



# 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.

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## Chapter Meeting

Bill Todd

The monthly meeting of the ODC will be held on Monday, Feb 18 at 7.00 PM at the Richmond RR Museum. The Program "The History of Railroads in Central Va." with emphasis on the Richmond area. This program was compiled by John DeMajo, Steve Tarrant, and Calvin Boles. It has been presented at several locations around the Richmond area, to the Lee Hall Station group and, most recently, at the Science Museum of Va.

Since some or all this history is well known by our members, it will be presented calling attention to the various Museum exhibits that relate to a given topic and will include anecdotal information not usually featured in the program. Guests with an interest in Richmond history may also find this program interesting.

Refreshments will be served. Come and bring a friend.

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## 2019 Memberships

Kim Young

Memberships for 2019 are due by 3/1/19. ALL payments for 2019 MUST be accompanied by a renewal form. 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.

## Archives Photo

Charles Curley

Southern train #7 is seen leaving Richmond behind class PS-2 4-6-2 #1226 while passing under the Ninth St bridge. That's the Southern's coal dock on the left. It appears that numerous Southern employees are observing #7's departure. Was this a last steam run on the line? Photograph from William Stratton's collection.



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## Chapter Organization and Contacts

### Board of Directors

John G. DeMajo – President ([jdemajo@demajo.net](mailto:jdemajo@demajo.net))

Kevin Frick -First Vice President

Tim Torrez – Second Vice President

Ned Krack – Secretary/Treasurer

[treasurer@odcnrhs.org](mailto:treasurer@odcnrhs.org)

Greg Hodges – Director

John Forsythe – 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](mailto:calvinboles@comcast.net)

Archival librarian: Chuck Breeden

Physical Plant: Bob Dickinson, Bob Stevens

Museum Host scheduling: Ned Krack

[treasurer@odcnrhs.org](mailto:treasurer@odcnrhs.org)

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

Museum Shop Manager: Greg Hodges (  
[jnehodges@verizon.net](mailto:jnehodges@verizon.net)) 804 677 9786

Publicity Director: Ray Potter 804 716 5162 (  
[rpotter177@comcast.net](mailto:rpotter177@comcast.net))

#### *Hallsboro Equipment Yard Operations*

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

#### *Excursion Trip Committee*

Chair: David Coldren [2avid.coldren@cbre.com](mailto:2avid.coldren@cbre.com)

Ticket agent: Kim Young

([kimyoungmarshall77@gmail.com](mailto:kimyoungmarshall77@gmail.com))

([tickets@odcnrhs.org](mailto:tickets@odcnrhs.org))

Food service: Tom Hardesty 757 591 2910,  
([TRHardesty@aol.com](mailto: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](mailto:abjemart@hotmail.com))

Chapter historian: Tom Hardesty

Archive Chairman: Ned Krack

#### *Chapter Operations*

Meeting coordinator: Bill Todd  
([WFToddJr@aol.com](mailto:WFToddJr@aol.com)), 804 746 5735

Finance Chairman: Carl Steiner

Safety Committee Co-Chairmen: Laird Ramsey &  
Greg Hodges

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## **Chapter mailing addresses**

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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

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## **Museum Report**

Bob Dickinson

January visitors: 174

Donations: \$35.00

Volunteer hours: 188

Gift shop sales: \$159.31

Greenburg Train Show sales: \$896.00

Chapter meeting visitors: 21

A big “THANK YOU!” to Ned Krack and Greg Hodges for representing the museum at the recent Greenburg Train show. Not only did they have 2 days of good sales that benefited the museum but they also generated a good number of guests for the museum too. Both Saturday and Sunday had almost 50 visitors each day! Still need additional volunteers at the museum – particularly help in the gift shop. Please let Calvin Boles or Greg Hodges know if you can volunteer. On days with good weather sometimes the “hosts” are overwhelmed with numerous visitors to show around. Everyone seems to like “live” steam. The ODC has a great 0-6-0 locomotive located at our maintenance and storage facility at Hallsboro. The question is always, “why can’t the locomotive operate more”? Kevin Frick and a loyal group of volunteers continually work at Hallsboro just about every

weekend - weather permitting. Recently they have been rebuilding track so that when the locomotive is ready to run the track will be in suitable condition. There is always plenty of other work to do at the yard that seems to take away from the time that can be devoted to preparing the locomotive. Grass has to be cut in the summertime, fences repaired, cars and equipment kept secure, broken glass repaired, and equipment used for maintenance activities kept in repair. And of course the locomotive does not repair itself! If you are interested in seeing the locomotive operate this year please contact Kevin and see what you can do to help!

With Chuck Breeden's recent medical issues keeping him away from the museum we are searching for someone to continue the slide cataloging and scanning project. Please let Ned Krack or Bob Dickinson know if you would like to become involved with this project. We all wish Chuck a speedy recovery!

