



The Highball

OFFICIAL NEWSLETTER
of the
NATIONAL RAILWAY HISTORICAL SOCIETY
OLD DOMINION CHAPTER



Volume 59

January 2019

Number 2

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

On Monday, Jan. 21 at 7.00 PM at the Richmond RR Museum ODC Larry Simpkins will present the program entitled “An Introduction to British Railways.” It will emphasize steam locomotives. England is where it all started and with over 70 standard gauge and 49 narrow gauge preserved railways is a rail fans heaven!

If you have never been lucky enough to have been to the UK and visited some of the heritage railways this presentation will get you saving up for a trip to the UK soon! A selection of OO gauge (HO in the US) British model steam locomotives will also be on display.

Refreshments will be served. Come and bring a friend.

Event at Broad St. Station

John DeMajo, Calvin Boles

**Lunch Break
Science**

PRESENTED BY BIRMINGHAM

Boi Secours

Lunch Break Science, presented by Boi Secours

John DeMajo and Calvin Boles present The History of Railroads in Richmond on January 23

Learn while you lunch! Join Richmond Railroad Museum staff as they cover more than 100 years of Richmond rail history in just 60 minutes!

Pack a lunch and join us at the Science Museum of Virginia on **Wednesday, January 23rd** from **Noon to 1pm.**

The event is free and does not require SMV admission. For more information, check the Science Museum website:
<https://www.smv.org/upcoming-events>

January Archives Photo

Charles Curley

We have an appropriate winter scene for the January Archives photo. Sixty years ago, Evan Siler was on hand at Broadway yard on the east side of Petersburg to witness N&W S1 0-8-0 #270 switching a cut of cars and displaying a fine-looking plume of white smoke. #270 had been purchased from the C&O in 1948.



2019 Memberships

Kim Young

Memberships for 2019 are due y 3/1/19. ALL payments for 2019 MUST be accompanied by a renewal form. If you plan to pay cash at a meeting, which is fine, please bring a completed form with you or plan for time to fill one out on meeting night. Leaving same for me in the membership box will work as well.

Chapter Organization and Contacts

Board of Directors

John G. DeMajo – President (jdemajo@demajo.net)

Kevin Frick -First Vice President

Tim Torrez – Second Vice President

Ned Krack – Secretary/Treasurer
treasurer@odcnrhs.org
Greg Hodges – Director
John Forsythe – Director
Bob Dickinson – Director
Steve Tarrant – Director
Calvin Boles – Director, Museum Curator
Carl Steiner – Director, Finance Chairman

Committees

Richmond Railroad Museum

Curator of Collections: Calvin Boles
calvinboles@comcast.net
Archival librarian: Chuck Breeden
Physical Plant: Bob Dickinson, Bob Stevens
Museum Host scheduling: Ned Krack
treasurer@odcnrhs.org
Museum building rentals: RVA EventSpace, 2221
Bywood Lane Richmond, Virginia 23224 804-322-
9575
Museum Shop Manager: Greg Hodges (
jnehodges@verizon.net) 804 677 9786
Publicity Director: Ray Potter 804 716 9767 (
rpotter177@comcast.net)

Hallsboro Equipment Yard Operations

Yardmaster: Kevin Frick (ckfrick@hotmail.com)
804 536 0899

Excursion Trip Committee

Chair: David Coldren 2avid.coldren@cbre.com
Ticket agent: Kim Young
(kimyounghmarshall77@gmail.com)
(tickets@odcnrhs.org)
Food service: Tom Hardesty 757 591 2910,
(TRHardesty@aol.com)
Souvenir sales: Ned Krack, Greg Hodges
Mechanical operations: Bob Dickinson, Kevin Frick
Trainmaster/co-ticket agent: Fred Terry 804 339
4201

Historians

Rail historian: Brandy Martin
(abjemart@hotmail.com)
Chapter historian: Tom Hardesty
Archive Chairman: Ned Krack

Chapter Operations

Meeting coordinator: Bill Todd
(WFToddJr@aol.com), 804 746 5735

Finance Chairman: Carl Steiner
Safety Committee Co-Chairmen: Laird Ramsey &
Greg Hodges
Membership Chairman: Kim Young
(membership@odcnrhs.org)
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Highball and Social Media Editor: Kim Young
(kimyounghmarshall77@gmail.com)
Publicity Director: Ray Potter 804-716-5162
(rpotter177@comcast.net)

