



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

The ODC monthly meeting will occur at 7.00 PM on Monday, June 18 at the Richmond RR Museum. Rich Todd will present a program entitled “My First 4 Years Living in VA”. Action will include CSX, NS, and Amtrak in the greater Richmond area. Please make a special effort to attend to hear this interesting presentation & bring a guest. Refreshments & Door Prizes available.

Trip Reports

Ned Karck Photos: Kim Young

May 12

9:30 a.m. trip

Sold = 163 (111 adult, 52 child)

Pulled = 141 (100 adult, 41 child)

11:30 a.m. trip

Sold = 200 (126 adult, 74 child)

Pulled = 183 (112 adult, 71 child)

1:30 p.m. trip

Sold = 199 (161 adult, 38 child)

Pulled 180 = (145 adult, 35 child)

Food Service

\$539.95 Gross sales

\$284.54 net income before donations

Souvenir sales

\$1157.50 gross sales

\$520.88 net income

Donations = \$16.50

BB Crew – Adam Carter (Engineer), Matt Dunaway (Conductor), Greg Melton (Conductor Trainee)
ODC Trainmaster – Fred Terry

Car 706 – Bill Todd and Tim Torrez
Moo 1 – David Coldren and Laird Ramsey
Food Service – Tom Hardesty and Marge Hardesty
Souvenirs – Ned Krack, Jonah Collins, and Linda Nelon
Moo 2 – Chuck Taylor and John Forsythe
Car 1006 – Kim Young and Ed Fielding
Announcer – Greg Hodges
Parking – Bob Dickinson, Bob Williams
Mechanical - Devin Gray





May 19

9:30 a.m. trip

Sold = 82 (65 adult, 17 child) Includes three trackside (2+1) sales

Pulled = 91 (71 adult, 20 child) - includes the trackside sales and tickets from the June 2 9:30 trips

Operational issues – Inspection of the track prior to the trips revealed high water on the north end of the branch. The line between MP 5.0 and 0.0 was taken out of service. Therefore, the trip was cut back to MP 5.0. Also, engine 101 shut down on the return trip. It was able to be restarted and finished the trip successfully. Finally, there was a water line problem on car 1006 that was addressed.

1:30 p.m. trip

Sold = 200 (165 adult, 35 child)

Pulled 175 = (145 adult, 30 child)

Operational issues – The line between 5.0 and 0.0 MP was out of service (see 9:30 trip report). Also, mechanical issues continued with engine 101. A stop was made on the outbound trip to add BB1 to the consist. It served as power for the remainder of the trip.

Food Service

\$389.50 Gross sales

\$207.40 net income before donations

Souvenir sales

\$565.00 gross sales

\$254.25 net income

Donations = \$30.50

BB Crew – Zane Craig(Engineer) and John Barham (Conductor)

ODC Trainmaster – Fred Terry

Car 706 – Bill Todd and Gerald Hunter

Moo 1 – John Forsythe

Food Service – Tom Hardesty and Marge Hardesty

Souvenirs – Ned Krack

Moo 2 – Chuck Taylor

Car 1006 – Laird Ramsey and Ed Fielding

Announcer – Greg Hodges

Parking – Wally Winn

Mechanical - Kevin Frick and Devin Gray

June 2

9:30 a.m. trip

Sold = 136 (122 adult and 14 child)

Pulled = 125 (109 adult and 16 child)

Operational issues – No issues.

1:30 p.m. trip

Sold = 200 (176 adult and 24 child)

Pulled 176 = (154 adult and 22 child)

Operational issues – There was a problem with the water on car 1006 which was rectified enroute.

Otherwise, there were no issues.

Food Service

\$478.00 Gross sales

\$284.72 net income before donations

Souvenir sales

\$528.00 gross sales

\$237.60 net income

Donations = \$25.71

BB Crew – Adam Carter (Engineer) and John Barham (Conductor)

