



The Highball

OFFICIAL NEWSLETTER
of the
NATIONAL RAILWAY HISTORICAL SOCIETY
OLD DOMINION CHAPTER



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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

On Monday, Dec. 17 at 7.00 PM at the Richmond RR Museum ODC will feature Jeff Hawkins, notable railfan now back in Richmond area, whose program is "Then & Now" including locations throughout VA, WVA, NC and SC on the N&W, VGN, ACL and SAL. Also, we will have our annual Christmas party so make your plans now to come out, bring a friend and enjoy a great program and fellowship.

December Archives Photo

Charles Curley



N&W K2a 4-8-2 #123 heads a southbound "Short Haul" Richmond to Petersburg passenger train across the Atlantic Coast Line's James River bridge in Evan Siler's 1956 shot. The Short Hauls ran from about 1949 - 1958 and would make several round trips a day to make connections between Broad St station and the N&W passenger trains. They used N&W power and ACL crews. This example has an

ACL baggage car, a N&W combine and coach and what looks like a N&W sleeper. You have to love the purple and white ACL "James River" sign.

2019 Memberships

Kim Young

The 2019 membership form is included in this issue. There will be one major change to the procedures this year. A recent audit of the roster has shown that some information is outdated or just plain wrong. Therefore, ALL payments for 2019 MUST be accompanied by a renewal form. This will be made available at the museum. If you plan to pay cash at a meeting, which is fine, please bring a completed form with you or plan for time to fill one out on meeting night. Leaving same for me in the membership box will work as well. For those of you who receive **The Highball** by snail mail, this MUST be completed by 1/1/19 in order to continue that.

Editor's note: The next 2 articles were inadvertently left out of the November issue.

NS Looking to Move HQ from Norfolk to Atlanta

(Excerpted from a recent Norfolk Virginian-Pilot and Roanoke Times articles) Dave Coldren

A decision on a possible move of Norfolk Southern Corp.'s headquarters to Atlanta appears imminent. "We are at a critical juncture," Norfolk Mayor Kenny Alexander said recently, adding that it appears "a deal has already been struck" and a decision is "going to be made and made soon." Alexander met with Norfolk Southern CEO James Squires (in early October) to present his case for why the company should stay put. Specifically, he told Squires that Norfolk Southern could save money by taking advantage of real estate the city already owns and, possibly, get millions of dollars from the state to help pay for new jobs.

On November 6th, Atlanta's City Council approved a development deal worth nearly \$5 billion to redevelop a section of the downtown area known as "the Gulch," a portion of which Norfolk Southern owns. "If the City Council approves (the funding), it's likely that Norfolk Southern would honor their commitment" and move its headquarters to Atlanta, Alexander said.

Sources close to Norfolk Southern, continue to say moving the headquarters to Atlanta is only a matter of time. The company already has a huge footprint in Atlanta, where it has roughly 2,800 employees in the area and more than 4,700 in Georgia.

The railroad has about 1,000 employees in Hampton Roads, about half of them employed at Norfolk Southern's headquarters downtown, and roughly 4,000 across Virginia. NS has called Norfolk home since the 1982 merger of the Norfolk & Western and Southern railways. Before that, the N&W was headquartered in Roanoke for almost a century. In July, Squires foreshadowed the move. "We are bringing our dispatchers into Atlanta," Squires said. "By the end of this year, we'll have everyone centralized. They're in Atlanta side by side with our network operations team, our locomotive control team, our service design team, and that's an industry best practice that we are embracing. And that's change for us."

Trip Reports-Seattle to Richmond, NEC & Reading Northern

Bill Todd

On Oct. 1st, I flew out to Seattle to visit my cousin and two family friends, and on the 10th boarded Amtrak #8 The Empire Builder en route back to Richmond. Fortunately, I made my two connections in Chicago with #30 The Capitol Ltd. And DC with #91 The Silver Star. By far, the Empire Builder is "the train to ride" based on its on-board services. I booked a roomette all the way. The dining car meals were very good and personnel were quite nice. I cannot say the same for #30 & #91 as far as meal service. Box dinners and breakfast on The Capitol Ltd. Just doesn't cut it for first class. The Silver Star was worse-with just a mid-car attendant in a club car similar to the NEC.

On the 25th I boarded business class on Amtrak's NEC #84 to Metro Park, NJ and returned on #125 on the 30th. Northbound we actually ran on time as

far as Trenton and then found out catenary wires were under repair so the NEC was down to one track around Princeton Jct. We thereby suffered a 30" delay. Returning, #125 ran on time until leaving DC when we got behind the Auto Train. I deboarded in Ashland this time 15 minutes late. Food service acceptable but nothing to brag about.

