



# The Highball



OFFICIAL NEWSLETTER  
of the  
NATIONAL RAILWAY HISTORICAL SOCIETY  
OLD DOMINION CHAPTER

Volume 52, Number 6

May, 2011

## CHAPTER PROGRAMS AND MEETINGS

### ODC Chapter Meetings May 16 Bar-B-Q in Ashland

ODC's annual BBQ picnic in at the train station in Ashland will take place on Monday, May 16. **YOU MUST MAKE A RESERVATION WITH THE FORM PROVIDED IN THIS ISSUE OF THE HIGHBALL.** BBQ will be served at 5:30 PM, but you may come earlier if you wish. Be sure to bring a lawn chair to sit in. The cost is the same as last year, \$8.00 per adult, \$5.00 for children. RSVP deadline is May 9 (the earlier the better).

### Archives Meeting Dates

The Archives committee will meet at 1900 hours on May 12th and May 26th. Location is 3600 West Broad.

## EDITORIAL

In our last issue of the Highball, we solicited reader input on a choice of artwork for the mast head. Two pieces of artwork had been submitted, and one member of the chapter had put forth a recommendation that we consider placing a photo or drawing of a highball signal as part of the official banner. Well the results of the poll were not exactly earth-shattering. We did receive a total of four responses, two in favor of changing to the newly submitted art, and two in favor of keeping the masthead that we have been using since January, 2011. Your editor's conclusion was that this was not a burning issue with most of our readers. In thinking through the original recommendation however, it does bear some logic that our masthead should make reference to the venerable signal for which the newsletter is named. I have therefore put forth a new masthead which I believe represents our position as an active railroad historical society (hence the operating steam engine) while still giving an indication of the origin of the name "highball." I hope that this new banner will fulfill everyone's expectations and prove to be a satisfactory representation of our organization going forward.  
The Editor...

## SPRING TRIPS REMINDER

The Spring James River Rambler flyers have been mailed. Our trips will be on May 14 (2 morning and 1 afternoon trip), 21 and June 4 (2 trips per day). Tom Mix Rangers will be on board for both trips on May 21. For the first time, passengers can purchase their tickets online thru TicketLeap <http://www.odcnrhs.org/excursions.htm> as well as by US mail. Online ticket purchases are ahead of the US mail purchases. This year we will not sell tickets by phone. There are lots of extra flyers. Pick up some at the museum and spread them around to your neighbors, family and friends. Spring sales can be slow, so we need all the help we can get. Richmond Times Dispatch will run color ads in the Thursday Weekend sections starting in April.

**REMINDER: The National Convention, Cascade Rails 2011, will be held in Tacoma, WA June 20-26, 2011.**

## CONDOLENCES

The Highball wishes to acknowledge the passing of long-time ODC member and railfan Peggy Todd, wife of Bill Todd. Peggy was well known to many as she worked side-by-side with Bill on ODC projects and programs over the years. She will be sadly missed by all.

We also wish to extend our deepest sympathies to Bob Timmons on the loss of his wife Eleanor. Our condolences go out to Bob and his family

# FROM THE YARD

By Kevin Frick



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

Now that the new building has been fully completed, we have been working on the track beneath the new structure. This work is continuing. Steve Harrison and Randy Ridgely continue their work on the Davenport in cleaning the interior of the fuel tank and painting it on the outside. Randy continues with the cosmetic and electrical repairs inside the McGirth and the painting and repairing of the roofs on some of the cars.

Kevin Frick

## HULL STREET STATION UPDATE

By Bob Dickinson



Allen Cox and the modelers group have been busy priming the bare sheetrock walls in preparation for the finish paint. Work also continues on the windows - stripping off the old paint and dirt readying them for the new paint.

With help from Bob Stevens the picture molding for the freight room was cut to size and painted. Installation is proceeding. Randy Ridgely has been busy painting handrails, moving cobblestones, and moving items from the boxcar into the station.

Ned Krack in addition to moving material from the baggage car has attended several activities and events representing the Chapter. Ned has also been working on inventorying the items in the gift shop in preparation for the upcoming trips.

Jim Lewis and Peter Fisher have cleaned up and updated the telegraph display and it is now in the stationmaster's office ready for use.

We're looking for additional items for the stationmaster's office. One of the items that we need is an old style "railroad looking" clock for the wall. And a manual typewriter similar to the old black "Underwood" typewriters.

