



The Highball



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Disclaimer: The opinions expressed herein are those of the individual whose byline appears on the article and do not necessarily reflect the views of the Old Dominion Chapter – NRHS.

Chapter Meeting

Bill Todd

Our annual ODC Christmas Party will take place at 7.00 PM on Dec. 18 at the Richmond RR Museum. ODC member Rich Todd will present a digital slide show on Horseshoe Curve over a period of years. Lots of action. Lots of festivities. Please make a special effort to come out and bring a friend.

From the President

John DeMajo

I would like to thank my fellow board members for their confidence in electing me president for another year. My goals for the new year continue to be centered around making the Richmond Railroad Museum an interesting and attractive institution where people can experience Virginia's rich railroad history to the fullest. At the same time, it has been my goal to examine the operating procedures of the ODC to make sure that we are keeping pace with regulations pertaining to insurance and safety, and that we are operating in a fiscally responsible manner that is in conformance with our status as a 501C3 organization. We have several ideas for interesting programs for the coming year, and the emphasis for the year will be on better utilizing our assets to attract visitors to both the museum and Hallsboro, as well as encouraging future riders for our excursions. Thanks again to everyone for your continued support, and may each of you have a safe and happy Christmas and holiday season.

Museum Host Schedule

Linda Nelon

2	Erwin White	Gift Shop
	Bob Stevens	Host
	Bill Taylor	Host
3	Ned Krack	Gift Shop
	Steve Tarrant	Host
	Bill Todd	Host
9	Bob Dickinson	Gift Shop
	Kim Young	Host
	Ray Potter (11-1:30)	Host
	Jack Newsom (1:30-4)	Host
10	Ned Krack	Gift Shop
	Bob Williams	Host
	Wayne Poates	Host
16	Linda Nelon	Gift Shop
	Calvin Boles	Host
	Bob Stevens	Host
17	Linda Nelon	Gift Shop
	Charles Curley	Host
	TBA	HOST
23	TBA	Gift Shop
	Calvin Boles	HOST
	TBA	HOST
24	CLOSED	
30	Greg Hodges	Gift Shop
	Ned Krack	HOST
	Kim Young	HOST
31st	CLOSED	

Trip Reports

Ned Krack

12/4

9:30 a.m. trip 119 (includes four trackside sales)
Pulled = 110 (42 children) Santa - Rick Siebigteroth
10:30 a.m. trip Sold = 119
Pulled = 100 (43 children) Santa - Rick Siebigteroth
11:30 a.m. trip Sold = 115
Pulled = 101 (43 children) Santa -Kevin Miller

1:00 p.m. trip Sold = 115
Pulled = 115 (56 children) Santa - Rick Siebigteroth
2:00 p.m. trip Sold = 115
Pulled = 102 (42 children) Santa - Kevin Miller
3:00 p.m. trip 116 (includes one trackside sale)
Pulled = 117 (48 children) Santa - John Ambrose

BBRR crew: Bernard Patterson (Engineer) and Matt Dunaway (conductor)

Trainmaster (ODC): Fred Terry

Car 706: Calvin Boles, Bill Todd, and John Williams

Car 1006: Laird Ramsey, Chuck Taylor, Ed Fielding, and Tim Torrez

Souvenirs: Ned Krack

Announcer: Greg Hodges

Santa Conductor: Tom Hardesty

Santa's helpers: Marge Hardesty, Cindy Siebigteroth, and Bella Siebigteroth

Parking: Bob Dickinson and Bob Williams

Mechanical: Kevin Frick

Souvenirs:

\$757.00 gross sales

\$340.65 net sales

Donations = \$13.00



Richmond Railroad Museum and Archives Report for November 2017

Bob Dickinson

Visitors: 224 (3,825 year to date – a new record!)

Donations: \$579.00

Volunteer hours: 319

Gift shop sales: \$383.02 + \$1165.00 from Ashland -
Totaling \$1,548.02

Tours: Brookdale Senior Living Center (November
14th) 10 visitors

Chapter meeting: 27 attendees

Wedding – about 80 attendees (November 4th)
Thanks to everyone that helped out at the museum during November. Please let Linda Nelon know if you would like to host at the museum as she always can use additional help! Attendance records at the museum have been broken again and we still have another month to go for 2017. A couple of projects in the works that we should be seeing the results of soon include the replacement of the deteriorated “fascia” boards and trim around the edge of the roof. Work to commence as soon as temperatures remain above 50 degrees and no rain for a few days. A candidate for an “eagle” scout badge is planning to construct another “bridge” from the caboos to the driveway to make it safer to get on and off the caboos. Plans have been drawn and work is underway gathering materials and organizing the work. Have you noticed that the caboos has no desk as most caboos have? Turns out there was no desk built in the caboos when it was constructed. According to Doug Riddell and Bill Taylor (ex. SAL and ACL employees) the conductor would use a “lap” desk when he did paper work. He would sit on a bench (provided) and use the “lap” desk to hold his paperwork while he did his reports. Bill recently donated one of the benches to the museum. The next “Museum committee meeting” is scheduled for Saturday January 13th, 2018 beginning at 9:30 AM.

