scheduled for completion in April. It is expected that the tunnels will go into full time commercial use some time in 2017 (multiple sources)

White Pass & Yukon Railroad is contemplating an extension of the line to Carmaks Yukon Territory, as substantial deposits of Zinc, lead and copper have been discovered. If mining is undertaken, the plans are to standard gauge the railroad for industrial use but keeping a three rail set-up to allow present historical passenger service to continue. (*Trains*)

Amtrak is about to get some serious competition in Richmond. Megabus has announced that it is adding Washington as a hub city and will begin running busses between Richmond and Washington on December 15. Three daily arrivals and departures are planned, from an area near Main Street Station. Megabus is a low cost carrier with a few fares of only one dollar! Cities from Charlotte, NC. To Philadelphia are covered and there is service to the Midwest. Tickets are acquired by contacting the website Megabus.com and are only paid for by credit cards. (*Richmond Times Dispatch*)

General Electric has dubbed its "Trip Optimizer" as a cruise control for locomotives, using computers to calculate the correct throttle setting based on route profile, conditions and makeup of the train. (*The Rail*)



Join in the FUN of RAILROADING!

The Old Dominion Chapter of the National Railway Historical Society welcomes new members. If you would like to enjoy the experience of working on actual railroad rolling stock, and assisting with excursion trips and other functions of the chapter, please contact Kim Young at wrgoodie@henrico.k12.va.us for an application form or more information

THE WORLD OF RAILROADS

by Jerry Grosshans

Continued from previous page

On November 12th, Bombardier handed over the first of an order of ALP-46A locomotives to New Jersey Transit. These units are an upgrade of the previous models (speeds from 1000 mph to 125 mph and other improvements) and are in the famous scheme with the multi-color band on the side. New double-decked coaches will mate with these units when entering full service by the end of the year. The unit(s) have a cab at each end, in the fashion of most full electrics. Bombardier is also working on a similar model, with two caterpillar prime movers, to be called the ALP-45. (*Railway Update*)

Norfolk Southern hosted the first passenger train in roughly 30 years on its Petersburg-Norfolk "speedway" which was an Amtrak test train for the upcoming Tidewater Service. (*The Rail*)

CSX has begun use of a GenSet switcher in its Curtis Bay Yard in Baltimore. Federal EPA funds covered roughly 65% of the estimated \$1.4 million costs of the unit. (*The Rail*)

Who should pay for the positive train control that the Federal Government has mandated for use by 2015 over at least 73,000 miles of track? CSX is planning to include language in shipping contracts giving it the right to access a surcharge for the installation and operation of positive train control. A cost which could total over \$5 billion dollars (*Midwest Rail Scene Report*)

Nippon Sharyo, a part of Sumitomo Corporation is planning in erecting a factory to build railcars in Rochelle, IL, with up to \$40 million invested and up to 350 employees. They already have a contract for 160 bi-level commuter cars from Chicago's Metra, (*Midwest Rail Scene Report*)

As mentioned earlier, Canadian National is acquiring some older GE units from Union Pacific and BNSF. Ex-UP unit #2124 debuted a new logo with an obvious EMD unit, the number 15 (it has been 15 years since the road was privatized) and the wording "The Journey Continues" in English on one side and French on the other as is familiar up there. (*Midwest Rail Scene Report*)

A 4.9 million Tiger II grant has been awarded to the Nebraska NorthWestern to update badly deteriorated

ties around Chadron, NE and interchange with BNSF at Crawford. Very little has been done on these lines since C&NW pulled out in the 90's. A substantial roundhouse still exists in Chadron, and NNW is considering a car and locomotive repair facility based there. The area is arid, more like Wyoming than the fertile eastern part of the state, and there is very little industry and productive farming. (*Midwest Rail Scene Report*)

Pennsylvania's Department of General Services has budgeted \$500,000 for the first phase of a roundhouse to store historic stock at the Railroad Museum of Pennsylvania at Strasburg. Presently all equipment is in the open and subject to weather deterioration. Another \$6.1 million is proposed to fully build and equip the facility, to be built by the existing turntable. (*The Transfer Table*)

The State of Maine has purchased roughly 233 miles of track from Montreal Maine & Atlantic to prevent abandonment. The purchase price was \$20.1 million. The state recently got a \$10.5 million federal grant to do badly needed track work as substantial portions of the route covered are down to 10 mph speed restrictions. Preservation of these lines is claimed to preserve up to 1722 jobs. (*The Shortline*)

Federal Transportation enhancement funds of \$1.1 million are en route to the Cumbres & Toltec scenic railroad to repair Lobato Trestle, damaged in a June fire. A railfan contribution of over \$50,000 plus insurance and salvage should completely pay for this rebuilding (*The Shortline*)

Union Pacific's Mike Eden, generally assumed to be the father of the Gen-Set locomotive, has come up with another idea, which is being researched by Brigham Young University and others. The idea was to put some sort of streamlined container of fixture on the first car of a double stack train, behind the locomotive on the upper level, where normally in present practice, the blunt, square end of the container faces into the wind. Eden's idea is to mount a wedge shaped container on the first, upper position, for less drag and wind resistance. In addition to BYU, the AAR test facility in Colorado has looked into this with promising results. The next step is to actually run the set-up in an actual road train. (*Midwest Rail Scene Report*)

