



The Highball

OFFICIAL NEWSLETTER
of the
NATIONAL RAILWAY HISTORICAL SOCIETY
OLD DOMINION CHAPTER



Volume 56

August 2016

Number 9

Monthly Meetings

Bill Todd

The monthly meeting of the Old Dominion Chapter will be held at 7.00 PM on Monday, 8/15/16 at the Hull St. RR Museum. ODC member Ned Krack will present the second section of his excellent DVD show that will feature Erie Lackawanna passenger trains in the early 60's; Bellevue, Ohio Mad River & NKP Museum; Mullens, WV. & C&O RoadRailer, among others. Refreshments available. Please bring a friend and make an effort to attend. Don't forget August is our "Hawaiian Shirt Night" that is a photo opportunity!

ODC Hallsboro Picnic September 24, 2016

The ODC will substitute its regularly scheduled 3rd Monday meeting next month and instead host a Chapter picnic at its Hallsboro Yard on Saturday, September 24 starting at 11.00 AM with a fried chicken picnic thereafter. Members who can will volunteer to bring a covered dish to share. Tours of ODC rolling stock will be available and rides on our MOW car offered. Our 0-6-0 T steam engine has one last repair that may or may not be made in time. Nevertheless, this should be an "all hands aboard" effort you will not want to miss. We will likely wrap up everything by 3.00 PM. Please RSVP on the enclosed form for planning purposes.

Condolences

Kim Young

The ODC would like to extend our condolences to member and frequent presenter Dale Diacont on the loss of his wife Audrey on July 11.

Hallsboro

Kevin Frick – Photo: Randy Ridgely

Wally Winn, Randy Ridgely, Devin Gray and I were out 7/16. Wally painted the truck on the

McGirth until the paint ran out. Randy worked on the 700 cars doing some body work trying to prevent them from rusting any worse than they have. I filled the water tanks on the 0-6-0T in preparation of the hydro test, by having the water in the tanks, the sun will warm it so the water is not cold. When Devin arrived, I was replacing bolts on the trailer car James Dunlap and his grandfather had rebuilt. This prevented any more warping on the deck boards. After completing this, Devin and I got some supplies and began installing an electrical system in the locomotive container, I cannot see what I am doing in the back of the container where the parts for the locomotive are kept and we need the electricity for future projects. We were able to mount a small breaker panel, the conduit to the outside of the container, and the first light box on the ceiling. We will work on finishing the light boxes first before running a line to the main panel in the first container which is now Pullman green with gold lettering stating HALLSBORO on the side. (Leonardo De Ridgely has been hard at work again with help from Wally Winn and Barry Grantier.) John Fulton, of E. McLaughlin and Sons, has received the picture of the stay bolt cap repair and will get back to me on the costs. I hope to be back next Saturday so we can continue working on various projects.



7/17, Devin Gray and Gerald Hunter, went out to the property and worked on the electrical in the locomotive container. This will give us lighting in

the container so we can see and enough service to add receptacles at a later date.

On 7/18, Devin Gray and Gerald Hunter, went out to the property and worked on the electrical in the locomotive container. Devin called last night at 8:30 PM and said he would complete the installation before leaving. This will give us lighting in the container so we can see and enough service to add receptacles at a later date.

7/23, Wally Winn, Barry Grantier, Devin Gray, James Dunlap and I were there, James kept everyone informed while Wally painted the trucks on the McGirth as Randy had asked him to. Barry worked in the restroom trying to get all of the molding in place and preparing it for painting. Devin had to leave for his volunteer firefighting duties. I installed the switch for the lights in the newer container, cut the conduit where we need to pull the cable and put led bulbs in the sockets. After these were completed, I started cutting the grass. I completed the front and in between the cars. I was working on the back field when suddenly the left front tire shot off of the tractor dropping the spindle in the dirt. From what I can see, the front axle sheared off allowing the wheel to break free. I was able to get the tractor back to the containers and removed the wheel from the hub. There was plenty of grease in the hub so I am perplexed as to why it broke. I will check with Old Dominion to see how much the repair parts will cost. The bathroom interior will be ready by next month. The tractor is old(mid 70,s) so I have to say the damage is due to old age. I have purchased the product known as Seal It (a rubberized coating in a spray can) and am going to try it on some of the leaking roofs to see if this will be a good temporary solution. The bathroom is air conditioned thanks to Randy Ridgley purchasing a small unit for the building. When we are close to the gathering, I will need volunteers to help with weed whacking so the place will look nice.

