



The Highball



OFFICIAL NEWSLETTER
of the
NATIONAL RAILWAY HISTORICAL SOCIETY
OLD DOMINION CHAPTER

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Monthly Meeting

Bill Todd

The monthly meeting of the ODC will be held at 7 pm on Monday, 4/17 at Hull Street Station. Doug Riddell will present the program looking back on his years as Amtrak's company photographer. Refreshments will be served. Come, bring a friend, and enjoy Doug's always outstanding presentation.

50 Year Award

Kim Young

At the March meeting, Bob Kerr received his 50-year NRHS pin from Sam Williamson and Bill Todd.



Spring Trips, Dillwyn Work Day Set

Ned Krack

The Chapter will be offering seven trips this May and June on the Virginia Springtime Special. On May 13th, we will have two 1.5 hour trips from Dillwyn to Johnson and return at 9:30 and 11:30. An afternoon trip will depart Dillwyn at 1:30 pm for the James River at New Canton and return.

On May 20th and June 3rd there will be two round trips, 9:30 and 1:30, to New Canton.

There will be a work day in Dillwyn on Saturday, April 29 to prepare the excursion train for the Virginia Springtime Special Trips. The plan is to start around 10 am.

Help is needed on all trips and for the work day. To volunteer, please contact Ned Krack at 804-239-4067 or nedrdgfan@msn.com.

Early Deadline for May Issue

Kim Young

Due to the combination of May coming in on a Monday and 611 visiting Petersburg on May 6 & 7, I need all material for **The Highball** no later than 5 pm on May 5. I will not promise that anything arriving thereafter, especially if it is not in an electronic form that I can cut and paste, will get in.

From the President

John DeMajo

This month I am happy to be able to announce a number of developments. First, Eric App has joined us as the new director of the Richmond Railroad Museum. Eric is a professional historian and museum director who was most recently with the Richmond Civil War Museum. He will be working with board member John Forsythe, who is also a museum professional, in implementing a fund raising program, and he will be helping us to better develop the museum into it's rightful place as an asset to the Richmond community.

At the same time, we are also bringing on a successful rental agency to increase our revenue through more frequent rentals of the museum for parties, receptions and corporate business meetings. RVAEventSpace.com is a company with a proven

track record in their work with Plant Zero and ArtSpace rentals. Presently, the museum is funded mostly through revenue from our excursion trips. My hope for the future is to make the museum self-sustaining, especially given that we need several thousand dollars for roof and fascia repairs, as well as improvements that will make the visitor's experience more inviting. Aside from possible grants, we must increase our rental revenues to realize that goal, and we are counting on RVA Event Space to help us in that regard.

In announcing this, I would like to thank George Saunders, who has been acting as our volunteer rental agent since the museum's opening. George has brought in a number of receptions and parties, which enabled us to minimize the museum's dependence on other club revenue.

Finally, I am happy to announce that we have finalized our 2017 budget with the help of our new finance committee. The 2017 Budget assures that we will operate within our means. At the same time, the members of this organization need to constantly be on the lookout for opportunities to supplement our revenues. With our commitment to excursions, the museum, the archives, and our steam program at Hallsboro, we have a constant need to maximize our donations, grants and contributions. If you, as members, come across an opportunity that can help us increase not only our revenues, but also our exposure in the community, please let your board know so that we can pursue every avenue available to make this a great organization.

Recently, a leak appeared in the roof of the museum, resulting in some drywall damage in the model train gallery. The board has been aware that the station roof is in need of repairs since this was only minimally addressed in the 2010 renovation. I want to let members know that the board has approved a contract to make repairs, and I have signed the contract for the work. Steve Tarrant will be overseeing the contractor, and we expect work to begin shortly.

April Archives Photo

Charles Curley

On a clear winter's day in the late forties, a Southern class PS-2 4-6-2 leads train #7 underneath the Atlantic Coast Line's arched bridge in this shot by J.I. Kelly. Train #7 was the afternoon train to

Danville. On this day it consists of a baggage-RPO, a combine, a coach and what appears to be a Southern office car.



