



The Highball

OFFICIAL NEWSLETTER
of the
NATIONAL RAILWAY HISTORICAL SOCIETY
OLD DOMINION CHAPTER

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ODC Archives in the News

This month, we are visiting the Old Dominion Chapter's Archives, and reviewing the progress that has been made in organizing the collection. Since 2005, a massive effort, headed up first by Ned Krack and later by Chapter Archivist Calvin Boles, has been ongoing. Today, thanks to the work of Calvin, Ned, and a committee of several dedicated members, the priceless collection of books, records, ledgers, and memorabilia, have been brought from chaos into a well indexed library of Virginia's railroad history.



In the photos above, one can get some idea of the chaos that Calvin and his committee inherited as they set about the task of organizing the collection.

Archives, Continued..



Recent photos showing the improvements made over the last five years by the Archives Committee.

According to Calvin, a multi-layer process was undertaken in which, material was screened, and items which did not pertain to railroads was offered to other institutions. The next step was to create an inventory listing all property in the collection and its physical location. The final phase is now underway with inventories being computerized, and all photographs and slides are being digitized and placed on a computer network. When this work is completed, each item in the collection will be searchable by way of a master index that resides on a network file server. Digitization will also allow irreplaceable photographs and documents to be copied and backed-up in an off-site location. This will provide a layer of protection in the event of a catastrophic loss of the originals.

The Archives Committee meets every second Thursday with the exception of holidays. Meetings for February are at 1900 hours on February 3rd and 17th at the archive office in the basement of 3600 West Broad (former CSX Building).

FROM THE YARD

By Kevin Frick



All of the cars that were on track 1 have been moved about three hundred feet towards the ladder track in anticipation of the building contractor beginning work on the

footings for the building uprights.

We have a tentative shipping date of March 7th to the 19th for the building and all the hardware to erect it. Bob Stevens and Randy Ridgley are the two members, other than me, that have been designated to review and observe the work being done by the contractor. All other chapter members need to refrain from going to the site during working hours of the contractor for safety reasons. We hope to have the building completed no later than the end of March and will be able to place the Dinwiddie County, the caboose and the 0-6-0 under roof the next time the locomotive runs.

The crane has to have the starter removed and repaired due to sparks coming out of it while attempting to start it on January 29th. The cars were moved using the ford tractor and skid steer with Tom Hardesty as the conductor/ brakeman on the cars.

Bob Stevens and Randy Ridgley continue the work on cutting a fence line on the north side of the property and will begin placing fence poles shortly. These two men have done wonders with helping the chapter get security around Hallsboro.

For information or work day schedules at the Hallsboro Yard, please contact Kevin Frick (ckfrick@gmail.com)

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

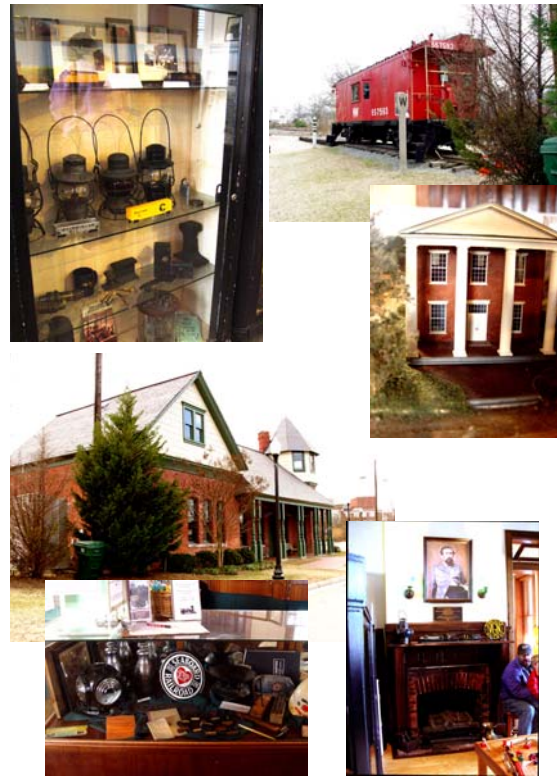
A Visit To The Suffolk Seaboard Museum

Last month, your editor made a trip to Suffolk to visit the museum which now occupies the old Seaboard railway station in Suffolk. Despite limited space, this little museum has a very well thought out and executed exhibit of old railway equipment as well as one of the most authentically recreated model railroad layouts that I have experienced.

