



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

Instead of a regularly scheduled meeting at the RR Museum, ODC will host its annual picnic at Doswell on Monday, August 20 between 5-8 PM. RSVP essential. Cost \$5.00 adults; \$3.00 children. RSVP Bill Todd immediately at WFToddJr@aol.com, 804-746-5735 or 7316 Beulah Church Rd., Mechanicsville, Va. 23111. Make checks out to ODC NRHS. Location: Doswell depot 10577 Doswell Road, Doswell located at the crossing of CSX (ex RF&P) and BBRR (ex C&O) about 7 miles north of Ashland East off of Route 1 about two blocks, just before the bridge over the BBRR (turn right).

Buckingham Branch Railroad Announces New Norfolk Division

Norfolk, VA July 31, 2018

Carrie Brown

Buckingham Branch Railroad (BB) announces the launch of its new Norfolk Division on Wednesday, August 1, 2018. The BB will serve the Norfolk region by operating a freight service, seven-mile short line railroad serving customers between Coleman Place in Norfolk, Virginia and Little Creek in Virginia Beach, Virginia. Steve Powell, BB President said, "The Buckingham Branch Railroad is excited to expand its customer base to include the Norfolk region. We look forward to serving our new customers and expanding the transportation options in the most industrial area in Virginia."

The Norfolk Division will be an important link in the supply chain for materials used in the Bay Bridge Tunnel expansion project, by delivering ballast rock and other raw materials to the staging site. The rocks are too large and heavy to move efficiently via highway. This is an example of how private railroads support public infrastructure growth, relieve stress on existing infrastructure, reduce the environmental impact of large construction projects, and make our highways less congested and safer.

In addition to assisting the Chesapeake Tunnel Joint Venture, the BB's Norfolk Division will serve these regional businesses: Dynaric, Gordon Paper Company, and Mid Atlantic Transload. Plans to further expand the Norfolk Division's contribution to the region's economy are in the works, with numerous opportunities to grow business through the available properties along the line and increased transloading at Little Creek Yard. Interchanges with connecting railroads Norfolk Southern (NS), CSX Transportation (CSXT), and Norfolk Portsmouth Belt Line (NPBL) also provide additional options for service.

Buckingham Branch Railroad serves 40 customers on four divisions across Virginia. The BB operates over 282 miles of track with 19 locomotives and 75 employees dedicated to Safety and Customer Service.

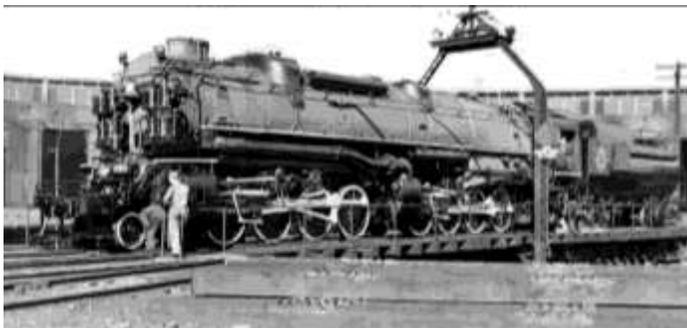
Editor's note (Dave Coldren): *This line is a portion of the former Bay Coast Railroad which ceased operations in May. In addition to the BBRR's new service, the Delmarva Central is now operating another ex-Bay Coast segment from Pocomoke City to Hallwood. The track between Hallwood and Cape Charles is expected to be abandoned. This will sever the former Pennsylvania RR (originally New York, Philadelphia and Norfolk) route from Wilmington to Norfolk where car floats made a 26-*

mile Chesapeake Bay water crossing until about 2014.

August Archives Photo

Charles Curley

Bill Stratton was one of the most active members of the ODC in the 60's and 70's. Recently, his son donated his father's railroad memorabilia to the chapter. Among the treasures were some black and white prints. This example features RF&P 2-8-8-2 #1 on the Potomac Yard turntable. It seems unusual that a relatively flat railroad like the RF&P would have had 2-8-8-2's. However, the RF&P needed heavier power than its 0-8-0 switchers to handle the WWII traffic over the humps at Potomac Yard. To solve this problem, the RF&P bought 3 of the C&O's class H-7 2-8-8-2's in 1943 and used them on the humps until they were retired in 1949. The RF&P never used them on their main line. The photographer is unknown.