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### **Railroading Today**

Gerry Grosshans

First of all, I would like to express my thanks for the best wishes and concerns toward me after my recent auto crash. I am fine, just a bit of "Elvis Syndrome" being all shook up. My car was totaled and I am looking into a SUV which would be easier to enter and exit in my decrepit state. The vehicle which struck me (came out of a side street) left the scene, and from my best recollection, it was either a panel truck or large van. But, I am OK and that's the most important thing

Ironically, the very day I was hit I had been in the Collier Yard area as I had not been that was for a couple of weeks. I discovered something interesting at the crossing of Oak Grove Road and the CSX tracks. Remember from previous issues the mention of three streets heading left from Halifax Road, south of Collier, to cross tracks. At the location mentioned there were several abandoned and rundown buildings, one of good size, and surrounded by some pretty good-sized trees. Well, the scene there has changed. Land has been cleared, some rebuilding of the largest structure has commenced with new timber and hydraulic jacks to "tram" the building for further work. All windows are now boarded up but the door was open and a number of fairly large hardcover books were on the

porch probably airing or drying out. But the biggest surprise was in front of the building a caboose lettered Richmond and York River (on a decal beneath the "dog house") and painted thoroughly in either boxcar red paint or more likely Iron Oxide primer. There was a small skid steer loader there and a pile of old wood, one board having the word "sore" on it. I did not exit my car but could see no permits (maybe not required) or anything to identify the owner or contractor. **HIGHBALL READERS, ANY IDEAS ABOUT THIS???** I do intend to go back as soon as I can to see any progress.

Just across the tracks from the location above is a dirt and gravel road of good condition running close to the tracks to Ellington Road (the location of the new defect detector). From the horn blowing of several trains there must be a crossing between Oak Grove and Ellington, but I did not see it.

I don't remember if I mentioned it or not in earlier articles, but I believe I have discovered "Country Crossing" which was mentioned in the days of the steam excursions. Just south of the southern overpass of Halifax Road, there is a farm to the left of the road, and as there has been some brush clearing. You can now see a sign for a private grade crossing along with a number of signs prohibiting trespassing at that location.

About the local rail fanning locations and conditions: The utility poles are still scattered at Meadow, and on several occasions, I have seen large trucks with augers, and there are signs warning of road work (or utility work) in the area. The stick rail and ties still are in the median at the Broad Rock crossing, which has really deteriorated recently. There are several places now open to view by which will become obscured when trees and brush leaf out.

It appears that Amtrak has decided upon its next generation of locomotives as several magazines have stated that up to 75 units will be ordered, commencing next year. These are to be built by Siemens, probably a variation of the units in use on several commuter lines. A good while ago I mentioned my concern about the emissions equipment, as the new units are to be category IV but use urea fluid to reach this state. Both GE/Wabtec and EMD/Progressive Rail have power plants that achieve category IV without the urea fluid, which easily freezes and adds another item to

maintain and repair. The new units are for long distance service which makes a person wonder if the decisions are made by trained railroaders or political hacks.

TRAINS Magazine has a follow-up on the Bush funeral train. Apparently, locomotive 4141 is going to make a circuit of the UP system before any decision is to be made on its retirement and donation.

I have had some opportunity to see CSX, trains going through town and I believe it is permanent to see the distributed power on the Tropicana intermodal train. I got one, axel readout from the Broad Rock DD at an even 500 axles and several which I could not make out everything, but were at least 500 axles. I also saw the smallest doublestack train so far...two six-axle units and what I believe was a set of articulated platforms, one bearing doublestack containers and one with a single box total ling 40 axles at the Broad Rock DD. This should come out to 6 or 7 platforms. Before I forget, one of the local channels was running an item on the driver driving around lowered crossing gates, and ran with the caption wreck less driving. Wouldn't we all lover to see wreck less driving, meaning wreck less (without wrecks). The -correct wording for the criminal traffic offense is RECKLESS DRIVING, forget the W.

## Manchin Urges Amtrak to Reconsider Private Car Policy

Chase Gunnoe in **Trains** magazine via Kim Young

WV Senator Joe Manchin has sent a letter expressing his concern about the railroad's new private car policy's impact on the Collis P. Huntington Chapter NRHS and the New River train specifically to Amtrak CEO Richard Anderson. "For more than 50 years as the focal point of the Railroad Days Festival, the New River Train has been at the heart of West Virginia's proud railroading history. From providing jobs to bringing people from across the country to visit our beautiful state, railroads are still vital to the Mountain State today," Sen. Manchin says, in part. "That's why I find it so disheartening to see the impacts of these decisions. I am committed to doing whatever I can, legislatively or otherwise, to save the traditions and communities threatened by these policies. I stand ready to work with you to keep West Virginian's proud railroad history alive."