Chapter mailing addresses

General

Old Dominion Chapter, NRHS
P. O. Box 8583
Richmond, VA 23226-8583

Membership & Excursion Tickets

ODCNRHS
P. O. BOX 3131
CHESTER, VA 23831

We are located at 102 Hull Street, Richmond, VA.
(Please do not send mail to the 102 Hull St.
Address)

Our phone number is 804 – 231-4324
Note: phones are answered by voice mail when the
museum is not open.

The Old Dominion Chapter- NRHS is a 501[C]3
non-profit organization chartered in the
Commonwealth of Virginia, USA

Trip Reports

Ned Krack

12/8

9:00 a.m. trip
Sold = 116 (includes two trackside sales)
Pulled = 117 (46 children) - Including four from the
10:00 a.m. trip
Santa - Bill Butler
10:00 a.m. trip
Sold = 115
Pulled = 101 (42 children)
Santa - John Ambrose
11:00 a.m. trip
Sold = 116
Pulled = 108 (48 children)

Santa - Bill Butler

12:00 p.m. trip

Sold = 115

Pulled = 111 (42 children)

Santa - John Ambrose

1:00 p.m. trip

Sold = 115

Pulled = 100 (41 children)

Santa - Bill Butler

2:00 p.m. trip

Sold = 115

Pulled = 120 (44 children) - Including nine from the 1:00 p.m. trip and two from the 3:00 trip

Santa - John Ambrose

3:00 p.m. trip

Sold = 116

Pulled = 94 (44 children)

Santa - Bill Butler

4:00 p.m. trip

Sold = 114

Pulled = 110 (48 children) - Including eight from the 3:00 p.m. trip

Santa - John Ambrose

BBRR crew: Eddie Mayes (Engineer) and Greg Rohrer (conductor)

Trip Director: David Coldren

Trainmaster (ODC): Fred Terry

Car 706: Tim Torrez, John Estes, and Richard Todd (AM)

Moo cars: David Coldren and Ed Fielding

Souvenirs: Ned Krack

Car 1006: Laird Ramsey, Chuck Taylor, and John McKenna

Announcer: Greg Hodges

Santa Conductor: Tom Hardesty

Santa's helpers: Marge Hardesty, Abigail Martin, Barb Butler, and Barbara Ambrose

Parking: John Forsythe

Mechanical: Kevin Frick

Souvenirs = \$890.00 gross / \$400.50

Donations = \$69.00

Operational issues - The permanent water hose system was inoperable due to the freezing temperatures, requiring the use of backup hoses for filling passenger car tanks. Kevin was able to fill Car #706 in time for the first departure. Car #1006 was filled prior to the third trip. Passengers

were directed to 706 during the first two runs without any complaints.



12/15

9:00 a.m. trip
Sold = 115
Pulled = 106 (44 children)
Santa - Keith Tone
10:00 a.m. trip
Sold = 116 (includes one trackside sale)
Pulled = 99 (40 children)
Santa - Keith Tone
11:00 a.m. trip
Sold = 117 (includes one trackside sale)
Pulled = 108 (44 children) - Including four from the
10:00 a.m. trip
Santa - Keith Tone
12:00 p.m. trip
Sold = 116
Pulled = 100 (39 children)
Santa - Keith Tone
1:00 p.m. trip
Sold = 115
Pulled = 111 (49 children) - Including three from
the 12:00 p.m. trip
Santa - Keith Tone
2:00 p.m. trip
Sold = 115
Pulled = 113 (43 children)
Santa - Keith Tone
3:00 p.m. trip
Sold = 117
Pulled = 112 (45 children)
Santa - Keith Tone
4:00 p.m. trip
Sold = 115
Pulled = 96 (38 children)
Santa - Keith Tone

BBRR crew: Will Hubbs (Engineer), Greg Rohrer
(conductor & Engineer) and Cody Smith (conductor
trainee)

Trip Director: David Coldren

Trainmaster (ODC): Fred Terry

Car 706: Tim Torrez, William Carter, and Bill
Todd

Moo cars: David Coldren

Souvenirs: Ned Krack

Car 1006: John Forsythe, Chuck Taylor, and Travis
Carter

Announcer: Greg Hodges

Santa Conductor: Laird Ramsay

Santa's helpers: John Estes and Abigail Martin

Parking: Bob Dickinson

Mechanical: Devin Gray

Souvenirs = \$1245.25 gross / \$560.36 net

New Santa Keith Tone took all 8 trips due to the
last-minute illness of both scheduled Santas and did
a great job.

