



The Highball

OFFICIAL NEWSLETTER
of the
NATIONAL RAILWAY HISTORICAL SOCIETY
OLD DOMINION CHAPTER



Volume 52, Number 11

October, 2011

CHAPTER PROGRAMS AND MEETINGS

October meeting

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 discuss plans for railroad development, including new Amtrak service to Norfolk.

November meeting and election

On November 21 members will vote at our regularly scheduled meeting on Board of Directors for 2012 and beyond. The program to be presented at this meeting will be will be announced next month.

John, the following members are to be elected to the Board at the November meeting; Kim Young filling in Marsha Cox's term for one year, Charles Curley III filling in Sue Rasmussen's term for one year, Calvin Boles for a three year term, Ned Krack for a three year term, Bob Dickinson for a one year term, Randy Ridgley for a one year term and Sam Williamson for a one year term.

The following amendment will also be put to a vote: Article II Section 4 In lieu of a special meeting, when deemed necessary by the president, due to time restraints and the importance of the subject, the Board of Directors may be polled by electronic means where the subject can be discussed and voted on. The votes will be transferred to paper and given to the secretary at the next Board of Directors meeting to be entered into the minutes as record.

Archive Committee meeting

The Archive Committee will meet at once during the month of October. That meeting will be held at 3600 W. Broad St. at 1900 hrs on 27 Oct. 2011.

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

Despite the weather, our Hallsboro open house and running of the steam engine on Saturday, September 24th, was a success. Many members and guests braved the inclement weather to venture out for a day of railroading fun and good food.

Kevin Frick

HULL STREET STATION REPORT

By Bob Dickinson III



Station project continues to make progress - The Richmond Railroad Museum is scheduled to open on November 12th! This is possible because many volunteers

have been busy doing lots of work on the project. Over the last few months Bob Stevens and Randy Ridgely and others have worked to relocate the fence, remove the old fence posts and repair and replace missing cobblestones. Calvin Boles, Ned Krack, Joe Andrews, John DeMajo, Jim Lewis, Randy Ridgely, Bob Stevens, Wayne Poats, Anne Thorn, Preston Harrison, Carl Brummer, Win Goodier, Gerry Grosshans, Charles Curley, Alan Cox and the modelers, Sam Williamson and Eric Williamson, Steve Tarrant, James Dunlap, and others have worked on the freight room exhibits, hanging signs and pictures, sorting out material, painting, assembling displays in the stationmasters office, cleaning the building, researching history, assembling information and doing too many other jobs to list them all! Thanks, to all. We are planning a training day for all hosts and volunteers at the Museum on Saturday October 29th. More information about this at the October Chapter meeting.

CONDOLENCES

The chapter's Board of Directors and the staff of the Highball wish to acknowledge the passing of ODC member Marshall Herron.

RECOLLECTIONS OF A TRIP GONE BAD

A look back in time to the February, 1963 issue of the Highball, reveals the following:

On Sunday, January 27th, at 7:15 a.m., fourteen chapter members and their families set forth on an extremely cold and eventful day for Washington DC via the RF&P Silver Comet. At Washington, they transferred to a chartered bus which brought them to the Baltimore Transit Company's Irving Car House. There they were met by Trolley 3779 for a day-long tour.

After a highly successful tour of the remaining Baltimore trolley system, including spotting of the rare Bonding Test Car, the group again boarded the bus for the return trip to Washington's Union Station where they were to meet a train for the duration of the return trip.

Upon arrival at the station, they learned that their train, West Coast Champion, was two hours and 40 minutes late. That was, however, only the beginning of their troubles.

After finally departing at 11 PM, and losing additional time in Alexandria, the train was stopped because of sticking brakes on the car which was carrying the O.D.C. group. After numerous attempted and failed repairs, which lasted until 2:50 a.m., the train was dragged over a mile to a siding where the disabled car was left behind. Our group was then allowed to remain in the dining car for the remainder of the trip.