Thanks to all who have helped with the station project.

## The B&O Railroad Museum

By Joseph Hart-Bowley

With the rich history of railroads in and around Richmond Virginia, it is hard to believe there is a city that might have even more of a railroad history than Richmond. Baltimore is one such city. Located within a 3 hour drive north on I 95, it is a great destination for a family day trip. One of the highlights for any railfan would have to be the B&O Railroad Museum in Baltimore.

I recently visited the museum. As I pulled into the parking lot, I immediately had a combination of shock and disappointment as the Western Maryland EMD BL2 #81 was sitting there waiting restoration. It looked like it was rusting beyond recognition. I parked next to it and got a closer look. It looked like it would take some work to get it presentable but it had been spare from the scrappers torch. There was about 20 other locomotives and rolling stock in the parking lot. The condition of this equipment was saddening to say the least. I was determined to see the rest of the equipment they had on the property and hoped it was in better condition than the historic equipment stored outside.

I paid the \$13 to enter the museum with my military discount applied.

### Admission Rates:

Adults - \$14  
Seniors (60+) - \$12  
Children (ages 2-12) - \$8  
B&O Members - **Free**

To get to the main Railroad Display, you need to walk through the small objects display. The B & O RR Museum website describes, "The small object collection covers almost every facet of railroading and includes clocks, pocket watches, textiles, lanterns, dining car china, silver, fine art, communication devices, signals, shop equipment, and an assortment tools and artifacts used on historic occasions such as the laying of the B&O's ceremonial First Stone on July 4, 1828, which marked the beginning of construction of America's first railroad."

As I entered the roundhouse, I was impressed with the collection of 1800s equipment on display. The museum has one of the largest collections of steam equipment in the world.

*Continued on following page...*

**The B&O Railroad Museum** by Joseph Hart-Bowley, *continued*

My only disappointment here was a weakness in the description of the various exhibits.

The primary exhibition theme from now until May 2015 is, "Civil War 150<sup>th</sup> Anniversary: the War Came by Train." There are signs describing how railroads affected different aspects of the Civil War. Understandably, most of this is focused on how the B&O Railroad was involved. On seeing this, my first impression of the museum had now been repaired.

I would have been happy with just the small items and the roundhouse, however on stepping outside to the platform, I was very impressed with the equipment there. There were many passenger cars, and a train set up for excursions with a diesel switcher which was running the entire time. Some of the passenger cars had been set up to display model railroads and other exhibits. A troop car looked as if it had just dropped off a load of WWII soldiers at the pier to catch the transport to Europe. By this time, I had decided the trip to Baltimore was worth the time and gas to get there. I did have a few more treats awaiting me.

Next, I entered the North Car Shop. Just inside the door, there is a large yellow streamlined steam set. As I walked through the building, I noticed there were a few more steam gems inside. This Shop also had two larger steam locomotives that were set up for children to turn valves and such, and workers were restoring some cabooses that had been damaged when the roundhouse roof collapsed during a major snow storm in 2003. The roundhouse has since been restored and reinforced and it looks great. I spent 2 hours there and was preparing to leave when the whistle blew marking the departure of the excursion train. I still love the sound of train whistles going off. Well, I had to take a look at the gift shop on the way out. After leaving, I looked at a few of the other pieces that are positioned in the parking lot. Hidden between some old railcars and locos, I found another real gem awaiting restoration. The former Reading Lines #2101 used as the first steam locomotive for the American Bicentennial Freedom Train. The trip was really worth it for me. I hope it will be for you too. Oh,

I have sent my membership Application as well \$75 for my wife and myself. I have also included some photos of my visit.

Joe Hart-Bowley, 8203 Mark Lawn Drive, Henrico, Va. 23229



**Photos of the B&O Railroad Museum  
as submitted by Joseph Hart-Bowley**





# THE WORLD OF RAILROADS

by Jerry Grosshans

The Amtrak Station in Wilmington, DE has been formally renamed as the "Joseph P. Biden, Jr. Railroad Station" in honor of our Vice President who was a regular at the station during his senate years. It was believed that he went home to Delaware every evening during congressional sessions. (Tarheel Telegrapher)

After a thorough rebuild in the Tennessee Valley Railroad Museum's Soule Shops, ex-Southern 2-8-0 #630 is back under steam for the first time since late 1989. (Potomac Rail News)