While in NJ a friend and I took the Reading Northern excursion on Oct. 27 from Reading, Pa. to Jim Thorpe about 60 miles up in the mountains. Depending on which weekend in October you travel, the RN excursions feature steam, RDCs or diesels. We opted for the 10-car diesel train due to our schedule. Overall, completely sold out and a very impressive performance. Highly recommended.

Archives Assistance Needed

John DeMajo

The historic archives of the Old Dominion Chapter is in need of help. We are in the process of consolidating the core of our collection in our library which is now housed in Car 185 at the rear of the museum. In order to accomplish the upgrading of our archives, we are in need of the services of volunteers who have knowledge of library operations, archival preservation, and clerical skills such as data entry and inventory control. If you can assist us with a few hours per month, please contact our archive chairman, Ned Krack at email address nedrdgfan@msn.com, or leave a message for Ned on the chapter voice mail at 804 – 231-4324.

Volunteers Needed

Calvin Boles

The members of the Old Dominion Chapter joined the organization because they were interested in railroads and felt that it is worthwhile to preserve the artifacts and history of railroads in the Central Virginia area. The Chapter MUST rely on its members to volunteer their time and talents to keep the organization in operation. Otherwise, the Chapter will cease to exist.

We are experiencing a critical shortage of volunteers in every area of our operations – the Richmond Railroad Museum, Hallsboro, the excursion trains at Dillwyn, and the Archives. At present, the same core of volunteers are trying to

cover all of these bases and are working multiple shifts each month to meet less than minimum requirements.

The Chapter needs everyone's help. EVERY MEMBER, please try to contribute one day per month, each month, to one of the chapter activities. Regardless of your physical abilities, your gender, your skills, knowledge and abilities, there is a job you can do. Training will be provide as needed.

Contact to volunteer:

Kevin Frick – Hallsboro
Greg Hodges – Railroad Museum
Ned Krack – Archives
David Coldren – Excursion Trains

From the President

John DeMajo

Dear members,

First, I would like to thank you for placing confidence in your chapter's leadership by electing a dedicated board of directors for the coming year. I consider it an honor to have been chosen to lead the ODC for another year.

On that note, we have an elephant in the room when it comes to the continuing growth of our organization. While it is true that we are a niche organization, and that the interests of young people today are moving in different directions, I believe that there is still sufficient interest in trains for our organization to find adequate membership numbers to continue our mission. Our organization offers much in that we have a museum that rivals any other in the country of the same size and resources. Our excursions have been expanded, and serious money has been invested in making our excursion offerings more attractive and comfortable, and our equipment more reliable. Similarly, we offer the only opportunity in the area for people to do hands on work on real trains, and to learn the time-honored skills needed to maintain locomotives, cars and trackage. Despite all of this, our membership numbers seem to fall each year. Our membership is aging, and our core volunteers are being stretched. We need to increase our membership numbers and member participation in order to provide the same level of services. I ask each member to first provide whatever time you can to help the chapter programs, whether it is hosting

at the museum, working in the archives, support for the excursions, or making improvements at Hallsboro. We also need each member, whether you regularly volunteer or not, to act as a recruiting resource. Encourage your friends and colleagues to join and support the ODC. Instill a love of railroading in those around you, especially the young, and talk up the ODC whenever you can. The survival of the ODC and appreciation for Virginia's railroad history, depend on your help.

12/1 Trip Report

Ned Krack (Photos: Tom Hardesty)

9:00 a.m. trip

Sold = 116

Pulled = 103 (40 children)

Santa – Rick Siebigteroth

10:00 a.m. trip

Sold = 115

Pulled = 113 (47 children)

Santa – Kevin Miller

11:00 a.m. trip

Sold = 117

Pulled = 82 (33 children) – includes 3 from the

10:00 a.m. and 4 from 12:00 p.m. trips

Santa – Rick Siebigteroth

12:00 p.m. trip

Sold = 117

Pulled = 106 (41 children)

Santa -Kevin Miller

1:00 p.m. trip

Sold = 117 (includes two trackside sales)

Pulled = 111 (48 children)

Santa – Rick Siebigteroth

2:00 p.m. trip

Sold = 115

Pulled = 105 (45 children)

Santa – Kevin Miller

3:00 p.m. trip

Sold = 116

Pulled = 111 (40 children)

Santa – Rick Siebigteroth

4:00 p.m. trip

Sold = 116

Pulled = 112 (43 children)

Santa – Kevin Miller

BBRR crew: Andrew Bernier (Engineer), Eddie

Mayes (trainee) and Matt Dunaway (conductor)