The outdoor exhibit area is presently home to Caboose 557593 from Norfolk & Western. An unusual feature of the old station is its Victorian tower and winding stairway, which visitors can climb to get a better view of the old railway line.

Also on site is a small but well stocked gift shop with some Virginia specific publications that I had never before seen. Just over an hour's drive from downtown Richmond, a visit to the Suffolk Seaboard Museum, coupled with dinner at the Virginia Diner along the way, is an excellent way to spend a weekend afternoon.

Below are some photos taken during our visit.





THE WORLD OF RAILROADS

by Jerry Grosshans

The railfan community lost a giant in his field with the death of Jim Boyd on December 31st at the age of 69. Boyd had retired as editor of Railfan and Railroad Magazine in 1998 but continued to make many contributions to the magazine and his areas of expertise, which included scuba diving as well as the more widely known literary and photographic efforts. Earlier in his life, Boyd worked for EMD and also Illinois Central.

A study by the Florida Public Interest Research Group has rebutted frequent claims by special interest groups that highways do not require "subsidies" as rail projects are believed to require. Roughly 49% of highway related expenditures are directly from taxpayer funds and not from gas taxes or other sources usually cited as providing highway and road funds (NARP News)

Union Pacific has drastically cut travel times by increasing speeds allowed on a 112 mile line between Milwaukee and Adams, WI, by raising speeds up to at least 50 mph on trackage that previously had considerable 25 mph limits. (Railway Age)

On December 10th, Bennett Levin, his family and friends again ran a Liberty Limited special from Washington to Philadelphia for the Army-Navy football game. The special, which had not run in several years, was composed of Levin's Juniata Terminal E8 locomotives and 19 private cars. As in the previous two runs of this special, every effort was made to keep news personnel and especially politicians off of the train. Seventy wounded troops from Walter Reed and Bethesda Hospitals were the beneficiaries of this service, without which private car owners, gifts, food and beverages as well as necessary services, were all donated. (Northsat News)

On December 1st, strong winds and storms managed to topple the tall color position signs on the NS ex-N&W trackage just west of Appomattox. The signals were to be replaced but not in such a fashion. (Blue Ridge Dispatcher)

A number of the exchange publications./ newsletters received lately have been very critical of the change in

The World Of Railroads, continued:

the NHRS logo which substitutes the four letters for the older steam locomotive in a circle. I have not seen one which supported the change or even gave a reason for it other than the old logo was too "historical." Isn't that what we are all about???

CSX has been advertising on television for some little time, and NS is now doing the same, after an absence of over a year.

The Richmond Times Dispatch has recently run news on the financial status of the two Class I railroads (CSX and NS) which operate in the area. For CSX it was announced that the fourth quarter profits had jumped 42% with the road earning \$4.06 per share for 2010, up from \$2.89 per share in 2009. NS has fourth quarter earnings up 31% with 2010 earnings of \$4.00 per share, up from \$2.76 in 2009. Total 2010 earnings were \$1.5 billion for NS and \$1.56 billion for CSX.