The Governor of Vermont and the Premier of Quebec have been meeting to try to find a way that Amtrak could run all the way to Montreal, the present problems being customs procedures. At present, trains stop south of the Canadian border for customs, with passengers taking a bus for the final miles to Montreal, the same procedure in reverse for persons entering the U.S. from Canada. (Potomac Rail News)

The Roanoke Chapter has received \$500,000 in tax credits and has applied for \$250,000 in proceeding for the rebuilding of the Roanoke depot of the Virginian Railway, which was severely damaged in a 2001 fire. Plans are for a small museum in the baggage and express portion, with the remainder to be leased to private ventures. (Tower Topics)

Architecture students at the University of Virginia are unveiling ideas for a Roanoke Amtrak station should passenger service reach that city. Some of the more interesting ideas will surface in May. (Tower Topics)

A poll taken by a group known as Building America's Future revealed that the tracks used by freight railroads are believed to be publicly owned by 60% of the persons polled, when in fact virtually all freight trackage is privately owned and generates tax revenue. Railroads spend over \$10 billion a year on capital and operating expenses. (NARP News)

Among railroads, CSX, NS and Union Pacific have all announced aggressive hiring programs, and other railroads are also believed to be hiring. (The Rail)

Ex-Southern Pacific 4-8-4 #4449 will make several trips over BNSF trackage in the Columbia River Gorge on July 2 & 3. For details, see [www.4449.com](http://www.4449.com)

CSX has announced that its first quarter 2011 earnings have risen 30%, with earnings of \$395 Million (or \$1.06 per share) over \$305 Million (or 78 Cents per share) In 2010.  
*Continued next column..*

The World Of Railroads, by Jerry Grosshans, Continued

Shipping volume increased 7% with all categories recording an increase other than a slight dip in agricultural products. Expenses also rose 10% with the biggest cost being fuel...up 42% from a year ago. (Richmond Times-Dispatch)

The Oklahoma Department of Transportation will build a new bridge over the Arkansas River for Interstate Route 244. The interesting part is that the bridge will be on two levels, with the lower level to accommodate BNSF freight rails and possible high speed passenger trackage. (Gulf Coast Railroading)

The Federal Railroad Administration has proposed a rule making it easier for the public to report malfunctioning grade crossing warning equipment, stalled vehicles and other unsafe crossing situations. Presently class I roads do have such procedures (see the small rectangular signs at CSX and NS crossings which, among other things bear an "800" number to call) but smaller roads do not have such procedures uniformly. (The Mail Pouch)

Anheuser-Busch Brewery in St. Louis has made plans to shut down its Manufacturers Railway Company, which operates 13.5 miles of track in St. Louis and into Illinois. Operations would cease but trackage would remain. (The Timetable)

Greater Richmond Transit plans to end the Richmond-Fredericksburg bus service due to low ridership. The dirt parking lot at the Charlottesville Amtrak station is finally getting paved. Sensing the upcoming increase in rail travel to and from Norfolk, Megabus is applying to the Virginia Division of Motor Vehicles for a Richmond-Norfolk route. (all via Peach State XPress)

Maybe other chapters sense our pleasure at the May get-together in Ashland, as at least two have featured the town in their newsletters! The April edition of Railfan and Railroad also features Ashland and the area on pages 55-57.

TRAINS Magazine puts out a quarterly magazine called Classic Trains. In the current (summer) edition, the Seaboard Air Line is featured. Equally, as interesting to me is an article about Minidoka (pronounced minna-DOE-kah), Idaho near where I grew up. With all sorts of apologies to the Rio Grande Southern, when I grew up the gas-electric motorcar running from Minidoka to Buhl was always called "The Galloping Goose" which is what the article's author also says. Over the years I have gotten some "grief" over this, so I am, glad for the reinforcement. Other interesting facts about the area are also mentioned, as it is now the eastern terminus of several ex-UP lines now served by the Eastern Idaho Railroad. The long-gone line from Twin Falls to Wells, NV is mentioned. Sometime I would like to do a story on these old UP lines ...then and now, if readers would so desire.

