



The Highball

OFFICIAL NEWSLETTER
of the
NATIONAL RAILWAY HISTORICAL SOCIETY
OLD DOMINION CHAPTER



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Monthly Meeting

Bill Todd

The monthly meeting of the Old Dominion Chapter will be held Monday, 5/15 at 7 pm at Hull St. Station. ODC member Chuck Breeden will present a special "ODC Archives Slide Show" consisting of both B&W and Color images entitled "The Virginia Railroads." The program will include steam and electric trains. This will focus on "the way they were" and prove very entertaining. Please come out, bring a friend and enjoy the refreshments and door prizes.

Message from the President

John DeMajo

Over the past month, we have been working on a number of issues. One large concern has been an ongoing lawsuit filed in St. Louis, MO, against a similar rail club where a volunteer worker was killed while working on club owned equipment. This raised concerns in our own organization since we have not carried any type of accidental injury insurance on our volunteers. We decided that we needed the advice of an attorney as to what our liability could be. We sought the help of Dawn Bishop, a local attorney who handles worker injury cases. Her advice to the board is that we should secure volunteer injury insurance. As of this writing, Ned Krack is checking on the cost of securing this coverage. At the advice of Ms. Bishop, we will also be appointing a safety committee whose mission will be updating our forty-year-old chapter safety manual, and examining our overall safety program and procedures.

We are awaiting commencement of work on our roof repairs. The low bidder roofing contractor has been given the signed contract, and we are waiting

on weather and the contractor's schedule to have work started. We will also be preparing to undertake some additional improvements to the building and property.

Our new slide scanner has been put to good use by Chuck Breeden. Chuck has scanned six thousand additional slides since receiving the new scanner. Our intern is close to completing her semester's work with us, so we will be looking for additional interns for future sessions. The university intern program has proven very successful for us. One of our previous interns was a great help in setting up our archive digitization program, and Megan, the present intern, has set up our chapter artifact inventory program, and she has done considerable work in documenting the artifacts at the museum. I am extremely pleased with the work that Calvin Boles has been doing with regard to the museum displays. We now have all new, professional looking display boards and appropriate lighting in the freight room gallery. Over the last month, we received some new displays by way of donations. These include a beautiful authentic 1800s railroad office lamp, and various telegraph items. The clock from Main Street Station is now on display, as are several other new items. We received a \$1000 cash donation too, which will go a long way toward improving our museum presentations. There are more ideas and projects in the works, so stay tuned as the Richmond Railroad Museum continues its metamorphosis into a world-class institution.

Chapter Receives Grant from Emery

Ned Krack

The Old Dominion Chapter has received a \$5,000.00 grant from the Emery Rail Heritage Trust.

With the \$3698.10 in monetary and labor donations from the Chapter, a total of \$8698.10 has been raised for the rehabilitation of seats in Car 706. Thanks to John Forsythe for helping to facilitate this grant.

Street Car History

Calvin Boles

We are developing a display on Richmond's street car history. Any donations or loans of artifacts and/or models that will fit in a display cabinet would be appreciated. Contact Calvin Boles.

Virginia Springtime Special

Ned Krack

Volunteers are needed to help with all positions on the upcoming excursion trips (May 13th, May 20th, and June 3rd). To help out, please contact Ned Krack at 804-239-4067 or nedrdgfan@msn.com.