A project to rebuild the remaining portion of the historic Kinzua Viaduct to pedestrian use by middle 2011. Eleven of the 20 towers that made up the viaduct were destroyed by a tornado on July 21, 2003. Work on the rebuilding started in late 2009. (The Green Block)

Rock Island, IL is the host city for Train Festival 2011 over July 21-24th. A number of large steam locomotives are to attend. The one apparently traveling the farthest distance is ex-Santa Fe 4-8-4 #3751 from California. (The Green Block)

In what may be the first in several areas, New York Jets safety Keith Fitzhugh has turned down an offer from the team in order to remain as a conductor on Norfolk Southern. (The Shortline)

Union Pacific is suing Idahoan Floods over dehydrated potato flakes sticking to wheelsets and thereby rendering a retarder set at North Platte's Bailey Yard unusable to stop a car. This failure further resulted in a derailment. (The Shortline)

Short haul truckers in the Midwest are thanking Norfolk Southern for increased business due to the opening of the Heartland Corridor, which brought more freight to the area, particularly Ohio, which benefits truckers who make the final deliveries to the destinations.

THE WORLD OF RAILROADS

by Jerry Grosshans

Continued from previous page

Railway Age Magazine has named Norfolk Southern's Wick Moorman as "Railroader of the Year" for 2010.

Genesee & Wyoming's Commonwealth Railway opened its new 4.5 mile line in Eastern Virginia, which runs down the median of Rt. 164 and I-664 between the ports of Virginia facilities in Porthsouth and the NS Heartland Corridor (old N&W) trackage in Suffolk. The new trackage eliminates an old stretch of Atlantic and Danville trackage with numerous grade crossings. (Trains Magazine)

BNSF has limited the use of its 2006 built SD70ACe units without isolated cab features of later models, to trailing use only. This is due to excessive cab noise. (Trains Magazine)

On of the original E60C locomotives of the Black Mesa & Lake Powell (#6001) has been donated to the Arizona State Railroad Museum in William, AZ. It was one of the six units built in 1974 by GE, which have been replaced by newer units from National Railways of Mexico, also known as E60C's. (Railfan and Railroad)

The tree powerplant Gen-Set unit has been testing in passenger service on the Rocky Mountaineer luxury train, replacing one of the twom 3000 hp EMD units usually used. (Railfan and Railroad)

Several unusual accidents occurred to Norfolk Southern trains in December. On the 12th, six auto carriers derailed in downtown Roanoke just west of the covered walkway over the trackage near the Link Museum. Cars ended up in city streets on both sides of the right-of-way. Lucky single digit windchills were in place as cars ended up on the "railwalk" between the Link Museum and the Transportation Museum. In good weather, there would have been any number of pedestrians who could have been injured, or worse. On December 27th, high winds blew 16 containers off of an intermodal train crossing the Rockville Bridge near Harrisburg, PA, with two containers ending up in the river. (Railpace)

Sunshine Tours (800-552-0022) is promoting a tour to the Algoma Central Railroad, The Canadian Snow Train, Feb. 23rd—Mar. 1st, at a cost of \$585 -\$845. They are also holding annual one day trips to Cass Scenic Railroad on October 10th-13th at \$80/ticket.

Andrew Michael Dreelin, III of Midlothian, passed away on January 23rd at the age of 83. Mr. Dreelin was a legendary fan of railroads and specifically train whistles. He was a long-time member of the Old Dominion Chapter.

A Plea To Members

The Old Dominion Chapter is presently covering the expense of mailing approximately 100 copies of the Highball each month through the U.S. Postal Service. With ever increasing postage and printing costs, this results in a monthly exxpense to the chapter of just over \$100.

A large segment of our membership now receives the Highball by electronic means. Readers receive the benefit of higher quality resolution and color photographs in each issue, while still havng the option to print a hard copy if desired. We ask that members consider opting to receive the Highball by download, thereby saving the chapter over \$1100 per year, an amount which could then be applied to chapter programs and the operation of our new museum. If you are presently receiving the Highball via postal mail, please consider this request to help conserve our chapter funds.

NEXT MEETING

Monday Feb. 21st at 7:30 pm -Hull St. Museum

VMT To host Railroad Day

(Roanoke, VA)—The Virginia Museum of Transportation is hosting a day of fun and excitement for all ages: Train Lovers Saturday on February 12, 2011, 10am – 5pm. The event kicks off a rare opportunity to see three of America's steam locomotive powerhouses as the C&O 614 joins Museum favorites N&W 611 and N&W 1218 for a limited time. Check www.VMT.org for details and an activities schedule.