Thank You

Greg Hodges

I would like to express my appreciation to the ODC for the kindness shown after the recent death of my mother. Thank you for your concern at that difficult time.

Museum Host Schedule

Linda Nelon

1	Greg Hodges	Gift Shop	
	Bill Taylor	Host	
	Bob Stevens	Host	
2	Ned Krack	Gift Shop	
	Stanley Clark	Host	
	Steve Tarrant	Host	
8	Linda Nelon	Gift Shop	
	Ned Krack	Host	
	Calvin Boles	Host	
9	Ned Krack	Gift Shop	
	Bob Williams	Host	
	Sam Williamson	Host	
	Steve Tarrant	Floodwall	
15	Greg Hodges	Gift Shop	
	Bob Dickinson	Host	
	Ned Krack	Host	
16	Linda Nelon	Gift Shop	
	Stanley Clark	Host	
	Chuck Breeden	Host	
22	Ned Krack(9am-5pm)	Gift Shop	
	Calvin Boles(9am-5pm)	Host	
	Doug Riddell(11am-3pm)	Host	
	Stanley Clark(11am-4pm)	Host	
	Wayne Poates(12-5)	Host	
	Jim Lewis (12-3)	Host	
	Chuck Breeden (12-4)	Host	

	Bob Stevens (11-4)	Host
	Greg Hodges	Host
		Host
		Host
23	Carl Steiner	Gift Shop
	Charles Curley	Host
	Bill & Ann Todd	Host
29	Carl Steiner	Gift Shop
	Jack Newsome (11-1:30)	Host
	Jim Lewis(1:30pm-4pm)	Host
	Ray Potter	Host
30	Ned Krack	Gift Shop
	Bob Dickinson	Host
	Jerry Grosshans	Host

Museum Report –March 2017

Bob Dickinson

Visitors: 313 – Total so far for 2017 is 803.

Donations: \$289. Gift shop sales were \$514.67

28 members and visitors attended the Chapter meeting on March 20th.

News – The museum has an additional new display cabinet in the freight room. This cabinet was built by John Williams to match the 2 others that were built last year by Chapter President John DeMajo. Calvin Boles has already “decorated” the inside with some old and some new items. More to come as additional funding becomes available!

Ed Childers recently donated a large number of railroad related items that he collected over the years. Ed worked for the C&O for many years retiring 1985. At one time when he was a clerk and his office was in Main Street Station. His father and grandfather also worked for the C&O. His grandfather started in Huntington WVA and ended up in Clifton Forge. His father worked in Fulton yard and was in the mechanical department. One of the items that he donated is a clock which hung over the ticket window at Main Street Station. It was made by the “Self Winding Clock Company” of New York. It is powered by 2 large 1 ½ volt dry cell batteries which will operate the clock for over a year! Some clocks of this design were designed to operate with a master clock that kept the accuracy to 2 seconds a month. The “slave” clocks all over the country would be updated at noon each day by signals sent over the Western Union telegraph network. (Jimmy Duffy – the last Southern agent to work at Hull Street Station described the clock in

the station as being this type!) Ed told me that the clock still operates. It will soon be mounted in an appropriate place at the museum. There are also other items which include a modern (1950s) “Pullman” chair; a C&O embossed step box, framed pictures, equipment and safety books, and other items. Thanks Ed!

The Chapter BOD has authorized repairs to the station roof. A small leak was recently discovered around the chimney in the modeler’s room. Steve Tarrant will coordinate the project. Part of the job includes replacing the “nailer” which is on the very peak of the roof. The contract also calls for inspection and repair of any loose or broken tiles. Fortunately we have a supply of spare tiles.