Museum Host Schedule

Linda Nelon

| | | | |
|----|-----------------------|------------|--|
| 6 | Ned Krack | Gift Shop | |
| | Bob Dickinson | Host | |
| | Bob Stevens | Host | |
| 7 | Ned Krack | Gift Shop | |
| | Steve Tarrant | Host | |
| | Doug Riddell | Host | |
| 13 | Ervin White | Gift Shop | |
| | Bob Stevens | Host | |
| | Linda Nelon(11-1:30) | Host | |
| | Jack Newsome(1:30-4) | Host | |
| 14 | Greg Hodges | Gift Shop | |
| | Tom Emory | Host | |
| | Bob Williams | Host | |
| | Steve Tarrant | Flood wall | |
| 20 | Linda Nelon | Gift Shop | |
| | Jack Newsom (11-1:30) | Host | |
| | Jim Lewis (1:30-4) | Host | |
| | Stanley Clark | Host | |
| 21 | Carl Steiner | Gift Shop | |
| | Charles Curley | Host | |
| | TBA | Host | |
| 27 | Greg Hodges | Gift Shop | |
| | Calvin Boles | Host | |
| | Ray Potter | Host | |
| 28 | Ned Krack | Gift Shop | |
| | Bob Dickinson | Host | |
| | Jerry Grosshans | Host | |

May Archives Photo

Charles Curley

Chesapeake and Ohio class K-3 2-8-2 #1212 leads an eastbound James River subdivision freight passes a station whose station sign is not visible. It's most likely Vinita where 288 now crosses the James River. It seems that the James River Local passenger train may have a passenger. Photo by J. I. Kelly.



Railroading Today

Gerry Grosshans

CSX track work... In addition to the previously mentioned placing of new ties along the trackage to Hopewell, new ties have been set out along the S line (Bellwood) trackage from Centralia northward. A train of maintenance gons with new ties was in the Bellwood Yard for several days (at least) the first week of the month.

There may have been some work on the "main" or A line as one day I was going down Bells Road and saw F724 backing toward FA so I went to the Walmsley crossing to see if the train had a shoving platform (an old caboos) which it did. It sometimes sits there for a time waiting for the mains to clear, and I did see plenty of traffic running slowly in both directions, so I just sat and waited, entertained by several buzzards fighting over roadkill (They are quarrelsome birds.) and later an illegal bonfire of considerable size, but 724 didn't move. The Autotrain, several single level intermodals, a doublestack, regular freights. I finally gave up at 10:30 pm, with 724 still sitting for over 4 hours. There may have been signal problems since I saw a maintenance vehicle visit both sets of signals for a short while. To give an idea of the back-up, Amtrak 125 (the Norfolk train) passed by about 10 p.m.

Make note: 125 and the other Norfolk trains do not carry a baggage car

Several well meaning (I am sure) folks have asked me to elaborate on site of an Amtrak station south of the river, which I alluded to before. Two sites stand out. On the west side of the tracks between Warwick Road and Walmsley, apparently nothing but woods. Vehicular access would be by those two streets to Jeff Davis and 195, with Hopkins Rd. from Warwick to Chippenham. The other site is at the end of Dalebrook across the tracks from the Defense Center, a large undeveloped area exists, mostly bare soil. Vehicular access is less than ideal now, but Dalebrook to Hopkins in one direction and to Beulah in the other could lead to Jeff Davis and 195 at Willis Road and heading to a connection with 288 at Centralia in the other. This location is in Chesterfield, the earlier one is in the city.

Some folks have already decided that the Petersburg/Ettrick station should be moved to Colonial Heights where Boulevard passes under the tracks. There is a large lot there, formerly a shopping center now an equipment renter. I recall no advertisement of any hearings about this and apparently publicity was confined to Petersburg and Colonial Heights. Personally I don't see where this site solves nothing and may be worse than the present site. It would certainly be harder for Petersburg residents and Virginia State. I still believe if the station is to leave Ettrick, then a site at or near Collier Yard would be best...but who asked me?

I've often said that after I host at the museum (last Sunday of a month) I head to Centralia to see what's happening. A very long empty grain train was leaving the area of South Yard and had only one Dash9 for power. I waited for it to pass thinking that with one unit for power he would need another over the BB tracks and might have a rear DPU...no luck, so I guess while at AM Junction he would pick up additional power.

I then went to Centralia where I was rewarded with an eastbound/southbound double stack IN DAYLIGHT at about 5:45, the only daytime run I have seen and I have never seen a west/northbound at all.