Home to two of the most powerful steam locomotives in existence today—the N&W Class A 1218 and the N&W Class J 611—the Virginia Museum of Transportation is located in the historic N&W Freight Station at 303 Norfolk Avenue SW, Roanoke, VA 24016. Open Monday-Saturday 10-5 and Sunday 1-5. 540/342.5670. www.vmt.org

VOLUNTEERS NEEDED!

On June 4, 2011, the Old Dominion Chapter is again sponsoring Dillwyn Railroad Day in conjunction with our Spring Buckingham Branch excursions. As they have since 2005, the Buckingham Branch will graciously make available a locomotive and caboose for chapter members to conduct guided tours at Dillwyn station, 1043 Main Street, Dillwyn, VA 23936. Past displays have consisted of BB's ex-US Army Baldwin switcher number 4, the General, ex-RF&P caboose 906, BB number 224 or ex-C&O caboose 904134, BB number 222, and Bob Bryant's former C&O motor car M938. Virginia's Operation Lifesaver also has provided a staffed display table. The June 2010 Highball on the chapter web site www.odcnrhs.org has photos and a story of last year's event.

Here is how you can help. We will need volunteers to help passengers into and out of the locomotive cab and caboose and to ensure their safety around the equipment. We will also need volunteers to talk about the locomotive, caboose, and maintenance of way displays. Don't worry if you don't feel you don't know enough, as there are handouts explaining their use. You can also use this opportunity to explain about everything the chapter does and possibly recruit new volunteers for your favorite activity in the chapter. In addition, since some of our Railroad Day volunteers are coming from the usual train crew, we can also use volunteers to help as car hosts and in food service and souvenir sales on the train.

So if you ever wanted to help and join in the fun at the ODC, here is your chance. We love having new people get involved! Don't worry if you feel you don't know enough about the subjects, you can just read the handouts and you will find you know much about railroads that you can teach our guests, as the general public has very little exposure to trains today. To join in on the fun on the train, just contact one of the appropriate Trip Committee Chairs on the back of your Highball. If you would like to participate in Railroad Day, just contact Tom Hardesty at TRHardesty@aol.com or (757) 591-2910.

Details of the Likely Railroad Day Displays:

BB's ex-US Army Baldwin switcher number 4 the General:

Specifications:

Type:	60 Ton Diesel Switcher
Horsepower:	500 Hp
Originally Built for:	United States Army
Date Built:	1954
Builder:	Baldwin-Lima-Hamilton Corp.

According to Tim Moriarty the General started life as US Army RS4TC locomotive 4004, serial number 61234 and was originally painted in the Army's standard black with yellow safety appliances locomotive paint scheme.

The locomotive moved around during its life. Ken Ardinger's records show the locomotive in Mobile, Alabama in April of 1978, but by June of that year it had moved to Bellwood, Virginia. In September 1996, Tim saw the locomotive numbered DLA (Defense Logistics Agency) 54344 and based at the Defense Logistics Agency depot just south of Richmond, VA. According to the base's public affairs office the General nickname originated from the fact that both Army and Navy personnel worked at the base, so in honor of the two groups, this locomotive was called the General and a sister locomotive the Admiral. This was its last US government assignment before coming to the BB. The BB eventually repainted the locomotive into their standard red and gray paint and renumbered it 4, but retained the General name.

According to The Second Diesel Spotter's Guide by Jerry A. Pinkepank copyright 1973, the General is built to an Army blueprint and considered a Whitcomb design. Davenport also built 18 locomotives to the same blueprint. By December 1952, Baldwin-Lima-Hamilton had absorbed all Whitcomb production into their Edystone Works producing Whitcomb designs under Baldwin-Lima-Hamilton identification only.

With a 1954 manufacture date, the General is a Baldwin-Lima-Hamilton product, but the fact it is a Whitcomb design explains its non Baldwin diesel engine. Whitcomb used both Caterpillar and Cummins diesels in some of their locomotives.