Railroading Today

Gerry Grosshans

I believe that I can endorse another location for good train watching, and that is the Ellington Road crossing of CSX a bit south of Collier Yard. I spent about three hours there earlier in the month and was impressed. I parked facing north, on the east side of the tracks, where I could (and did) see trains in both directions approaching the crossing. Facing north, I could see southbounds before they reached the next crossing to the north, at or before the signals there (Reams?). Likewise, I was able to see northbounds before they reached the next signal to the south (Carson?) in my rear-view mirror. The crossing is about half-way between the signals, both sets being visible there. Since they are approach-lit, you could see train headlight before the signals lit up. You also have the advantage of the new defect detector north of Carson, which is about 100 feet south of the crossing, although it only reports the total axles.

You also have the advantage of a clear right of way, allowing you to see miles down the track in either direction, without encroaching vegetation. This is a very rural area so there is not too much vehicular traffic. At this time, there is plenty of parking space near the tracks, without getting too close. Land near the crossing was cleared for several work or office trailers while the DD was being put in, so you could park on either side of the tracks. Several vehicles could easily park there. I saw a long train, with only one ET unit heading south. He was apparently leaving Collier and was going fairly slow by the crossing, but was obviously picking up speed. North Collier is still a good location, and you have the advantage there of whatever Norfolk Southern sends that way, as it very seldom sends an eastbound on the downtown trackage, due to the grade near Poe. However, often there is such a crowd at Collier that you cannot find a place to park near the NS underpass. This is usually not a problem except on weekends, and if it is, just go south to Ellington Road.

Speaking of train watching locations, the panel tracks for replacing the crossing at Old Lane are still stacked there, and their location, in order to allow Verizon to their facility, makes it hard to see northward without getting closer to the tracks than I would advise. The present crossing there is deteriorating, especially the wooden planks. I would say it is a matter of time until this work is done. In the early morning hours, the local stations will televise road reports and all of them seem to include crossing work, so you can get some information that way.

I haven't been there for quite a while, but the crossing at Jahnke Road is a viable place, with space for several cars (unless something recently has happened) and you can see the Meadow signal for southbounds. In all of these locations, the train crews are supposed to call out the signal, identify the train and the lead locomotive.

Trackwork is still taking place on both sets of tracks, several sets of machinery have been seen at Fanshaw Yard and the southern portion of the Bellwood Yard.

Another pedestrian has been hit by a train near Broad Rock. Persons do not seem to want to use the Hull Street overpass. Going over it you can see a number of persons near the tracks at almost any time. On the west side are quite a few apartments and persons living there cross at any

time to get busses at South Side Plaza. CSX has posted signs concerning trespassing on the tracks CSX is not the only railroad with problems. It has come out that the supplier of ties for Norfolk Southern has been defrauding the railroad with ties covered in anti-freeze, old dark paint, motor oil, and other materials in lieu of the normal creosote, and thereby shortening the lifespan of the ties. While on the subject of creosote, it has been determined years ago that it is a serious carcinogen. Maybe there is nothing else that can serve. CSX seems to be leaning toward the use of concrete ties, but one would think that there should be some research along these lines, but if there is, it has not been reported.

I have read that several places of interest to rail fans have been largely fenced off and declared private, in the western part of the country, namely the Sherman Hill area on UP and the Abo Canyon on BNSF in New Mexico. Land owners there have blamed railfans, but when checking into this, it seems as though the culprits are dirt bike riders and ATV operators. I hope that when the police and CSX authorities decide to crack down, that railfans are not automatically included in the mix.

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Richmond Railroad Museum

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Santa Pix from 12/9

Tom and Marge Hardesty





Dave Coldren

This picture was taken by Randy Toney from the catwalk of the Mulite plant in Dillwyn and sent to us by Mitch Toney of the Tom Mix Rangers.



Snow in the Bellwood Yard

Kim Young





This tank car has been sitting here since this time last year. It is marked "Do not load Scrap" and has been moved a few times but otherwise seems to be ignored.

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