ODC Crew: Trip Director: David Coldren

Trainmaster: Fred Terry
Car 706: Ed Fielding and Alexis Campbell
Moo cars: David Coldren
Souvenirs: Ned Krack
Car 1006: Laird Ramsey and Chuck Taylor
Announcer: Greg Hodges
Santa Conductor: Tom Hardesty
Santa's helpers: Marge Hardesty, Cindy Siebigtheroth, Bella Siebigtheroth, and Abigail (?)
Parking: Bob Dickinson
Mechanical: Devin Gray

Souvenirs:
\$1003.50 gross sales
\$451.58 net sales
Donations = \$4.00



Chapter Organization and Contacts

Board of Directors

John G. DeMajo – President (jdemajo@demajo.net)
Kevin Frick -First Vice President
Tim Torrez – Second Vice President
Ned Krack – Secretary/Treasurer
treasurer@odcnrhs.org

Greg Hodges – Director
Chuck Taylor – Director
Bob Dickinson – Director
Steve Tarrant – Director
Calvin Boles – Director, Museum Curator
Carl Steiner – Director, Finance Chairman

Committees

Richmond Railroad Museum

Curator of Collections: Calvin Boles
calvinboles@comcast.net

Archival librarian: Chuck Breeden
Physical Plant: Bob Dickinson, Bob Stevens
Museum Host scheduling: Ned Krack
treasurer@odcnrhs.org

Museum building rentals: RVA EventSpace, 2221 Bywood Lane Richmond, Virginia 23224 804-322-9575

Museum Shop Manager: Greg Hodges (junehodges@verizon.net) 804 677 9786
Publicity Director: Ray Potter 804 716 9767 (rpotter177@comcast.net)

Hallsboro Equipment Yard Operations

Yardmaster: Kevin Frick (ckfrick@hotmail.com)
804 536 0899

Excursion Trip Committee

Chair: David Coldren 4avid.coldren@cbre.com
Ticket agent: Kim Young
(kimyoungmarshall77@gmail.com)
(tickets@odcnrhs.org)

Food service: Tom Hardesty 757 591 2910,
(TRHardesty@aol.com)

Souvenir sales: Ned Krack, Greg Hodges
Mechanical operations: Bob Dickinson, Kevin Frick
Trainmaster/co-ticket agent: Fred Terry 804 339 4201

Historians

Rail historian: Brandy Martin
(abjemart@hotmail.com)

Chapter historian: Tom Hardesty
Archive Chairman: Ned Krack

Chapter Operations

Meeting coordinator: Bill Todd
(WFToddJr@aol.com), 804 746 5735
Finance Chairman: Carl Steiner

Safety Committee Co-Chairmen: Laird Ramsey & Greg Hodges

Membership Chairman: Kim Young
(membership@odcnrhs.org)

Webmaster and Information Technology: John DeMajo (jdemajo@demajo.net)

Highball and Social Media Editor: Kim Young
(kimyoungmarshall77@gmail.com)

Publicity Director: Ray Potter 804-716-5162
(rpotter177@comcast.net)

Chapter mailing addresses

General

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

Membership & Excursion Tickets

ODCNRHS
P. O. BOX 3131
CHESTER, VA 23831

We are located at 102 Hull Street, Richmond, VA.
(Please do not send mail to the 102 Hull St.
Address)

Our phone number is 804 – 231-4324
Note: phones are answered by voice mail when the
museum is not open.

The Old Dominion Chapter- NRHS is a 501[C]3
non-profit organization chartered in the
Commonwealth of Virginia, USA

Museum Report

Bob Dickinson

Visitors: 188 (Year to date 2310)

Donations: \$72

Volunteer Hours: 236

Gift Shop Sales: \$490.50

Chapter Meeting: 30

Thanks to all that volunteered during November. Greg Hodges and Calvin Boles are now scheduling museum and gift shop hosts. Please contact either if you would like to become a “new” volunteer at the museum. We would like to have enough “volunteers” so that “hosts” would only be scheduled for one day a month. The ODC modelers continue to improve the HO layout and are usually busy with some project every Saturday. Recently

there were trains running with steam locomotives (with sound!) on the head end controlled with the DTC walk around controls. Improvements to some the displays and building are being planned for next year. Please let Calvin Boles know if you would like to help with any of these projects.