## US vs UK Railroad Terms

Larry Simpkins

| US Term     | UK Term          | Comments  |
|-------------|------------------|---|
| Add         | Couple           | Couple vehicles to a train                                    |
| Alley       | no equivalent    | a (empty) siding in a freight yard                            |
| Bad Order   | Cripple          | Defective train   |
| Bail        | Release          | of brakes   |
| Barn        | Shed             | for rolling stock   |
| Bi-Level    | Double Deck      | type of passenger vehicle                                     |
| Brake stand | Brake controller | in cab  |
| Bump stop   | Buffer Stop      | see also 'Stubbing Post'. Sometimes called 'bumper' in the US |
| Caboose     | Brake Van        | Name for separate vehicle                                     |
| Car Barn    | Carriage Shed    |   |

|                      |                                    |   |
|----------------------|------------------------------------|---|
| Catenary             | Overhead Line                      | also used in the UK.  |
| Check Valve          | Clack Valve                        | Steam loco boiler feed valve  |
| Conductor            | Guard                              | The term 'conductor' is now often used in the UK if the guard collects fares. |
| Consist              | Rake or Formation                  | of train  |
| Cornfield meet       | Head-on Collision                  | (under clear, open country conditions)  |
| Cut                  | Uncouple                           | vehicles from a train   |
| Dark territory       | Unsignalled line                   |   |
| Deadhead             | Empty stock or light engine        | In US, sometimes refers to a crew travelling passenger.                       |
| Depressed closed     | Cut and Cover                      | tunnel construction   |
| Dispatcher           | Controller                         | of route or area  |
| Division             | Area                               | section of line under control   |
| Draft gear           | Draw Gear                          |   |
| Drill track          | Shunt Neck                         |   |
| Dummy                | Shunt Signal                       | also called 'dwarf signal' (US and UK)  |
| Dynamite             | Emergency Application              | of brakes   |
| Engineer             | Driver                             |   |
| Extra                | Special                            | train   |
| Freight car          | Goods wagon                        |   |
| Flare                |                                    | not used in UK  |
| Grade                | Gradient                           | The US 'at grade' means level gradient. UK also uses 'bank' for grade'.       |
| Grade Crossing       | Level Crossing                     |   |
| Grade Separated      | Flyover                            | at junction   |
| Head end             | Front of train                     |   |
| Helper               | Pilot (at front), Banker (at rear) | extra locomotive  |
| Highball             | Clear                              | signal  |
| Hooking up           | Notching up of power               | on locomotive   |
| Hostler              | Shunter                            | driver who works in loco shed   |
| Interlocking         | Controlled area                    | as opposed to an area with automatic signals                                  |
| Johnson Bar          | Reverser                           | lever reverser type used on steam locos                                       |
| Knuckle coupler      | Buckeye coupling                   | Originally patented by the Ohio Brass Co.                                     |
| Maintainer           | Fitter                             |   |
| Maintenance facility | Depot                              |   |
| Maintenance of way   | Permanent Way Maintenance          |   |
| Meet                 | Pass                               | of train at a loop on a single line section                                   |
| One way              | Single                             | Type of ticket  |
| Pilot                | Cowcatcher                         | US 'pilot' often used to mean headstock or buffer beam                        |
| Pocket track         | Reversing Siding or Bay Road       |   |
| Power rail           | Conductor Rail                     |   |
| Retainer             | Empty/Load valve                   |   |

|                      |   |  |
|----------------------|---|--|
| Round trip           | Return  | Type of ticket   |
| Segregated           | Reserved  | of LRT tracks using a street route separated from traffic                      |
| Set                  | Apply   | of brakes  |
| Schedule             | Timetable   | pronounced 'skedule' in the US   |
| Shop                 | Workshop  |  |
| Signalman            | Signal Lineman  |  |
| Skates               | Scotch block  |  |
| Slack action         | movement between vehicles without sprung buffers or drawgear. |  |
| Sill                 | Solebar   |  |
| Siding               | Loop  | On single line. A UK siding is usually a dead end.                             |
| Special trackwork    | Point and Crossing Work (P & C)                               | or, in UK, switch and crossing (S&C) work                                      |
| Spiral               | Transition Curve  | trackwork  |
| Stack                | Chimney   | on steam locomotive  |
| Stinger              | Overhead lead   | shore supply in depot of third rail electric railway                           |
| Stubbing post        | Buffer Stop   | see also 'Bump Stop'   |
| Subway               | Underground   | railway or metro   |
| Superelevation       | Cant  | of track   |
| Switch               | Points  | See also 'turnout'   |
| Switcher             | Shunter   | yard locomotive  |
| Tag                  | Balise or beacon  | Passive transponder used in non-continuous automatic train protection systems. |
| Throttle             | Regulator   | in steam locomotives   |
| Tie                  | Sleeper   | Tie is short for Crosstie  |
| Torpedo              | Detonator   | explosive warning device   |
| Tower                | Signal Box  |  |
| Towerman             | Signalman   |  |
| Track pan            | Water Trough  |  |
| Trackage rights      | Running Powers  |  |
| Train line           | Brake Pipe  | London Underground uses 'train line'.  |
| Train station        | Railway Station   | The word 'depot' was often used in older US applications.                      |
| Transfer table       | Traverser   |  |
| Trolley or streetcar | Tram  | Now often call a Light Rail Vehicle (LRV)                                      |
| Truck                | Bogie   |  |
| Turnout              | Points  | see also "switch"  |
| Water plug           | Water Column  |  |
| Wayside              | Lineside  |  |
| Wye                  | Triangle  | for turning locomotives  |



**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