As earlier mentioned the double stacks are Q135 (W/N) and Q136 (E/S). From what I can gather the single level strains are Q031, Q032, Q033 and Q044. There is a Q140 and Q-141, the latter returning the empty Tropicana cars south along with single level intermodal. I understand that Schneider

has renewed or enlarged its contracts with CSX and many of its containers are seen on the single level trains

The CSX Huntington Shop has repainted an old CSX B30-7 into the brilliant Chessie System colors for donation to the Lake Shore Historical Society in North East, PA (That is actually the community's name.) where they have at least a half dozen examples of GE units built in nearby Erie.

Grupo Mexico, which operates Ferromex, has apparently purchased the Florida East Coast. By the time you read this, 611 will have come and gone. I suppose it will have a diesel escort, independently controlled. I mention this as both 844 and 765 among operating large steam locomotives, have a diesel control box in their cab where the steam engineer has full control of the diesel. As Steve Lee said (before he retired), I can double-head myself:

Richmond Railroad Museum Report for 4/2017

Bob Dickinson

There were a total of 407 visitors for April. On Saturday April 22nd (Earth Day) there were 157. There were 5 for the floodwall tour on the 9th. Total so far this year is 1,210. Donations were \$330 and sales in the gift shop totaled \$503.85. Volunteer hours at the museum during April were more than 497! Attending the Chapter meeting were 30 that signed in.

The ODC board has authorized repairs to the station roof. Although made of heavy duty tile - over the last one hundred and three years water seems to have found a way thru, around, and under nail holes, joints, and seams and over time have caused damage to the wood that is underneath. Primary purpose of current repairs is to replace some damaged wooden "nailers" that the top tiles depend on to stay attached to the building as well as repair a couple of suspected leaks. The roofer has a backlog of work but they plan to start soon.

Thanks to Calvin Boles, Fred Terry, Jack Newsom, Bill Todd, John DeMajo, and Phil Wallace the museum now has 5 of the newer style display boards. Calvin reports that another is on the way which will be used behind the signal display. Calvin is also working on another new board which will be about the Richmond streetcars. If you would like to help with a donation to this project please contact Calvin.

Speaking of Richmond streetcars the museum recently received a donation of a section of rail that the streetcars operated over. It came from the vicinity of the old VEPCO building downtown where Carlton McKenney (author of “Rails in Richmond”) worked. The story was that one day in the early 1950s some of his coworkers were walking around town on their lunch hour and found workmen removing the old rails from the street. Somehow they were able to get a small section and brought it back with them and presented to Carlton. Thanks to Ray Dudley for getting it to the museum and relaying the story. It will be displayed with the other track materials for now.

We have been working on the storage boxcar to better utilize its space. Some time ago Randy Ridgely transported heavy duty shelving from the yard to the museum. It has taken a while but now it has been installed inside the boxcar. Recently more shelving material was added and more items have been able to be moved off of the floor and put on the shelves enabling much better access to the boxcar. Wally Win and others have managed to sort out some of the items and actually dispose of some non-railroad “junk”! Chapter president John DeMajo recently purchased and donated the materials to construct a new set of steps for the boxcar. He and James Dunlap have been working together to build the project.

Archives

Sometimes information pops up in unsuspected places. Recently while cleaning in the archives storage room I found a “beat up” looking loose leaf notebook that was covered with dust laying on one of the shelves. Looking thru its mostly yellowed and old newspaper clippings I happened to run across an article that was written on February 17, 1957 – the day after Hull Street Station was closed. The “Richmond News Leader” article written by George W. Rogers titled “Passenger Service Ends on the Richmond & Danville after 110 Years” certainly caught my eye! Mr. Roger’s article of almost a full page gives a detailed description of the last day’s operation of train’s number 11 and 12 and identifies all of the men that were in the train crew as well as some history about the R&D in Richmond and some of the towns that it served along the way to Danville. Plans are to have the entire article reproduced for all to read and enjoy.

611 in Petersburg

Brandy Martin



Michael Uzel





Kim Young



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