It was now 3:20 a.m., and the train, which was supposed to have arrived in Richmond at 10:20 p.m., was still 70 miles from Richmond. At this point, it was discovered that the heat was failing due to low water in the heating boiler. A decision was made to stop at Fredericksburg in order to take on water, and this added another 45 minutes delay. As passengers sat waiting, a semi-local passenger train, which had just left Washington at 2:30 a.m., zipped by the West Coast Champion, only adding insult to injury.

At long last, the train departed Fredericksburg at 4:45 a.m. for an otherwise uneventful run to Richmond. At 5:40 a.m., ironically just one minute before that same train was scheduled to arrive some 446 down the line in Yamasee, Tennessee, it pulled into Broad Street Station in Richmond. Arrival was just in time for most of the group to go home and get ready for their Monday morning work day.

(Thanks to Ned Krack for submitting this article)



THE WORLD OF RAILROADS

By Jerry Grosshans

Virginia to get \$44.3 million in Federal grant money for work on the tracks between DC and Richmond, to enable higher speeds and reduce congestion. North Carolina will get about \$4.4 million for engineering on the Petersburg-Raleigh line (restoration of the SAL rails) All of this will probably take several years. (Richmond Times-Dispatch)

A 17 year old Colorado girl lost both legs on September 5th while trying to get on a moving train to return to Fort Collins, where she was a college student, after a trip to Denver. The situation occurred in Longmont, about 30 miles from Denver. (Richmond Times-Dispatch)

Between May 12021 ex Santa Fe locomotive 3741 will pull a train to the Grand Canyon and on to Phoenix in honor of the Arizona Centennial. Trains and Travel International will be handling tickets and reservations, Contact chris@traintrips.biz for information. (Gondola Gazette)

The ABC television network is to offer a sitcom called "Pan Am" after the late great airline. Pan Am is now a railroad so one would assume the railroad got a bit of money in the end for the rights to use the name and logo. (Cinders)

A recent rockslide will cost the Durango & Silverton at least \$500,000. The slide, south of Silverton, occurred on August 2nd and was not cleared up until August 7th. In the interval, shorter trips were run between Durango and Cascade Wye. (Gulf Coast Railroading)

Strasburg Railroad is preparing to haul freight, at least 300 carloads are planned in 2011. TO that end it has acquired an EMD SW8 switcher, but has used its 2-10-0 steamer at least once in freight service. (The Shortline)

Canadian National is merging the DM&IR and DWP into Wisconsin Central. (The Shortline)

Ex C&O 614 is apparently to be repainted into a green scheme (Hinter Green) in preparation for service on The Greenbriar Presidential Express. Details of operations remain to be worked out with CSX. The locomotive is to be displayed on the loop track at the

THE WORLD OF RAILROADS

By Jerry Grosshans, Continued...

White Sulpher Springs station. (Potomac Rail News)

It had to happen.... The company which employed the truck driver who ran into Amtrak's California Zephyr, killing the driver and five passengers, has filed suit against Amtrak and Union Pacific over the incident. John Davis Trucking has had five suits filed against it over the incident. Remember that the wreck occurred in broad daylight, there was excellent visibility, crossing gates were down and working, as were the accompanying lights. The UP engineer also correctly sounded his horn. Remember... our tax dollars will have to be used to defend any suit against Amtrak. And while UP may have "deep pockets" it should not have to expend unnecessary funds either. And, if the suit is finally decided in favor of the railroads, in all probability no recover to fully compensate them will probably occur. (Interchange)

EMD is to rebuild seven SD70ACe locomotives for the United Arab Emirates (UAE) to be used on a 165 mile line to haul up to 200,000 tons of sulfur daily. (Tarheel Telegrapher)

An Ohio man was sentenced to eight years in prison for stealing track plates from CSX and selling them to scrap dealers. He had sold over 60 tons between July and October of 2009. (The Automatic Block)

BNSF has filed plans with the Army Corps of Engineers to rebuild a single track bridge over the Missouri River at Plattsmouth, NE. The new bridge will be adjacent to the present bridge, which will remain in use, thus double-tracking the river crossing. (Railfan and Railroad)

Several former Union Pacific SD-90 units have migrated to Australia, numbers 901-904 still have their 6000 hp "H" power plants while #905-909 have been repowered with the older 16-710 two cycle motor. (Railfan & Railroad)

Last month I mentioned a train of well cars heading south on the old SAL trackage, and a similar train a couple of days later heading north. With some assistance from several periodicals, especially Railroads Illustrated and Railpace, this is what I believe is the situation.