Museum Host Schedule

Ned Krack

4	Greg Hodges	Gift Shop	
	Bob Stevens	Host	
	Ned Krack	Host	
5	Ned Krack	Gift Shop	
	Stanley Clark	Host	
	Bill Todd	Host	
11	Ned Krack	Gift Shop	
	Calvin Boles	Host	
	Vacant	Host	
12	Greg Hodges	Gift Shop	
	Robert Williams	Host	
	John McKenna	Host	
18	Greg Hodges	Gift Shop	
	Kim Young	Host	
	Ray Potter (11:00 - 1:30)	Host	
	Jack Newsome (1:30-4)	Host	
19	Greg Hodges	Gift Shop	
	Charles Curley	Host	

	Bill Todd	Host	
25	Carl Steiner	Gift Shop	
	Calvin Boles	Host	
	Wayne Poates	Host	
26	Ned Krack	Gift Shop	
	Bob Dickinson	Host	
	Steve Tarrant	Host	

Calendar

Bob Dickinson/Dave Coldren

- Mon. Aug. 13** – BSA tour – Museum - 9:30a-2:30p
- Mon. Aug. 20** – Chapter picnic –BBRR depot, Doswell – 5:00-8:00p
- Sat. Aug. 18** – Fall Trips work day – Dillwyn – 9:00a-3:00p
- Thu. Aug. 23** – Safety committee - Museum – 6:00p with Laird Ramsey presiding
- Sat. Aug. 25** – Train Day prep/Museum clean-up day – Museum – 9:00a-3:00p
- Sat. Sept. 8** – Museum Committee meeting – Museum – 9:30-11:00a – All interested invited to attend
- Mon. Sept 10** – ODC Board of Directors meeting – Museum – 7:00p
- Sat. Sept. 15** – Possible Private Event
- Sat. Sept. 15** – Train Day prep/Museum clean-up day – Museum – 9:00a-3:00p
- Mon. Sept. 17** – ODC monthly meeting – Museum – 7:00p
- Fri.-Sat.-Sun. Sept. 21-23** – ODC members hosting passenger car/caboose tours – Field Day of the Past – All Day – Goochland
- Sat. Sept. 29** – Richmond Train Day 2018 – Museum – 9:00a-3:00p
- Sat. Oct. 6** – Train Day rain date – Museum
- Sat. Oct. 6** – Final Fall Trips prep day – Dillwyn – 9:00a-3:00p
- Sat. Oct. 13** – 25th Anniversary of ODC excursion trains celebration – Dillwyn – 11:00a-2:00p
- Sat. Oct. 13** – ODC Excursions – Dillwyn – 9:30a and 1:30p
- Sat. Oct. 20** – Tom Mix Rangers headline ODC excursions – Dillwyn – 9:30a and 1:30p
- Sat. Oct. 27** – First-ever ODC Halloween express excursions – Dillwyn – 9:30a and 1:30p

Volunteers Urgently Needed

Calvin Boles

We all joined the Old Dominion Chapter because of an interest in railroading and the desire to preserve railroad history and artifacts. The ODC has a

number of outlets for accomplishing these goals - Hallsboro, the Museum, the Archives, and the excursion train - but it takes members volunteering to serve in any or all of these areas to keep our organization viable.

It requires 24 volunteers per month to staff the Museum if each person only works one shift per month. We currently have 16 volunteers available. It requires 20 volunteers per month just to maintain Hallsboro, much less do meaningful restoration work on the equipment. There are less than a dozen who routinely volunteer.

It takes at least 12 volunteers to staff an excursion train run and it is sometimes a struggle to make that minimum number. Most times, the volunteers working the train are the same ones who normally work the Museum or Hallsboro.

The above doesn't address manpower needed to handle special assignments such as serving on the Board and committees, performing maintenance on the properties, or working in the Archives.

We need approximately 60 volunteers devoting one or two days a month to chapter activities. We currently have approximately 40 members or less who are trying to cover all of the bases. We have approximately 100 members in the chapter. Not all of them are physically, or for other reasons, able to volunteer for assignments, but surely there are 20 members not currently involved who could help us out.

IT'S YOUR ORGANIZATION – PLEASE HELP!!

What Does the Chapter Gain from Train Day?

Dave Coldren

As we prepare to welcome over 1,000 guests to the Museum for the second annual **Richmond Train Day** on September 29th, it's a good time for us to reflect on what this celebration means to the chapter.

Obviously, it's a great way for the **Richmond Railroad Museum** to become better known in the community. At least 25% of all annual visitors to the museum last year came on this day in 2017. It was a big shot in the arm for the Museum's visitor count. It's also a big effort by a lot of volunteers – and, it's worth it to put the museum on the map. Judging by Facebook activity, a lot of folks have circled this on their calendar and the 2018 attendance should be even higher.