ODC Trainmaster – Fred Terry

Car 706 – John Williams, Sam Williamson and Gerald Hunter

Moo 1 – David Coldren and Tim Torrez

Food Service – Tom Hardesty and Marge Hardesty

Souvenirs – Ned Krack

Moo 2 – Chuck Taylor and Ed Fielding

Car 1006 –Laird Ramsey and Kim Young

Announcer – Greg Hodges

Parking – Bob Dickinson and Samuel Browne





Field Day of The Past Car Hosts Needed

Steve Tarrant, Greg Hodges

The 3-day weekend of September 21, 22 & 23 will see the ODO responsible for the 18th year for staffing with Car Hosts the ex-SOU RY 10 Section/Observation heavyweight Pullman sleeping car MT. FORAKER. This 1923 sister to our own DINWIDDEE COUNTY (ex-"MT. ANGELES") still is graced with her brass-railed open observation platform and two of the original open sleeping sections, and is one of only two air-conditioned exhibits on the 54-acre Field Day grounds. This is just off Broad Street Road (US 250) at Ashland Rd. (VA 623) mile inside Goochland County. A partly-restored RF&P wooden caboose, #818, sister to our own #824, is coupled to the "MT. FORAKER", and we staff it also.

Four people are needed for each of the two shifts each day: 9:00 AM - 1:30 PM and 1:30 PM - 6:00 PM on Friday and Sunday (Sept. 21 & 23), plus 8:00 AM - 1:00 PM and 1:00 PM - 6:00 PM on Saturday, Sept. 22. You get free admission for yourself, of course, plus lunch (or a good breakfast if you're on the morning shift and get there before 7:00 AM). Having four people per shift allows a one-hour break for each of us to see the various exhibits at this unique extravaganza of antique machinery, hand-crafts, and tractor and truck pulls - it's been described as "a county fair on steroids". All of it is staffed by volunteers like us. We have all of the basic history-telling info already printed up aboard the car, and we can supply you with copies in advance if you haven't done this before.

This is a once-in-a-year opportunity to talk up OEC memberships, our Hull St. Station Museum, and our main income-producers, the Dillwyn trips, to great many people (Attendance is now averaging around 45,000 people for this three-day event.) in a historic

passenger railway environment. We've already had many Museum visitors who tell us they learned about us at Field Day.

COME AND HELP! We badly need new additions to our aging crew. Please call Steve Tarrant at 233-2192 or Greg Hodges at 677-9786 to volunteer one or more shifts of your time, or see either of us at the June or July Chapter Meetings. We need to submit, our completed list of car hosts to the Field Day office by the end of July, so if you don't contact us we'll call you!

June Archives Photo

Charles Curley

Chesapeake and Ohio class F-15 4-6-2 #431 rests at an unknown location in this classic J. I. Kelly Photo. #431 was built in 1902 at Schenectady and was the second locomotive in the class.



Last Call on Snail Mail

Kim Young

Just a final reminder to those who receive **The Highball** by snail mail that if your \$5 payment is not received by July 1, you will be removed from the list. We still have a number of members on that list who have not paid, and I will drop those before the July issue goes out.

N & W J611 UPDATE

Chuck Taylor

The J611 is currently in the shops at the North Carolina Transportation Museum; Spencer, NC for maintenance. The major planned maintenance for the year includes replacement of the steam cylinder piston rings and replacement of stay bolts. The Virginia Museum of Transportation sponsored a

“Stay Bolt Installation Day” tour to see the J611 on May 24th.

The pistons have been removed from the cylinders' 27-inch bore, and are ready for the new rings. Each piston requires two rings, one made from cast iron and the other made of bronze. Due to the size of the piston, the rings are made of multiple segments placed on top of a spring steel ring which presses the piston ring segments against the cylinder wall. Approximately 300 rigid stay bolts and four flexible stay bolts are being replaced. The replacement process involves cutting out the damaged stay bolts with a torch, welding up the holes, re-drilling, then reaming and tapping the holes. A stay bolt tap is a combination reamer/tap long enough to tap both the outer wrapper and the fire box sheet in one pass. After a rigid stay bolt is threaded into the outer wrapper and fire box sheets the stay bolt is cut to length so approximately three threads extend past the surface of the sheets. The ends of the stay bolt are then peened over forming a flattened head. On the interior of the fire box the end of the peened over stay bolt is ringed with a weld bead to protect it from erosion by grit in the combustion gases. The stay bolts are manufactured with a hole drilled through their length, a tell-tale. If a stay bolt breaks the hole allows water or steam to leak into the fire box indicating failure.

Work on the 611 is expected to be completed in late summer with a “Fire Up and Hand on the Throttle” event in Spencer before the engine returns to Roanoke. A date for the event will be announced later.