**THE WORLD OF RAILROADS** by Jerry Grosshans  
Continued from previous page....

BNSF is ordering 227 more locomotives from GE. These will be the unique six axle trucks with the center axle unpowered (ES44C4 model). BNSF has also, for tax purposes, dropped a single horsepower on its SD40-2 models, rating them at 2,999 HP. (Railroads Illustrated)

The ten newly rebuilt SD40-3's with the boxy replacement cab and short hood, are now prowling the system in general use. As many as 300 of these creatures are slated for eventual rostering. (Railpace)

If you are tired of the usual EMD and GE products on Norfolk Southern, and the new AC transmission units look just like their DC counterparts, then look out for a few SD50 rebuilds, to be called SD40-E units and SD60 rebuilds with a new cab design called SD60E's. (Railpace)

In last month's issue I mentioned NS using distributed power on a large/long intermodal run between Norfolk and Nashville (and return). I have seen this train several times at North Collier, and while the tail end unit is just along for the ride there, west of Roanoke it gets a workout! Both times I saw the eastbound at Collier, it was by at about 7:00 p.m.

Speaking of Collier....that large development at the south end over the old right-of-way for the Burgess cutoff, those places will be mini-ranches of up to 15-25 acres and enormous homes. Just think of what those residents will say about high speed rail trackage in the area....I bet it won't be good!!!

Through the courtesy of my youngest brother, I am a member of the National Rifle Association (NRA) and I have noticed a similarity to the new NRHS block letter logo... enough to do a double-take when I see either logo... just another reason to dislike the new logo's adoption... many do, and I have not seen a favorable response to it!

### **Amtrak 40th Anniversary Sunset Limited Excursion**

While we regret that the announcement came in late for this issue, we would like to pass on the information that Amtrak's 40th Anniversary On Board run of the Sunset Limited was held on Friday, May 6th. The train traveled from Houston, Texas to Lafayette, Louisiana and return. It was powered by one of Amtrak's new Heritage locomotives which was fresh out of the paint shop.



## **TICKET SALES UPDATE FROM MARSHA COX**

Thanks to everyone who came to Dillwyn on Saturday. We had a fine train cleaning day on Saturday, April 30. The water tank on the 1006 was replaced. Both closed cars had their windows, restrooms and floors cleaned and seats dusted. The Moo cars were cleaned and the Commissary Car and equipment was cleaned, also. We're clean!!

Several mechanical issues which caused us to start late last year have been repaired or resolved.

As of May 1, 2011, we've sold 647 tickets (does not include 35 comps). The May 14 11:30 a.m. trip has two tickets left. So, 718 tickets are still left to sell.

The count is as follows as of yesterday, 5/1/11 and does not include the 35 comps:

May 14	9:30 a.m.	110
May 14	11:30 a.m.	193
May 14	1:30 p.m.	45
May 21	9:30 a.m.	64
May 21	1:30 p.m.	96
June 4	9:30 a.m.	62
June 4	1:30 p.m.	77

Certainly hope these other trips will fill in. I think Ticket Leap has been a great success...I'd say about 95 percent of tickets were sold directly to passengers through Ticket Leap. There have been some mail in tickets and a few phone requests. We've had one Ticket Leap gripe from a person trying to purchase two tickets as a gift for a family member...it's been resolved...and one person who wanted an old style paper ticket. If you've heard any other comments, please let me know.

The new storage track is almost finished. I don't know if it will be finished in time for the trips. The engineer will probably have to bring the train over from Dillwyn Yard either the day before or the morning of. This should not be an issue.

Please let me know, if you have not already, if you will be with us for any of these trips. Any and all assistance will be appreciated. Come for part or all day...JUST COME!!

THANKS!  
Marsha Cox

# SPRING TRIPS ON THE JAMES RIVER RAMBLER



Just a reminder that 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.

## **EASTERN LONG DISTANCE TRAINS TO BE (ALMOST) FULLY REEQUIPPED**

From Win Goodier

A recent article in "Trains-The Magazine Of Railroadng," outlines plans by Amtrak to delay some of the work on the replacement of equipment originally stated in their 2010 release. While work is almost complete in some areas, such as the Southern Crescent, lines between Maine and Virginia will have to wait a while for completion of the replacement of older equipment. The entire article may be viewed at the following URL: <http://cs.trains.com/TRCCS/blogs/fred-frailey/archive/2011/04/05/long-distance-trains-to-be-almost-fully-reequipped.aspx>