But, there is a bigger prize for us. And, it affects almost every good idea we have had to improve the

museum, Hallsboro yard and the excursions. The real payoff for the chapter is **recruiting new members**. If we can convert even 2% of our Train Day guests to chapter members it would add 30-40 new faces. That's about a 50% increase from our current roster,

Think about it. More museum hosts, more Hallsboro volunteers, more excursions. Or, should we say, more satisfied museum visitors, more restored equipment and more chapter income. In so many cases, what stands between us and making progress as an organization is having enough hands to get the jobs done.

So, as we prepare the museum for its big day, please also be prepared to meet our guests and invite them to join the chapter. There will be materials printed for you to sign them up, along with talking points to help encourage them. It's your chance to sell the organization and the many opportunities we have. It's really your chance to help staff the museum, get work done at Hallsboro, increase the chapter's excursion income and keep the organization energized for the next generation.

Sign up to be a part of Train Day at:

www.signupgenius.com/go/60B0B4EAF4E28AB9-train1 or email david.coldren@cbre.com **See you on September 29th!**



Richmond Railroading Featured in July Railfan & Railroad

Dave Coldren

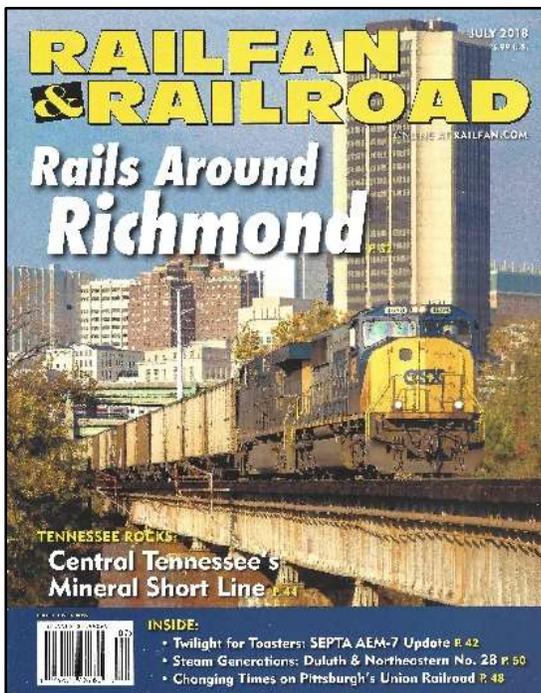
The River City captured the cover of the July 2018 **Railfan & Railroad** magazine which featured a CSX coal train crossing the James River on the former Seaboard Air Line bridge just a stone's throw from the Richmond Railroad Museum. Midlothian resident Justin Ross authored "**Rails Around Richmond**," a comprehensive article wrapped around 12 of his beautiful shots of the Norfolk Southern, CSX and Amtrak as they work in Richmond. Many of his photos utilize drone technology for a unique and panoramic viewpoint that sell the City well.

An example below shows the NS West Point turn crossing the ex-Southern Kanawha Canal lift bridge in December 2017 – with just a touch of snow in the background (This photo and the cover below are © 2018 White River Productions).

The 10-page spread describes possible photo spots, schedules and scanner frequencies that will help railfan visitors find some good action in Richmond. You may not find this issue on the shelves as the August issue has already hit the newsstands. But, you can still order it online from R&R:

<https://shop.whiteriverproductions.com/products/rfr-201807>

The \$6.99 cost is the same for either an electronic or print versions.



Richmond Railroad Museum and Archives Report for July 2018

Bob Dickinson

Visitors: 232 (1551 year to date)

Donations: \$117

Volunteer hours: 264

Gift shop sales: \$495.12

Chapter meeting: 28 attendees

Thanks to everyone that hosted during July and to Ned Krack for coordinating the Museum hosting schedule. The Museum was in the "black" for July – mainly because there were no "big" bills to pay. (We actually took in about \$450 more than expenses.) The average cost to operate the museum is about \$1,500 each month – more if the weather is unusually hot or cold! There is a critical need for more hosts for the museum. If you can volunteer – even for only part of the day please let Ned Krack know. The Museum committee has been discussing ways to recruit more volunteers including offering incentives such as gift shop discounts, bonuses, etc. Ervin White – long time Chapter member and recent host in the gift shop has transferred to a new job location in California. Ervin works for the Federal Railroad Administration as a Motive Power and Equipment inspector. We thank Ervin for his service and hope he makes it back to Richmond in the near future! The Richmond Railroad Museum recently hosted an "open house" for the Manchester Alliance and was also the location for a meeting of the Historic Richmond Foundation. Thanks to Calvin Boles and John Williams for constructing and installing another closet in the baggage car to store additional uniforms, hats, shoes and other apparel. Please take a look at the new Museum and Chapter activities calendar (Above) which we plan to make a "regular" feature of the Highball. There are many opportunities to be involved!

The next museum committee meeting is scheduled for Saturday September 8th beginning at 9:30 AM at the museum.