Continued on following page:

THE WORLD OF RAILROADS

by Jerry Grosshans

Continued from previous page

Norfolk Southern has been leasing at least 40 older GE C40-8 units from Union Pacific as the road remains power short.. NS has an option on these units for up to a year's service. This is in addition to the acquisition of older GE units from UP (similar models) by CN. (*Midwest Rail Scene Report*)

Los Angeles area commuter line Metrolink has at least 10 of an anticipated 137 new bi-level coaches in service. The non-powered cab cars bear a strong resemblance to the Amtrak P40 and P42 locomotives with a sloped front. Safety features include rear facing seats in cab cars, shock absorbing couplers and a "crumple zone" in each car to lessen the impact of a collision on passengers. (*NARP News*)

A group of Amtrak workers in the Beech Grove shops have won a \$34.5 million jackpot in the Hoosier Lotto's October 30th drawing. Each will get over \$1 million before taxes. (*Gondola Gazette*)

Ex-C&O Greenbrier locomotive 614 will be prepared for travel and be towed to Roanoke, to be displayed for four months with ex-N&W 611 at the Transportation Museum, after which time it will go to the C&O Historical Society facilities at Clifton Forge. (*High Iron*)

The fastest speed by an unmodified commercial passenger train was set on December 3 by a Chinese train-set running on the Shanghai-Beijing line. (*Potomac Rail News*)

Progress Rail, a division of Caterpillar and the new owner of Electromotive Diesel, plans to build a locomotive manufacturing facility at Muncie, IN so as to offer "built in America" locomotives. EMD's old facilities in LaGrange, IL have mostly been torn down, and EMD production recently has been in London, Ontario, Canada. (*The Green Block*)

The Amtrak P-32-8 locomotive used on the Heartland Flyer route has been cited by Time Magazine as one of the 50 best inventions of 2010. The unit burns a bio-diesel blend of 20% biofuel and 80% diesel. Reductions of hydrocarbons and carbon monoxide have been reduced by 10%, particulates by 15% and sulfate emissions by 20% with little to no loss of economy in operation. (*The Green Block*)

Union Pacific's Steve Lee will retire as head of the UP steam program at the end of 2010. He will presumably retire from his other "job" as head of the snow plowing group. Ed Dickens will succeed Lee in the steam program. Several months ago, Lynn Nystrom passed away, leaving Bob Krieger as a veteran holdover with steam. (*Interchange*)

EMD has won a contract to supply six SD70AC locomotives to the country of Mauritania for use on its mine railway operations. (*Railway Age*)

The use of light emitting diodes (LED) technology has increased in the past few years with LED's being used as signals and grade crossing lights, among other uses. A problem with LED's has come up, however. As they do not generate heat, they are prone to clog with snow and ice and are unable to be seen. Manufacturers using this technology have begun research on how to equip LED lights with some sort of heating function for use in colder climates. (*Switching & Signaling*)

REMINDER: DUES ARE NOW DUE

Dues should be paid ASAP. If anyone wants to pay at the general meeting (cash included), Kim Young will be available to process your payment. Kim's email address is:
kimyoungmarshall77@gmail.com



Thanks to Charles Curley III for submitting these photographs of the Hull Street Station in the aftermath of the recent snow. The photos definitely capture a feeling of wintry “days-gone-by.”

Hull Street Station Update:

The contractor (Spacemakers), that will be finishing the front room of the station, has begun moving material into the building and is scheduled to start work soon. The architect is estimating that the contractor will be finished by the middle of February. Once the work is finished the ODC members and modelers will have an opportunity to paint the ceilings, walls, and windows. The modelers have been working on plans for the new layout and are anxious to get started building.

Bill Todd, Ned Krack, and Calvin Bowles have agreed to start doing the floodwall tours once the station opens and weather permits. There will be the option of going to the Manchester bridge which takes about an hour or going East which takes about 20 minutes. Ann Thorn has supplied a combined script that Bill Thorn and Dick Hogan used when they were doing the tours. This may be put in pamphlet form and be made available at the station for all to use.

A museum committee meeting is scheduled at the station on January 22nd at 10:00 AM. Items on the agenda include the gift shop, business and marketing plans, and exhibits and displays.

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

Each month, we feature a different historic photo from the ODC Archives.



The Old Dominion Chapter Archives provides an invaluable look at the history of railroading in Virginia. Your help is needed as we continue to catalog this extremely valuable collection of railroad memorabilia. If you can assist in this task, please contact Calvin Boles (calvinboles@comcast.net).

This month's featured photo from the ODC Archives, shows an early view of Richmond's Broad Street Station. Like many of the photos in the Archives, this one depicts not only the development of railroading in the area, but it also helps chronicle the development that the City of Richmond and the State of Virginia have undergone in the last Century.

A major effort is presently underway to digitize and further preserve many of the historic photographs and slides that are in the ODC Archives collection. Hundreds of photos are already available as digital media, and efforts will continue through 2011 to further this important work.