Notes on an article in the “Richmond Times Dispatch” - In the Sunday edition of April 2, 2017 there is an article about Fort Lee near Petersburg Va. There is another “Fort Lee” just East of Richmond near Byrd Field (now RIC). It is at the top of the grade for trains leaving Fulton on the old C&O (now CSX). Back in the days of steam and early lower horse power diesels the long coal trains to Newport News would usually require “pushers” when leaving C&O’s Fulton Yard. (Some people called them “helpers or “boosters”.) At Fort Lee which was near Charles City road someone in the caboose would pull the uncoupling lever and disconnect from the “pushers” just as the train passed over the top of grade. The “pusher locomotives” would stop and wait for the train to clear the crossover and then upon receiving the signal cross over to the Westbound track and make a reverse move back to Fulton. If you happen to be in Dillwyn for the spring ODC trips look at the “remote” uncoupling lever on the BB-222 caboose to see how it worked. Of course the air was not “coupled in” between the caboose and locomotives as the parting of the air hoses would have thrown the air brakes into “emergency”!

Archives – Chuck Breeden reports that the slide scanning project is back in operation. The computer that was being used to do this job was replaced and the old scanner would not work with the updated operating system. John DeMajo saved the day by donating a new slide scanner that now works with the newer computer!

Boxcar storage – additional new shelves have been installed in the boxcar. Material is in the process of being moved off of the floor, sorted, and put on the

shelves. Thanks to Wally Winn for helping with this project.

Circus Train

Charles Curley

Recently, some of the final moves of the Ringling Bros, Barnum and Bailey Circus trains occurred through Richmond. On March 27, 2017, both the blue unit and red units appeared in Richmond. In the first picture, the blue unit waits at Reedy Creek while a Norfolk Southern yard job passes. In the second picture the red unit heads south on the old Seaboard on the way from Norfolk to Hampton. Norfolk Southern had provided the Savannah and Atlanta heritage unit to lead the train. Now that's class!



Railroading Today

Gerry Grosshans

The details, please...In the past several months, several proposals have surfaced regarding a new AMTRAK station for Richmond, as well as the old time-worn ideas for the Main Street Station, which I will tackle first. That station just cannot handle the current flow of trains, keeping in mind there are to be others, with one or two more trains to Norfolk. On either side of the station there is provision for two sets of tracks, at least one set on each side is

now in use. The east side of the station is functional now, for trains to and from Newport News, leaving the west side (SAL) to handle north-south trains. A large problem is that only one set of tracks can be used; if the tracks closest to the building are used, there is no way to access the other set (outside) as there is no stairway, escalator or elevator to these tracks if a train is on the inside set. If a train would be on the outside set, the inside could not be used as a train there would block access t o the other track. It should be noted that the same problem exists for the tracks on the east side, although the traffic now is not heavy enough for worry. One cannot access the eastern tracks (C&O) from the western set (SAL) or vice versa. One of the local news accounts about this plan stated a bridge would be needed, but did not say where it would be located. CSX needs a way to turn east-west trains into north-south and vice-versa to end the problems at AM and Rivanna junctions, or the back haul from Fulton Yard t o Acca. Maybe this is something "Old Hunter" can work out now that he's in charge!

Now about the other proposal - a station at Hermitage near the present Greyhound bus terminal. The first problem is how to turn the train around at the station. Say a northbound came across the river and turned right toward a station. It would have to reverse its course to again go north at Acca yard . The same situation exists for a southbound, the need to turn left to the station land the reverse course and make another left at Acca to head south over the river. So, at least one loop track would need to be built for these maneuvers, requiring additional land to be acquired. I do not believe there are any Fortune 500 companies in the area, but I believe acquisition of any more private land should be a last resort.

I can identify several place s in South Richmond and Chesterfield where a station could perhaps be located, but like so much else it appears that city planning begins and ends at the James River. Couldn't the Staples Mill site be improved, an enlarged building, perhaps, and maybe even more parking and better taxi and transit bus access. The first consideration is to get people on the train so the use of the Ashland and Petersburg (Ettrick) stations should not be left out. When my late housemate was alive, her parents would send tickets for her to go and come from Brunswick, GA and we soon learned that it is easier and faster from my house in

South Richmond to go to and from Ettrick - easier and faster than to use Staples Mill, also saving a couple of bucks in the process.