The above information was given by Scott Lindsay, Chief Mechanical Officer for the 611 and owner of Steam Operations Corporation; Birmingham, AL.





Ribbon Cutting at Staples Mill

VA High Speed Rail

There will be a ribbon cutting on June 28th to celebrate the opening of Staples Mill Station's expanded parking and bus transit access project. Details are not available at this time.

Richmond Railroad Museum and Archives

Report for May 2018

Bob Dickinson

Visitors: 139 (1159 year to date)

Admission charges \$445 (89 "paid" admissions")

Donations: \$460.00 (Includes \$450.00 raised by Conner Brooks)

Volunteer hours: 208

Gift shop sales: \$287.15

Chapter meeting: 24 attendees

A big "Thank you" to all who volunteered at the museum this past month. It has been a busy time doing repairs to the train, operating BB trips, and also staffing the museum. Special thanks to Linda Nelson for keeping the staffing at the museum on "track"!

As was mentioned in last month's report - the area continues to prosper. Recently news was in the local newspaper about even more apartment and office buildings that are being planned. Also in the neighborhood a brand new McDonald's restaurant recently opened! What does the future hold for the museum? We are becoming "landlocked" and need space to grow. There still may be some properties available nearby but they are becoming expensive to acquire. Can you help?

Have you heard the new organ that was recently donated to the museum? John DeMajo who is an expert player performs before the Chapter meeting and sometimes on Saturday mornings. Recently John paid for and installed a plaque on the organ recognizing the donation. The speakers were also upgraded by the company that arranged the donation. Now we get much better sound. The estimated value of the donated organ and equipment exceeds \$30,000!

The museum committee would like to hear your ideas about how to make the museum experience better. Please send an email or a note if you have a suggestion.

It is summertime and we have a great summertime project. - washing several years of dirt and grime off the equipment. The museum will supply the soap and water - you supply the "elbow grease"!

Museum Host Schedule

Linda Nelson

2	Carl Steiner	Gift Shop	
	Wayne Poates	Host	
	Bob Stevens	Host	
	Calvin Boles	Host	
3	Ned Krack	Gift Shop	
	Greg Hodges	Host	
	Steve Tarrant	Host	
9	Greg Hodges	Gift Shop	
	Calvin Boles	Host	
	Ray Potter (11-1:30)	Host	
	Jack Newsom (1:30-4)		Host
10	Linda Nelson	Gift Shop	
	Bob Williams	Host	
	Bill Todd	Host	
	Steve Tarrant	Floodwall	
16	Ned Krack	Gift Shop	
	Kim Young	Host	
	Bob Dickinson(tentative)		Host
17	Erwin White	Gift Shop	
	Bill Todd	Host	
	TBA	Host	
23	Ned Krack	Gift Shop	
	Stanley Clark	Host	
	TBA	Host	
24	Ned Krack	Gift Shop	
	Bob Dickinson		Host
	Charles Curley		Host
30	Greg Hodges	Gift Shop	
	Stanley Clark	Host	
	Bob Stevens	Host	
1-Jul	Ned Krack	Gift Shop	
	John McKenna		Host
	TBA	Host	

See me and we can set up a work day and let everyone know.

Archives – We have some industrial strength steel shelves but need the punched angle uprights for the corners. There are enough shelves to assemble 3 or 4 sets of shelving. The new shelving will be used to hold the local railroad history books in the archives storage car. (Ex RF&P 185) The uprights need to be heavy duty and about 7 feet long.

Good News on 1309 – FINALLY

Kim Young via **Trains** magazine

The Western MD Scenic announced that on June 6 locomotive 1309 passed its hydrostatic test. The next step is a fire-up test, but no date for it nor a projected in-service date has been announced.

Railroading Today

Gerry Grosshans

We have been waiting for a long time for good train-watching weather but the nice weather has brought on a new problem, namely mosquitos, which have appeared and multiplied heavily with the monsoonal rains we have had of late. Without a doubt, the worst location for them is North Collier. You have over a foot of standing stagnant water along the NS right of way and tracks, plus a lot of the land in the area is quite marshy. Some things affect persons differently, but I would rather have a bee sting than a mosquito bite, and I have yet to find an effective and durable repellent.