The trains are Q135 (between North Baltimore, OH and Portsmouth, VA. As there are east-west trains, the even number (136 is Portsmouth bound, and 135 is returning to North Baltimore.) Normally on CSX south of Richmond, its even numbers northbound and odd, south. On August 3, CSX renumbered many of its intermodal trains, these formerly being Q130 and Q139. Due to work on the former B&O trackage west of DC and tunnel enlargements, these trans, which formerly went via the B&O to DC, then over the RF&P to Richmond, are now getting on the C&O trackage in Ohio and proceeding through the New River Gorge and down the C&O River Line to Richmond. If this routing is permanent, or the

THE WORLD OF RAILROADS by Jerry Grosshans
Continued ...

trains will revert to the former route is not clear. Here in Richmond, the 135 train seems to be a very late night arrival, sometimes into the early morning hours, with the 136 train being an early night visitor. The schedule is for departures from North Baltimore on Sunday through Wednesday and from Portsmouth on Wednesday through Sunday. I have not yet found out the scheduled times. Sometimes one can be lucky, on the 29th I was bale to catch Q135-29 coming down the old SAL and stopping at Marlboro Signal (Dale Avenue/Fanshaw Yard) in the wee hours of the morning and from radio chatter determined he was 5200-some feet in length and I caught the detector at mp 4.0 which gave an axle count of 224 axles. All in all, these are relatively new trains, were not on the list for our Ashland meeting, so its more business for the area and the railroad!

I mentioned the CSX numbering ...of interest locally, Q171 is now Q031, Q172 is Q032, Q173 is Q033 and Q174 is Q034 (the O being a zero). This frees up a number of slots for more trains, although it is believed that not all "Q trains" were renumbered. Should they be rerouted, the letter symbol becomes and L, extra sections get and X and extensive routes get an R.

By the way, North Baltimore is on I-75 and close to Deshler and Willard, OH. I would also like to note that while stalking a 135 train, I managed to catch a movement to go west out of Fulton Yard, with five Department of Defense boxcars, neat and clean, with DOD900 a clean black caboose with plenty of antennas and a cupola mounted air conditioner such as found on recreational vehicles.

I got my hands on Locomotive 2011, an annual publication from TRAINS, and was interested in several things therein... GE is building fourteen ES58ACi units for the Brazilian road Vale, along with thirty-three Dash9-40 models. As GE usually puts the horsepower figure in the locomotive model, are these ES58 units 5800 hp? There is also a photograph of the GE erecting floor in Erie showing several BNSF ES44 models, but in the background there is a locomotive with the larger radiator area than the ES44's which resembles the older AC60 models. Is this one of the locomotives for Brazil??? and if not, who is getting the big unit or units? The magazine says that 2011 construction numbers are 524 for GE, 213 for EMD, 24 for MPI and 11 Gensets by NREC.

I was dismayed in several errors in the last Railfan and Railroad,, concerning the earlier mentioned New Baltimore and Portsmouth trains, the article announcing the CSX reroute through the New River Gorge says that the trains run between Fostoria, OH and Portsmouth on former Chessie rails. South of Richmond its former Seaboard, ACL or SAL depending on the route to Centralia. There is also a short article by Alexander Craghead in which he appears to be in favor of railroad graffiti. He also claims that you never see purple boxcars which is wrong. When Ford was operating their plant in Norfolk, pink and light purple boxcars were seen regularly.