Railroading Today

Gerry Grosshans

I was asked by several persons a while ago if there was any place to watch NS trains, other than North Collier, as that location can be quite crowded at times. Several weeks ago, I was there on a Sunday afternoon and counted at least 27 vehicles parked there. I should say that weekdays there is frequently nobody parked there, or at the most, one or two. A good place to go is the Sutherland area west of Petersburg. There are plenty of parking lots and roadside places to park not too far from the tracks. I mentioned this several years (at least) ago, and again during the last NS steam operations. Going west you could chase a train to Blackstone or Crewe, even further west. If tired of that, or no activity, turn around and head east to I-85 and make the usual turn at Squirrel Level Rd. to go to Collier. Due to the last Highball issue having to be published earlier than usual I was not able to submit anything then but wanted to comment on the GE/WABCO merger. Actually, I believe Wabco acquired the GE heavy equipment production, which makes more than locomotives. This is a merger of old firms/ names from the earliest days of electrification. GE was founded by Thomas Edison, and Wabco (Westinghouse Air Brake) founded by George Westinghouse. The two men were intense rivals. Edison favored DC transmission and Westinghouse favored AC. It was determined that both AC and DC would and could be used. DC was necessary for batteries, but being low voltage, could not be used for long distance transmission. While AC could be stepped up by transformers to high voltages and could be sent considerable distances (think the electrical grid we have) could not be stored in a battery. That brings up the current locomotives. Earliest diesel electrics used a DC generator to produce power, which was later replaced by an alternator with a rectifier setup still producing DC power for DC traction motors. AC motors were known but were difficult to control and were late comers to the game. The solution was the reverse of the rectifier, a device called an inverter, which changed DC back into AC. So the present AC transmission locomotives generate AC which is rectified into DC

for purposes of control, after which the DC is changed back to AC by the inverters for use by the AC traction motors which are more robust, simpler and more powerful. With improvements to the components, railroads have decided to rebuild old locomotives with DC traction to AC (NS calls their version DC2AC) and a number of roads are doing such rebuilds.

I am looking forward to the receipt, any day, of the TRAINS magazine on locomotives, published annually, to enlighten further on new and rebuilt production.

Now to CSX. I have been wondering about the action taking place at the Walmsley Boulevard location and am still uncertain. On Thursday, I went by there at dusk, and saw a number of pieces of machinery including some large hydraulic cranes, some of which appeared to belong to Cranemasters. They were working south and under the Castlewood overpass, and from appearances as well as scanner communications, it appeared a set of crossovers was being installed. It also appears that the Clopton trackage may be extended further south. A new electrical cabinet has been placed beside Walmsley, to replace the beat-up older one, and a number of plastic conduits have been run beneath the street. I noticed that the cabinet stated that it was at Walmsley and some equipment further south near the Castlewood overpass was labeled FA. I believe if anyone sees anything labeled as Falling Creek it would be for the Bellwood (ex-SAL) trackage just north of the Bellwood yard. The work at FA would be interesting but there is no place to park and watch unless you park some distance away and walk to the overpass. But, with the equipment assembled it looks as if there will be work taking place there for the foreseeable future.

There appear to be fundamental changes in CSX freight operations. I have not seen a dedicated intermodal train in several weeks, as well as no dedicated doublestack operations. What is happening is that a train will have ordinary freight at the front, then at the rear a cut, often sizeable, of intermodal, much the way the Tropicana cars are now handled, their cars in front, intermodal in the rear. Speaking of the Tropicana cars, several have been changed to have a dark blue flag or rectangle in the upper left side of the car, with the word "naked" in white lettering thereon. This wording is not to be risqué but to reflect it is pure and has no additives. I believe the train carrying the Tropicana cars has been renumbered. Trains in general appear

to be longer, where two units were used in the past, now three and sometimes four are more common. I have heard rumors of DPU locomotives to be used but have not seen such, and have noted reports that CSX has stated with their present operations, DPU (remote control locomotives) are impractical. I believe that we have CSX employees as chapter members, and if so I would welcome their input and to some of the things I mention. While dealing with CSX I note that their 6000 hp units are retired and have been acquired by Progress Rail who in turn are leasing them to Union Pacific, which operates similar models

It is my understanding that the Amtrak equipment damaged in the Crozet wreck and the collision in Cayce, has finally been sent off for repair as of early July. At least one of the locomotives from the Cayce wreck appears to be totaled, but the others and any cars, should be able to be repaired. Amtrak has apparently begun the process for getting new power and or repowering the present locomotives by rebuilding to AC. The first step appears to be checking into interest by builders and repair facilities, after which formal bidding and checking over the prototypes would start.

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