In last month's edition I mentioned to use of the expression "cargo train" for a freight, and no sooner had the issue arrived when the local paper covered a derailment in Arlington County, by using the expression cargo train for the derailed freight. The location of this incident was apparently the place where the old RF&P trackage diverges from the old Southern (now NS) heading southwest. As of now have not heard any cause, except for (what else???) the recent rainfall! As to the cargo train expression, I get four respected nationally published magazines and can access several more, and I have never seen anything called a cargo train, some overseas operations with 4-wheel cars and light equipment is sometimes called a goods train and this terminology sometimes enters the captions in context

I am going to return to the Jahnke Road crossing as it seems to offer more diversity of actions. The signals for southbounds do display a variety of colors and combinations, from all red (the most

restrictive) to high green (the most permissive) with a number of combinations not usually seen, probably due to the track 2 to track 1 southbound crossover. From what I have noted, there are a number of "programs" for southbounds especially track 2. Light traffic is green/ red/ yellow and back to green. Heavier traffic gets green/ lunar white/yellow/ yellow top and middle) and then back to green. Middle signal head on #2 will show a blinking green for trains going from 2 to 1 . There are also 2 to 1 crossovers up the track, at FA (Walmsley) and at Old Lane in Centralia there due to the entrance of the Clopton and Bellwood trackage to the main. I am certain there are other crossovers but am unaware of their locations.

I have noticed some activity just south of FA as well as a buildup of supplies and equipment, even one container and a small crane. I have seen travelling north several loaded ballast trains, as well as a fairly long train of what I used to call rip—rap, good sized boulders and rocks between the size of 5-gallon buckets & 55 gallon barrels. The cars hauling this were air operated side dumps - a few CSX several Herzog and a number of lines.

It was neat while it lasted, and never got down this way, but the budget priced C&O 4834 has been painted over, supposedly after a lot of fussing and threats from CSX about intellectual property right and other infractions. It may have been on the sly, on a shoestring budget with unnamed or at least unrevealed culprits but it was a tasteful unit actually bringing credit to C&O/CSX and was a landslide better than the former decals used. Maybe an idea was sown and we could see another blue and yellow C&O for progress and also a B&O perhaps with a sunburst on the nose. There are plenty of blue and yellow units awaiting!

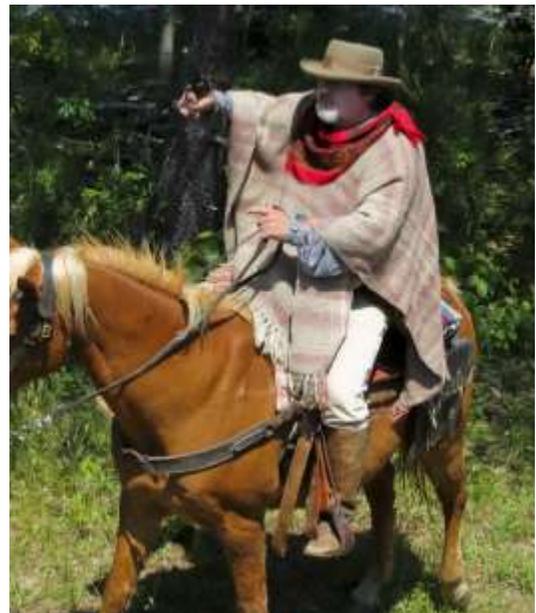
In the past I waited to see what would happen to the unique trash hauling operation in Roanoke. It was scheduled to cease mid-year but appears to have gotten second wind as city authorities decided one train was better than 53 (or more) trash trucks on the streets of Roanoke and Salem I have noticed several of what appear to be new dining cars trailing several southbound trains, perhaps they are the over budget, long delayed cars long overdue

The June issue of Railfan & Railroad has a nice article about the Christiansburg district of NS. I haven't been that way since the end of the NS steam program (not the fire up 611, which was later) but this looks like a nice update on the area.

It is my understanding that GE has acquired Wabtec, which should be a profitable acquisition. Just month ago folks were worried about the future of GE, but they seem to be busy with rebuilds and foreign power . The TRAINS magazine annual locomotive issue will be out shortly and should fill out the future of both GE and EMD, although I do not look forward to any bombshell news .

Additional Trip Pix

First 2: Bob Brown (passenger) Others: Kim Young



**ODCNRES
PO Box 3131
Chester VA
23831**