## **LAST CALL FOR RESERVATIONS !!! OLD DOMINION CHAPTER--ASHLAND BARBEQUE MONDAY, MAY 16, 2011 At the Ashland Depot**

Supper at 5:30 pm; bring chairs  
Cost--\$8.00 per adult, \$5.00 children  
**RSVP deadline--May 9**

Registration form for May Ashland BBQ

PLEASE FILL OUT THE RESERVATION FORM AND MAIL ASAP TO:

Bill Todd  
7316 Beulah Church Road  
Mechanicsville, VA 23111

Phone--804-746-5735

NAME \_\_\_\_\_

PHONE \_\_\_\_\_

ADDRESS \_\_\_\_\_

How Many? \_\_\_\_\_ Amount enclosed? \_\_\_\_\_

(Make checks payable to Old Dominion Chapter, NRHS)

## **April 30<sup>th</sup> Work Session in Dillwyn**

A report by Bob Dickinson

Last season, the water tank on the 1006 sprung a leak. We patched it up several times. After examining the tank it was decided to replace it. Bob Stevens picked up a new one in Richmond and carried it to Dillwyn to be installed. Since it was exactly like the old one it was readily changed out, reconnected, tested, and filled with water for the first trip. Thanks to Bob Stevens, Giles Scott, Morty Cox, Eddie Albert, Jim McCoy, Fred Terry, and Randy Ridgely for helping to complete this job!

Giles Scott replaced a gasket in the air brake system on the 706 and installed some "wasp excluders" to keep insects from building nests in the exhaust ports of the air brake control valve. We believe that wasps have been causing problems with the correct operation of the airbrake system.

Marsha and Morty Cox, Sue Rasmussen, Fred Terry, Randy Ridgely, and Jim McCoy worked on cleaning the cars and vestibules and restocking the restrooms.

Tom and Marge Hardesty worked in the commissary car sterilizing the water tanks and preparing it for the spring trips.

Bob Stevens made a new window sill for the 706 and it was fitted up and painted and will be installed before the 1<sup>st</sup> trip.

Other miscellaneous items were also repaired.

A delicious lunch was provided by Sue Rasmussen and Marsha Cox to everyone who participated in the work session and it was a very productive day. Thanks to all who helped!

---

### **WELCOME TO NEW MEMBERS**

The Old Dominion Chapter wishes to welcome new members whose applications were recently received:

Virginia and Timothy Sheridan  
6368 Venable Rd  
Kents Store Virginia 23084-2065

and

Joe Hart-Bowley  
8203 Mark Lawn Drive  
Henrico, Va. 23229

**HYCO KID**  
**Michael J. Lair**  
**87 Oyster Cove Landing**  
**Hartfield, VA 23071-3061**  
**H: 1-804-776-0823**  
**ALIAS WILTON CREEK KID AND DIXIE KID**  
**MARSHALLING – IS MY SPECIALTY....I LOOK ON IT AS A**  
**BUSINESS....**

Western Re-enactor, portraying the 1870s U. S. Marshal Hyco Kid and assorted other western characters, versatile Wild West performer.

Affiliated with the following Western groups:

1. Restless Range Gunfighters
2. Single Action Shooting Society
3. Riding for the Single Action Shooting Society
4. Tom Mix Rangers
5. Cindy's Posse
6. Movie B Rangers
7. Riding for the Wild West Performing Arts Society
8. Black Rose Pistoleros
9. Old Dominion National Railway Historical Society

Featured on the western channel on the trail, available for Birthday Parties, Church functions, benefits, grand openings, Picnics, Family Reunions, Parades, County Fairs, Personal Appearances, Interviews, Movie Premieres, Western Presentations, and western memorabilia. Featured in numerous newspapers, periodicals, magazines, and keynote speaker.

Western Book – Alias the HYCO Kid and Other Tales of the Old West by Greg Overcash

Western Book – The Heart of a Cowboy, featured, by John Conley

Western Book – Hyco Kid and Rachel by Greg Overcash

Sequel to: Alias the HYCO Kid and other Tales of the Old West in pre-production

Western Song – Hyco and Mitchie

By Mitch Toney (sung to the tune of "Poncho and Lefty")

Western Song – The Ballad of the Hyco Kid

By Greg Overcash (sung to the tune of "Ringo")

Michael J. Lair, a nationwide, western reenactor, is sometimes known as the Hyco Kid in gunfights, train robberies, and saloon fights, street festivals, bank robberies, conventions, shotgun weddings, funerals, plays, rodeos and concerts.