August Archives Photo

Charles Curley

Here we see a shot of the Southern Depot at Hallsboro on April 26, 1969. It was located on Hallsboro Rd at the next crossing east of where our yard was to be located. Photo by Raymond Knight.



Museum Host Schedule

Linda Nelon

| | | |
|----|-----------------|-----------|
| 6 | Ned Krack | Gift Shop |
| | Calvin Boles | Host |
| | Bob Stevens | Host |
| 7 | Greg Hodges | Gift Shop |
| | Charles Curley | Host |
| | Bob Williams | Host |
| 13 | Ned Krack | Gift Shop |
| | Wayne Poates | Host |
| | Bill Taylor | Host |
| 14 | Greg Hodges | Gift Shop |
| | Jim Lewis | Host |
| | Bob Preston | Host |
| | Steve Tarrant | Floodwall |
| | Ned Krack | Floodwall |
| 20 | Greg Hodges | Gift Shop |
| | Ned Krack | Host |
| | Bob Dickinson | Host |
| 21 | Carl Steiner | Gift Shop |
| | Jack Newsom | Host |
| | Stanley Clark | Host |
| 27 | Greg Hodges | Gift Shop |
| | Linda Nelon | Host |
| | Randy Ridgley | Host |
| 28 | Ned Krack | Gift Shop |
| | Bob Dickinson | Host |
| | Jerry Grosshans | Host |

Richmond Railroad Museum and Archives

Report for July 2016

Bob Dickinson

Visitors: (to date) 290 (1832 year to date)
Donations: \$320.00
Volunteer hours: 326
Gift shop sales: \$676.31
Chapter meeting attendance: 35
Mystery Tour –Aug 17th (Hosted by Chuck Breeden) - 15

Floodwall tour 7/10: 9

July 13 tour: 20

Thanks to all who hosted and worked at the museum during July. Some hosts worked 3 or more times! There is a planned event for the Boy Scouts on Friday August 19th. Calvin Boles is coordinating and needs help. The museum committee continues to meet every month. Recent discussions included a new display board that Calvin Boles assembling, fundraising, improvements to the building etc. Steve Tarrant is working on preliminary plans for rebuilding the front platform and a canopy with a transparent roof! (See a model on the HO layout in the modeler's room!) Please join us at the next museum committee meeting at the museum on Saturday August 20th beginning at 9:30 AM. Archives – Chuck Breeden continues work on the side scanning project. So far some 20,200 have been completed! Thanks, Chuck! We had a good turnout for a recent work session. Thanks to Jim Lewis, Greg Hodges, Randy Ridgely, Brandy Martin and Robin Shavers. We have moved most all of the ODC newsletters. John DeMajo (See below.) has scanned them and will soon have them available on CD. There are a few missing issues and as soon as they are found will be included also. We will keep a couple of sets of hard copies but have 5 or 6 boxes of printed duplicate issues that we don't need. These will be available at the next Chapter meeting and then to visitors to the museum. Get yours while they last! Another archive project is sorting and assembling a complete set of Seaboard Airline Railroad Annual reports. The railroad started issuing the reports in 1901 when the SAL was formed and continued until the ACL and SAL merged in the mid-sixties. Again because of the volume of material we plan to assemble several sets for interested parties and dispose of the surplus. Brandy Martin has been working to find homes for some of his former collection of artifacts – mainly from the northeast. (Details in a future issue.) We need volunteers to help with several other archives projects. Please contact if you would like to help. More work sessions are planned for August.

Highballs on DVD

John DeMajo

OWN A PIECE OF HISTORY

The chapter is about to release a DVD which will contain the entire collection of all Highball issues dating from the first issue published in December of

1958 through 2015. The DVD will contain PDF files which can be saved to your computer or viewed directly from the DVD. The collection also includes any available past membership lists, and any announcements for past chapter picnics, parties and trips that we were able to locate in the archives. The cost of the DVD will be \$50, and the proceeds will be directed towards our massive project to digitize the entire ODC archives collection and eventually make it available to members on line.

Fall and Santa Trips

Ned Krack

Tickets are now on sale for the fall and Santa excursions. The dates are October 8, 15, and 22 for the Autumn Leaf Rambler and December 3 and 10 for the Santa Claus trains. If you need flyers to send out, please contact Ned Krack at 804-239-4067 or nedrdgfan@msn.com

Also, help is needed on all trips. If you want to volunteer, please contact Ned. Upcoming work dates will be announced.