STATUS REPORT ON TICKET SALES

Ticket sales for the excursions are going very well. As of October 6, the following statistics existed:

FALL TRIPS

	9:30	1:30	(200 max per trip)	
Oct 8	188	200	seats available	both trips
Oct 15	196	200	second trip	sold out
Oct 22	all trips told out			

SANTA TRAIN

(115 max per trip)

	9:30	10:30	11:30	1:00	2:00	3:00
Dec 3	95	115	115	115	115	69
Dec 10	115	115	114	114	115	66

Please note: Volunteers working these trips are reminded of the special safety equipment requirements that were sent out to the mailing list. Use of safety equipment by volunteers will be enforced. Those who will be working outside the train on the ground performing maintenance such as watering the train or oiling journals or moving the train must wear steel toed safety shoes and eye protection (under certain circumstances a hard hat, except in close quarters). This is required equipment to work on the train...No exceptions, please. Those working inside the train should wear sturdy hi-topped shoes but eye protection is not required.

Please also note that we are in need of a ticket agent and a trip chair person. Anyone wishing to volunteer for these positions should make their availability known to the Board of Directors.

Thanks,
Marsha Cox

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.

Virginia Rail Observations and Commentary

by Richard L. Beadles

Volume III, No. 18. September 28, 2011

Re:

Railroads and the U.S. Mail.

How the mighty have fallen! We never thought we would be feeling sorry for the Post Office -- but we are! The current Postmaster General paints a dire picture of the financial condition of the U. S. Postal Service. In a twist of irony, U. S. railroads, currently prospering, can afford to be rather ambivalent about the precipitous decline in demand for mail services and the apparent bankruptcy trajectory of U.S.P.S.

Mail contracts were coveted by stage-coach, steam-boat and railroad companies. We recently ran across an 1847 annual report of the former RF&P railroad, in which the company president was lamenting "difficulties with the Postmaster General". That was a constant, on-going, situation for about 135 years. The Post Office held a whip hand and used it liberally. Representatives of the Postal Service could be extremely difficult. At times they seemed arbitrary and capricious. Contracts were awarded and terminated, to make a point, or to drive a hard bargain. Service-standards were sacrosanct. Punitive "service-failure" fines were imposed upon railroads. An RPO clerk (railway post office) could "bad order" his RPO car for what often seemed to the railroad a petty complaint. Admittedly, railroads have their own arrogant reputations to live down!

On the other hand, the Post Office and the nation's railroads made a great team for about one-and one-third century of U. S. history. Arguably, first-class mail service, within most geographic regions, was as good or better then as it is now. For example, the long-running three-cent first-class stamp, of yesteryear, would carry a letter from Richmond's Broad Street Station to Manhattan, from a 9:00 p.m. drop into the public mail chute, and then to the RPO car on the overnight train to New York. RPO clerks sorted mail en route, resulting in next-morning delivery within the City. This was not an unusual example. [Admittedly, coast-to-coast rail service could not compete with air-transport of first-class mail.]. Then there was the Parcel Post service offered by the Post Office -- essentially the equivalent of UPS and FedEx of today -- which generated thousands of rail carloads of priority transportation each and every night across the nation. All of this helped financially support and sustain the once-vast rail network of passenger trains, many of which also carried Pullman sleeping cars.

The partnership began to unravel in the 1950's with "space-available" diversion of regular, first-class, mail to air, provided the airlines had capacity, otherwise, the rails were expected to be on standby to handle such mail. This was diversion of regular, 3-cent mail, not premium "Air Mail" for which the Post Office charged substantially more. Then, in the 1960's, the Post Office accelerated their diversion of

Virginia Rail Observations & Commentary Continued ...

mail from rail to truck. Finally, they took the Parcel Post, or what was left of it, after the emergence of U.P.S. and Fed-Ex. This contributed significantly to the end of the nationwide private passenger train network that finally died with the coming of Amtrak. While some former "parcel post" still moves via rail (UPS), private railroads are clearly better off financially, but the Post Office obviously isn't -- perhaps not even the nation, if the full cost of the Post Office's air and highway alternatives to rail were ever to be known?