Railroading Today

Gerry Grosshans

The Bush funeral train was a revival of practices decades ago. The previous funeral train of a president was after the death of President Eisenhower, a train taking him back to his boyhood home in Kansas after a Washington DC funeral. Some may recall a funeral train in the interval, trip of: Bobby Kennedy's body from New York to DC. Bush's train was headed by two SD70ACe units, the first one painted in the colors of the U.S. executive aircraft (two 747's and several smaller planes). Keep in mind that these aircraft are NOT referred to as Air Force One unless (and only then) the plane is carrying the current sitting President. The lead locomotive, UP #4141 was originally painted at the time of Bush's election, and it was said that after some brief instruction, Bush ran the locomotive several miles up the tracks! From the several announcers on the air during the roughly 70-mile trip to his resting place, it appears that the former president was at least a "closet railfan. The unit was repainted recently at the UP Little Rock Shops, so it had the appearance of a new unit. This whole trip was apparently planned out in detail before Bush's last decline and death, down to the fact that a meal was prepared and served on the train. The train consisted of 13 cars, including four domes and the office car, Kenefick, at the end. The train was to travel fairly slowly over the 70 or so miles, carded for "about" two hours, but I did see several stretches of pretty good running. The casket was in a baggage car with large plexiglass windows where the doors would be, on each side and was redecorated with a very large American Flag for most of its length. I was particularly interested in the first car after the locomotives, which was the power car. I have seen this car (or similar ones) several times but never close enough for details. At the front of this cars is a large rooftop installation carrying the cooling system for the power plant(s) within. These resembled the cooling system on the

old Budd RDC cars. The "bump or hump" was about the width of a dome, and comparable in length. I admit to watching the entire journey hoping I could get the car names or numbers, but only caught two of the four domes, City of Portland and City of San Francisco. There was a car named Lone Star. I would assume that of the many producers of videos, there will be some about this train, as I saw a number of helicopters in the air. One of the things that surprised me was the vast number of spectators trackside, often a close as at the margin of the ballast! This was to be over a less travelled route and planned to allow plenty of spectators. The tracks seemed to be first class and no meets were noted, which was not a surprise. Signals appeared to be of an older style, and I never saw one of more than one head, and (as could be expected) green in color. Most of the road crossings appeared to be the panel type as used here at Centralia Road and Jahnke Road. There was someone on the locomotives with a camera, but I never heard any horn blowing. All in all, this was what one would expect from the Union Pacific first class or not at all. I might add that the local paper had an article on UP 4141 several days before the funeral. It should be on line. **Editor's note:** Per ABS News, the entire UP crew was made up of President Bush's fellow Navy veterans. I have not been able to get to Petersburg recently, but I understand that the Amtrak station at Ettrick now has restroom facilities as roughly a month ago I was there and saw workmen with what was obviously sewer pipe and as they were wrapping up for the day, I asked one about this and he confirmed the work being done was on the station plumbing. I continue to see what I would call unusual trains. One was a long ethanol train about a week ago heading north with four big GE units, a CSX leader, two BNSF Units and a Norfolk Southern. Just before he passed I noticed a southbound intermodal, single level, with a unit in front and a DPU at the rear. The train carrying the Tropicana cars has had a number of power variations. One day, the intermodal up front with a large cut of

cars, and a DPU unit in front of the reefers. The next day was the reefers up front with a DPU midway in the intermodals.

While I have not seen anything concrete, it appears that Norfolk Southern is vacating Norfolk for headquarter to be in Atlanta. Remember that CSX was once headquartered here in Richmond, so apparently Virginia will go from having two class 1 railroads to none I understand that Amtrak is taking delivery (late and over budget) of the latest new cars, a combination dorm and baggage car. I understand that these are for use in the east on low 1 eve; trains It's getting too cold for much train watching, but I have been at my son's place in Chester (about a mile as the crow flies from Curtis Street) and have noticed a good frequency of trains 10:30 to midnight, usually five or six, often more. It appears that anytime now the crossing on Broad Rock will be replaced. Quite a few ties and lengths of stick rail are there in the median. This crossing was one of the first to use the preformed panels and they have not held up well, as the crossing is now very rough

1930's Flood

Charles Curley

Hull St during a flood in the 1930's posted by on Facebook Visual and Vintage Virginia.





Membership Application/Renewal Form - Old Dominion Chapter, National Railway Historical Society

Please type or print *legibly*

New _____ Renewal _____

Name: _____

Street Address: _____

City: _____ State: _____ Zip: _____

Email: _____

Phone: _____

Family member(s) (if joining): _____

Special talents/interests: _____

Membership

Regular	\$11	_____
Family	\$1 ea.	_____
Surcharge for snail mail newsletter through Dec. 2019	\$10	_____
Chapter donation		_____
Designated purpose (if any)		_____
Total		_____

Please send to the following or leave in the membership box at 102 Hull St.
ODC Membership
PO Box 3131
Chester VA 23831

I agree to abide by the Constitution and Bylaws of the Old Dominion Chapter

Signature _____

Date: _____

Revised September 2018 Membership valid through 12/31/19