VAM Top 10

John Forsythe

The Old Dominion Chapter of the NRHS is participating in the Virginia Association of Museum's annual Top 10 Endangered Artifacts program this year. The ODC nominated the Pullman "Dinwiddie County." The "Dinwiddie County" is undergoing restoration at the ODC's maintenance yard. Starting August 1st, we ask you to vote everyday at the following website www.vatop10artifacts.org As of publication date, we are not doing well, so please help out!

The Battle of Ashland

Doug Riddell

No, not a Civil War tale; it's the story of saga of "High Speed Rail," that has nothing really to do with high speed rail.

Until there is true high speed rail with a dedicated right of way, we Virginians (and our neighbors to the south) are going to have to be content with "higher" speed rail: 90-110 MPH. While that may not seem like much compared to European and Asian trains whose top speeds approach 200 MPH, the improvements sought in terms of right of way and sustained speeds will mean higher average train speeds, less freight train interference, and thus more

frequent and more reliable passenger train service. What's most important to consider—and apparently most overlooked, is that the Washington to Richmond segment is not a self-contained project, rather it is a link in a chain of improved rail service, that will benefit both freight and passenger carriage. It will make passenger rail competitive with the private auto.

For a couple of years, the DC2RVA project of the Virginia Department of Rail and Public Transportation (DRPT) has worked with the commonwealth's passenger, commuter and freight railroads to find common ground that will increase capacity along the Richmond-Washington corridor to decrease interference between the people carriers and the freight railroads. That a 90-MPH railroad (as opposed to the current CSX 70 MPH ceiling on the former RF&P) will mean only a savings of 15-20 minutes has only stoked the fires of those in and around Ashland, who can see little benefit, and thus no necessity, in making ANY improvements.

The ones proposed by DC2RVA include three options to resolve the bottleneck that the nearly 200-year-old right of way through the center of town poses: building a bypass to the west of town through rural Hanover County, a third track through town on the present right of way, or doing nothing. As has been learned from a couple of project engineers whose career has been examining things of this nature, the fact that one track is on the original 1834 right of way, and the second was built in 1903, means that they are grandfathered from the requirement to be upgraded to 2016 code, which would not only mean wider separation between the two existing tracks, but that any third track would literally require most structures on either side of the present right of way to be demolished to make room. That's something that simply isn't going to happen. So the western bypass seems most likely, if anything happens at all.

When the possible western bypass became known, a large number of local residents west of town, who'd not paid any attention to public announcements of hearings, suddenly became enraged at the thought of having to give up any part of their farms, and showed up en masse at a local meeting on the subject. Citizens within the town also became alarmed, thinking that the center of town would be sacrificed. Suddenly, everyone was against this

thing called "High Speed Rail." The entire project at this point is fueled by fear and misinformation. It was explained that neither the use of the median of I-95, nor the Buckingham Branch Railroad could be considered because of grade and curvature considerations. Since most of the citizens are not acquainted with the physics of railroading, most still don't understand why high speed trains can't ply the center of I-95 or roar through the quiet pine forests of Hanover and Atlee en route to Main Street Station on the former C&O. Still, others say that the project should be shelved until true high speed rail is built—sometime in the next hundred years or so. The problem is that with CSX's Gateway Project, as soon as Washington's Virginia Avenue tunnel is enlarged to permit double stack container trains, freight traffic through Ashland is projected to double in ten years. Increasing freight train lengths to exceed two miles for efficiency sake is also a real possibility. Add to that more passenger schedules and with all trains slowing down to 35-45 to squeeze through the picturesque little town that has coexisted with the railroad since 1834, simply getting from one side of Ashland to the other without being stuck in traffic waiting to cross the tracks is going to become a major headache that could suck the life out of the businesses on either side who depend on customers and visitors who many simply decide that it's not worth their time and trouble to come to Ashland to shop, dine or visit.

One thing's for sure: doing nothing is *not* a viable option, so there has *got* to be compromise.

Kroger Card

Kim Young

Do you shop at Kroger, even occasionally? If so you can link you Plus Card to the ODC (#93241). Based on how much our members spend, a percentage of a pool will be donated to the chapter. You can go online to Kroger.com or call 1-800-576-4377.

Editor's Note: I did not receive Gerrys's article this month. Hopefully, we can catch up with the Sept. issue.

Reservation Form for Hallsboro Picnic 9/24/16

Name(s)

Telephone No.

No. Adults _____

No. Children & Ages _____

Allergies, if any?

Can You Bring a Covered Dish to Share?

If so, What?

RSVP Bill & Ann Todd by August 15 meeting in writing or
by September 10 at 804-746-5735 or WFToddJr@aol.com

**ODCNRES
PO Box 3131
Chester VA
23831**