Gun safety is promoted before each skit.

②

**FROM THE DESK OF**

**MICHAEL J. LAIR** &

OF THE GUERRILLAS WITH THE TORO BOY RAGGERS WHO HOPES TO SAVE THE TRAIN FRODO THE BAD GUYS. SHOULD ANY QUESTIONS ARISE PLEASE CONTACT ME.

ALL MY BEST

MICHAEL  
GOOD SHOOTING  
THE HYCKID

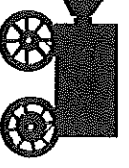


04-26-2011 ①

**FROM THE DESK OF**

**MICHAEL J. LAIR**

HI JOHN, I AM A MEMBER OF THE OLD DOBSON ROAD NATURAL RAILWAY HISTORICAL SOCIETY. I'VE ENCLOSURE MY RESUME SO YOU CAN SEE WHAT I'M ALL ABOUT. YOU MIGHT WANT TO INCLUDE MY FREE-LANCE ARTICLE FOR THE HIGHBALL FOR THE 21 MAY SPRINGS TRIP. I'M THE HYCKID



KID ONE

## FROM THE DESK OF

U.S. MARSHAL HYCO KID

circa 1894

①

IT'S THE SAGETS  
RIVER RAMBLER  
DILLWYD, UFI,  
BUCKING HORN BRANCH.  
THE GANG WILL  
GATHER AT TOWN  
FOX PASS / DILLWYD  
STATION AT 10 AM  
AND 1:00 PM.  
WE'VE RULES -  
NO FIRST TIGERS  
PRO GREEN HORNS.  
ONLY TRVE TRIED  
AND PROVED MEOW.  
NOTES OF INTEREST  
TO BE HOW THE  
PIEKERT'S STOCK  
DETECTIVE IS  
RECORDED TO BE



## FROM THE DESK OF

U.S. MARSHAL HYCO KID

circa 1894

②

100 THE AREA.  
THE BAD GUYS  
HATE PICKS AND  
POSSE. ALSO  
JOE LEFORS WELL-  
KNOW TRACKER.  
THE SAGETS  
YOUNGER GANG IS  
WORKING ON  
AGGOTHEAT SOB 100  
WISSONGI. AOTWAY  
WADNEDS' EEL THE  
THE FLANDS USUALLY  
BAD GUYS USUALLY  
HIT THE TRAIL  
ABOUT TWENTY  
MILES OUT OF  
DILLWYD.



MICHAEL J. LAIR

HycO Kid

④

LEFT THE GANG  
OO THE RAIL HEAD  
BOOKING AT THE  
OUL TUNE'S

NOW THE REASON  
WHY I KNOW ALL THIS  
IS BECAUSE I'M  
THE U.S. MARSHAL  
HYCOKID AND I HAVE  
100 SIDEWALKS  
HOWEVER THEY AND  
SAY I'M SHIFTY AND  
HAVE BEEN KNOCKED  
SWITCH SIDES AS  
THE WOOD ARSISES.  
OULY TUNE  
WILL MARSHAL  
U.S. MARSHAL  
HYCO KID  
CITCA 1984

MICHAEL J. LAIR

HycO Kid

③

THEY SAY IT SHOULD  
BEE ASK PICKINGS  
UNLESS THE TOWN  
WIX RAGGERS SHOW  
UP TO SAVE THE DAY  
FROM THE BADGUYS

ALSO THEY PLAN  
OO ROBBING THE  
WORTHEN PASSENGERS  
OULY TUNE  
PERETS. GONG  
IS THE GONG THEY  
DOES PREWAIL THEY  
PLAN OO SPLITTING  
THE LOOT AT  
BLUE CUT GAP AND  
HEADING FOR THE  
HILLS. LAST FALL  
THEY GOT TO  
AREWING ABOUT  
THE SPLIT AND

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**

*This month's photo from the ODC Archives Collection*



*Featured Photos are selected by Charles Curley III*

This month's Archives photo is from the Ed Patterson collection. It shows the Atlantic Coast Line roundhouse and Shops yard which was located below Cowardin Avenue near the south end of the Lee bridge. Two ACL purple and silver GP-7s and a yard engine are resting near the roundhouse. This picture was taken in May 1952. Today, nothing of the roundhouse or yard remains.