(Article reprinted with permission of publisher.)

FIELD DAY OF THE PAST

Steve Tarrant, along with a crew of volunteers from the Old Dominion Chapter, manned the railroads display at the recently held Field Day Of The Past. Here are some photos taken at the annual three-day Goochland event which draws thousands of visitors to the area.



RICHMOND'S BELT LINES: THE RF&P / ACL's TWO ROUTES

A Highball special feature article by Steve Tarrant

Yes Virginia, there were two. But the beginning of this story goes back to the years just after the Civil War. At that time none of Richmond's five railroads connected physically. With the postwar infusion of Northern capital to resuscitate Virginia's worn out and war-devastated railroads and the concurrent expectation of greatly increased north-south passenger and freight traffic, the Richmond, Fredericksburg and Potomac and Richmond and Petersburg Railroads together built the Richmond Connection RR in 1867 from the RF&P's main line in Broad Street at Pine Street down the center of Belvidere Street and then eastward down the north side of Byrd Street (including a two-block long tunnel) to the RF&P station at 7th and Byrd.

Though north-south traffic without change of stations or transloading of cargoes was now practicable, the traffic mushroomed.

But by 1890 the volume of freight traffic moving on this steep and twisty city-street route had become a major problem both for the two railroads due to inherent slowness and for the City due to frequent and lengthy street traffic delays caused by those increasingly long and frequent freight trains.

In February, 1891, the RF&P and the ACL (as the R&P would become in 1898) opened their Belt Line for freight traffic. The RF&P's new James River Branch ran from the main line at the south end of what later would become Acca Yard via AY (Acca Wye) up a 0.66% grade to street level about 1,200 feet north of Broad Street. From here this double-track line ran at the surface on level or moderately ascending grades to Grove Avenue. At this point the line became single track and began descending in a cut on a generally 0.60% grade to their new James River Bridge. This was a steel deck-truss multiple-span structure on stone piers; the RF&P owned the line to the center of this bridge. From here the ACL's portion of this freight belt line continued single-track southward to a curve about three blocks north of Reedy Creek and thence on a tangent across what is now Belt Boulevard. It continued along the west edge of the George Wythe H.S. property, across Midlothian Turnpike, at grade, and along the east edge of Circle Shopping Center and across Hull Street, at grade, across Broad Rock Road, at grade, across Hopkins Road, at grade (later overpassed) just west of Holly Springs Avenue, and then in a curve, with a Wye in the northwest quadrant, to join the old ACL (ex-R&P main line and Cofer Road.

All passenger traffic, however, continued to operate via the old main line through Byrd Street Station and the Connection RR.

By 1916 the growth of rail passenger traffic with its increasingly longer and heavier trains, greatly increased city street traffic, the need for 13 additional east-west streets across the Belt Line north of the river, the need for reduced passenger train transit times through Richmond in competition with the with the 1901 SAL RR's more-grade-separated route via Main Street Station and the Shockoe Valley, the need for a larger, more modern and more efficient passenger and mail terminal, netter space for the RF&P's own headquarters offices, all led to the new Belt Line Project, the line which now serves CSX and Amtrak as the main through route.

This involved the creation of Broad Street Station (now the Science Museum of Virginia), the depression of the tracks as much as 18 feet below the old Belt Line north of Cary Street, double-tracking the entire line, the creation of a higher-speed bypass line south of Reedy Creek to Walmsley Boulevard (2 miles south of Cofer Road), and the replacement of the James River Bridge with a double-track structure of greatly increased load capacity and lower maintenance requirements. This would become the present multiple-arch reinforced concrete bridge that is still so very graceful today, more than 90 years after its completion.

The new (present) grade leaves the RF&P Acca Yard at AY on the original alignment and runs virtually level to about the line of Kensington Avenue, then ascends on a 0.50% grade to about the line of Parkwood Avenue where it meets the original grade and turns downhill to the James River.