Remember, too, that Petersburg is investigating a new station there as well as the Ashland situation, which leads me to believe that an area-wide study ought to be undertaken to look into all of this. And, let's not forget the glacial pace of the high speed rail studies.

On the local scene... The two hopper cars with apparent problems, finally departed Fanshaw Yard in early March, they being joined for a month or so by a covered hopper. I don't often get to the end of Gettings Lane (Editor's note: right outside my apartment), but one evening I saw a car sitting there which one could not deny its fate, for written on it in a number of places, in orange spray paint were messages such as SCRAP, DO NOT LOAD, O.K. TO CUT, DO NOT USE, and other messages leaving no doubt as to the fate of the car. A day later it was gone and I checked at the scrap-yard on Deepwater Terminal Road and it wasn't there, so I don't know its ultimate fate. (Editor's note: Its departure was brief. It's back. I presume the other cars in the consist await the same fate but do not know. See photos below.)

As I write this there is a Butthead parked at South Yard, probably a recent overhaul or at least a repainting. The road past the yard is at a level lower than the tracks and locomotives there are parked at a location most distanced from the road. I still haven't caught F-70S but F-712 is usually using two locomotives, a GP40 and GP38 or two GP40's recently repainted and perhaps overhauled. In the past month or so I have only caught F-724 once, which leads me to believe it no longer runs daily, in the evening, to Acca.

As to the "stacks" they are still nightcrawlers, although I did see one east (south) bound at 8 p.m. on April Fools' Day. There are still the single-level southbounds, up to three each evening, one of which returns the Tropicana empties back south. I did see a "high & wide" movement, two large cylindrical tanks on heavy duty flats with two regular flats as spacers, one between the first load and the locomotive, the other between the loads. Power was one of the newer 4000 series rebuilt SD-40's.

At the place I frequent, Old Lane in Centralia, I finally found out who is responsible for the

"substation" facilities by the tracks, Verizon. I asked the worker about parking there and he said "no problem, you're good" so that removed some doubt, although I would not park too close to the facility.

There are quite a few new ties set out at Bellwood Yard, on the trackage from there to Hopewell and Wheelright



ODC Members Tour Norfolk Southern Cars

Ray Potter

Sunday, February 26, members of the Old Dominion Chapter were invited to tour the Norfolk Southern executive Pullman cars on a special siding in Richmond. ODC member John Forsyth arranged for the tours and retired Norfolk Southern executive Bruce Wingo and Legislative Liaison Tim Bentley conducted the tours and answered our many questions.

The two cars, resplendent in fresh Tuscan Red paint, were parked on a special siding at the intersection of 14th and Dock streets in Richmond with the canal and the Triple Crossing adjacent. The cars were NS 1, an office car built in 1928 and NS 20, an office car built in 1920. Both cars were built by the Pullman company.

The NS 1 car is named the Virginia. Historically, the Virginia has been reserved for the railroad's president or chairman of the board. Over the years many of the car's fixtures have been carefully

preserved, and the attention to detail is apparent. It also contains a kitchen gleaming with stainless steel everywhere. In the Virginia the metal walls have been painted to appear as wood. The feeling in the board room is that of an old style men's club encased in walnut paneling.

The NS 20 car is named the Ohio and in addition to several smaller sitting rooms contains several bedrooms complete with ensuite bathrooms. The car was originally built as a 12 section, one drawing room sleeper named Ronneby. In October 1943 Pullman rebuilt it into a 13 section tourist sleeper. Southern Railway bought the car in December 1947 and converted it to a dinette-coach.



Bruce Wingo, left, (recently retired NS executive) shows ODC members some details in the NS 20 car, the Ohio.



View from the rear platform of NS 20 showing the canal and the Triple Crossing

ODCNRES
PO Box 3131
Chester VA
23831