Bay Window Caboose Buckingham Branch 222

Originally built for the Chesapeake and Ohio (Chessie System) as C-27A class caboose 904134 by Fruit Growers Express Company of Alexandria, Virginia in June 1980.

The C-27A class cabooses were the last cabooses built new for the Chessie System and thought to be the only bay window type cabooses C&O owned.

Source: Cabooses of the Baltimore & Ohio Railroad by Robert Hubler Copyright 1994 by the Baltimore and Ohio Railroad Historical Society

Extended Vision Cupola Caboose Buckingham Branch 224

Originally built for the Richmond, Fredericksburg, and Potomac as RF&P 906 by the International Car Company in Kenton, Ohio in May 1973, Lot 1979.

BB repainted the car inside and out, including refinishing the hardwood floors.

Source: RF&PRR Historical Society

C&O Motor Car M938

To perform all of the inspection and maintenance required by railroad track, railroads learned they needed a way for work crews and their tools to quickly move about the railroad. With the development of the internal combustion engine, motor cars appeared. Essentially a motorized hand car, they could tow one or more trailer flat cars loaded with tools and supplies or even a hand-powered crane. This permitted an entire crew to move along with the tools it needed from site to site very quickly. The M938 is typical of many motor cars the C&O used in the first half of the 20th century.

Today the motorcars have been replaced by the more flexible hi-rail truck. It is essentially a standard pickup, utility truck, SUV, dump truck, or crane, slightly modified with the addition of small railroad wheels at both ends of the vehicle. These wheels can be raised when running on the highway, or lowered to run on the railroad.

HULL STREET STATION UPDATE



Bob Dickinson reports that work at the Hull Street Station is on schedule. The contractors are presently framing up the model railroad display room, and we are awaiting relocation of the fence and striping of the parking lot in order to be able to open to the public. A committee is presently working on plans for exhibits in the Freight room, along with other final plans and adjustments that will allow us to begin regular operation. Opening is now tentatively set for late Spring to early Summer.

2010 SANTA TRAIN REMEMBERED

The following photos were received too late to make the January issue, however, we wanted to show some of the fun that our excursion runs provided to riders during the 2010 Christmas season.



ANNOUNCING SPRING TRIPS ON THE JAMES RIVER RAMBLER



Well...Punxsutawney Phil DID NOT see his shadow...so you know what that means...EARLY SPRING!!!

So, let's get an early start on announcing the ... JAMES RIVER RAMBLER TRIPS!! The Spring trips will be on May 14 (Buckingham County Day), May 21 (Tom Mix Rangers will save the train from the bad guys) and June 4 (Railroad Day). On May 14, we will have the two 1 ½ hour trips to Johnson in the morning and the 3 ½ hour trip to New Canton in the afternoon. Sign up now...we will need volunteers to: car host, help with parking, assist in the commissary/gift shop car. Railroad Day is sponsored by ODC and Buckingham Branch... railroad equipment is available for tour along with some vintage forms of rail travel equipment. Tom Hardesty will head up Railroad Day on June 4 and will need assistance on the ground.

This year we're doing things a little bit different with our trip reservations. No phone sales of tickets. All tickets will be sold on-line or by mail. We'll have a link on our website shortly. Check it out at: www.odcnrhs.org

Of course, more free weekends may allow more time for much needed mechanical projects on the train in Dillwyn. We're planning a cleanup day on April 30 in Dillwyn.

Please mark your calendars for these important events!!

Marsha Cox

Trip Chair

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.



This month's featured photo from the ODC Archives digital collection, shows RF&P 4-8-2 #515 enters Acca Yard with a southbound freight. These locomotives were built by the N&W. The RF&P bought them in 1944 to help with war-time traffic. They were too slow and rough riding for the RF&P and they were sold in 1948, ending up on the W&LE.

Photo above from the Evan Siler Collection.

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).