It was my curiosity as an engineer about what was done with all the dirt (some 450,000 cubic yards: by comparison, our own Hallsboro Yard construction required 25,000 cubic yards of excavation) that was dug out north of the James River: how was the abundant subsurface water and unstable subgrade material dealt with; and how was traffic maintained on the existing line while all this was going on that prompted this article. I worked in an office adjacent to this line in 1973 and 1974 while the Powhite Parkway was being excavated on each side of the railroad and I saw some of the same
Continued on next page...

RICHMOND'S BELT LINES: THE RF&P / ACL's TWO ROUTES, continued

subsoil and drainage difficulties that must have plagued the RF&P's contractors back in 1916-1918.

The excavated dirt was the easy part: it was spread out east and west of the cut between Thompson Street and Hamilton Street, in tapering fills whose rise can be seen today on all of the east-west cross streets. Hauling and spreading of this dirt was by narrow-gauge contractor's railroad, much as open-pit mines are worked. How rail traffic was maintained during construction is quite a story. The southbound (westernmost) original track of the one-and-a half mile double-track section lay on the centerline of the r-o-w, so by removing that track (which would slow traffic but not stop it) and relocating it a bit farther west at the new low level, enough lateral separation would be gained, with the aid of vertical sheet-piling, to allow excavation while still keeping the old northbound track in operation they figured, but it was not to be that easy.

The real problem was the great quantity of subsurface water and the very soft clay and 14-foot-deep layer of quicksand encountered between Broad Street and about the line of Stuart Avenue, especially in the vicinity of Patterson Avenue, some 3,000 feet in all. By the time excavation had gotten partway down this section, the unexpectedly rapid flow of soft material from the east cut slope was undermining the old northbound track.

So they built a temporary southbound track at the partway-down level, first on an extra-thick cinder ballast bed. This didn't work; the track sank unevenly as the traffic load was placed on it. Then they tried a two-layer timber mat overlaid with two feet of ballast. This didn't work much better, the very soft, saturated material underneath being forced unevenly by the traffic load up through the mat and out at each side. All of this ballast material was then dug out and a temporary partway-down trestle was built on a double row of piles capped with longitudinal stringers over which the ties were framed. This worked, and traffic could be moved reliably thereby.

The original surface-level northbound track was then removed, the cut on that side dug down to the final level, concrete drainage culvert installed on that side and new northbound track build on a deep ballast bed.

Once this had been done the temporary southbound track and its underlying pile trestle was taken out, the cut deepened to final level on that side and drainage culvert installed, and the permanent southbound track built on a deep ballast bed.

To drain the subsurface water from this cut, and thus to dry out and stabilize the very soft soil in the cut slopes and sub-grade some three miles of reinforced concrete box culverts were built at the final subgrade level, approximately three feet wide and with varying depths, generally on a 0.14% grade draining northward. Until this extensive cut eventually dried out, however, pressure from the heavy, slippery ground on each side forced sections of these strongly-built concrete culverts badly out of line, tilted them, and cracked them. These sections had to be rebuilt some considerable time after the new tracks were placed in service, which made almost constant trackwork necessary to maintain line, grade and cross-level until the cut dried out. As rebuilt, however, these culverts functioned well until they were replaced when both tracks were lowered three feet at the time of the Powhite Parkway (I-195) excavation.

In the existing cut south of Cary Street, widening it without having to deepen it was not a train-operation problem. Once the new double-track bridge was completed alongside the original steel bridge, the old single (now northbound) track was swung over parallel to the new southbound track and the old bridge dismantled. Its stone piers still exist, close beside the downstream side of the present bridge.

The new high-speed below grade Belt Line bypass opened for traffic in January, 1919, along with the new Broad Street Station and its seven 30-mph in-one-end and out-the-other loop tracks. All through traffic via Byrd Street Station and the Connection RR was immediately discontinued and the old line torn up, including the original RF&P section in Broad Street to Harrison Avenue.

Broad Street Station closed in November of 1975 with Amtrak's shift to their new Staples Mill Road station at Greendale, 4.4 miles north of Broad Street Station. The original 1891 ACL freight belt line, via Cofer Road was abandoned and torn up in 1986. Remnants of that line's roadbed can be seen clearly along the route described for most of its length.

My thanks to Brandy Martin for his correction of certain dates and for copying at the Philadelphia Free Library and article with details of this project in the September, 1919, issue of "Railway Maintenance Engineer", and to Jim Hobbs, RF&P's Chief Engineer and VP of Operations (retired), for his enthusiastic and experienced critique and clarification of construction details that were not clear in the 1919 article.

**Memories of Hallsboro Open House and Picnic
September 24, 2011**



Photos by Kim Young

In a recent issue, we published an article on the North Carolina Transportation Museum, which was submitted by Robin Shavers. Due to space constraints, we were forced to omit publication of a notice of price changes recently enacted by the NCTM. At the request of the author, this month, we are providing specific information on those fees, and other news from the museum's website at www.nctrans.org.

Admission:

Adults	\$10
Seniors (60+)/Military	\$8
Children (ages 3-12)	\$6
Children 2 and under	FREE

Hours

Spring/Summer Schedule (April 1- Sept 5)

9 a.m.-5 p.m. Monday-Saturday
1-5 p.m. Sunday

Fall Schedule (September 6 - December)

9 a.m.-5 p.m. Tuesday-Saturday
1-5 p.m. Sunday
Closed Monday

Winter Schedule (January - March)

9 a.m. - 5 p.m. Tuesday-Saturday
Closed Monday and Sunday

Closed for New Year's Day, Easter Sunday, Veterans Day, Thanksgiving, and Christmas.

The North Carolina Transportation Museum is a window to the history of transportation innovation and its effects on the state. A family-friendly place filled with interesting exhibits and special events, the museum is a source of education and fun for young and old.

Year-round, there's plenty to see and do. Bring your children to a Day Out With Thomas™. Take a ride on the train or turntable. Go on a scenic autumn excursion or participate in special Halloween and Christmas festivities. There's something for everyone to enjoy.

Planning Your Visit

Directions:

The N.C. Transportation Museum is located about five minutes off I-85, about an hour's drive from Charlotte, Greensboro or Winston-Salem.

From I-85, use Exit 79 and follow the brown Historic Sites signs. You will turn left onto Hwy. 29 (Salisbury Avenue). The museum will be on your left.

From Statesville, take I-40 to I-77 South (Exit 152). From I-77 take exit 49A (G. Bagnal Blvd.) which is Highway 70. Travel Hwy 70 for 21.5 miles to the Salisbury Mall. Go straight past the mall and Rowan Regional Medical Center. Turn right onto Clubhouse Drive (at the "To 29" sign). Follow Clubhouse Dr., veering left until you reach the light at Main St. Turn left. Go 2 miles, passing through downtown Spencer. Pass SunTrust Bank and the Fire Dept. on the left and the museum entrance will be on the right. (Approximate drive time: 45 minutes)

Admission and Parking

An admission charge became effective July 1, 2011 at the N.C. Transportation Museum. Visitors can view the site and ride the train with a single ticket. Admission varies for special events. Parking is free. Spaces are available for buses and trailers. Space may be limited during certain special events.

Accessibility

The North Carolina Transportation Museum is fully accessible to persons with disabilities. Wherever possible, access to exhibits is facilitated by wheelchair lifts and our friendly staff. Certain exhibits and programs do have limited accessibility due to narrow door openings on railroad passenger cars.

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

Please send news items to:
John DeMajo,
Highball Editor at
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**RETURN SERVICE
REQUESTED**

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

FEATURED PHOTO

This month's photo from the ODC Archives Collection



On April 25, 1963, the historic Civil War locomotive "General" passes under the old Acca bridge on its way from Bryan Park shops to Broad St station where it will go on display. The "General" was in the middle of a tour of the eastern US. *(Photo from Evan Siler collection)*

Featured Photos are selected by Charles Curley III