Mechanical Issues - Rear marker strobe light was
not working during pre-trip check. Devin repaired
wire that had been caught in trap prior to first trip.

After the last run, we hosted approx. 50 children for
the Dillwyn Library's reading of the Polar Express.

Book Review

Brandy Martin

*Along the Railroad, A North American Rail Journey
1958-1978*

photography and stories by Howard Serig with Kent
Loudon

S&L Professional Services, Vienna VA, 2016

During its long history the North American railroad
industry has seen many changes but none more
dramatic than those that occurred during the middle
of the last century. It marked the end of the line for
nearly all the things that the public had come to
associate with railroads including steam power, the
golden age of passenger trains, a workforce
numbering nearly a million, and tens of thousands
of miles of rail line that provided service to
thousands of communities. Gone, too, were
hundreds of individual railroad companies whose
proud heralds once identified them with the people
and regions they served. *Along the Railroad* takes
you on a journey back to the way railroads once
were. Howard Serig is your guide, a man who not
only worked in the rail industry but also spent 20
years tracking down the "old railroad" on film. This
is his story, told as he saw it, in 340 outstanding
black-and-white images and descriptive text.

I cannot take credit for the above text – it is copied
from the book's jacket, with permission of the
author. It says it all, in a nutshell. I first encountered
Howard Serig in 1966 via an ad he had placed in
Trains, or perhaps *Railfan*, offering number plates. I
bought one plate, keeping it for only 20 years.
Seller's remorse set in a long time ago. Moving on, I
encountered him again - this time in person at the
fall 2014 Eastern Division TCA meet in York PA.

He had a booth in the Orange Hall, offering large format black and white prints of images he captured that were to become the focus of this book. One image I will not forget – a early morning winter scene in the Ely Thomas yard at Fenwick – a Shay ready for work, pausing in the freshly fallen snow. An enchanting image.

This book documents much of the passing scene for that narrow 20-year time frame. Call it a survey, if you will, though not totally comprehensive. It is a survey in the geographic sense, but also in the sense of the class of business, be it museum, tourist, shortline, Class 1, or maritime. Then for added measure we meet the people who make it all happen. For readers in central Virginia there are views at Ft Eustis, Main Street, Broad Street, and Maidens.

On line – go to www.serigpro.com - on the Buy *Along the Railroad* tab there is a preview video clip that can be opened – take the trip.

An index by location and subject would make a useful resource to accompany the book. Any volunteers?

Via book mail including tax: **\$54.95.**

For check or money order, make it payable to “S&L Professional Services” and send to
S&L Professional Services

142 1/2 West End Av.

Somerville, NJ 08876

Allow 7 days for personal checks to clear and up to a week for delivery.

Update on Chuck

Randy Ridgely

Chuck Breeden is back in his trailer. He was released without his medical records, but a person is working on that. His son Billy is taking care of him.

In Memorium

Kim Young

Debra Hart-Bowley, former ODC member and wife of former member and gift shop chair Joe Hart-Bowley, passed away on 12/28/18. Visitation was held on 1/11/19 and services on 1/12/19. Joe has asked that in lieu of flowers contributions be made to Canine Companions for Independence, Miller Campus, 286 Middle Island Rd., Medford NY, 11763. I will have a card at the 1/21 meeting for members to sign, but if you would like to send one

individually, email me

(kimyounghmarshall77@gmail.com) and I'll send you his address.

1930's Flood

Charles Curley

Hull St during a flood in the 1930's posted by on Facebook Visual and Vintage Virginia.



Museum Report

Bob Dickinson

Visitors: 268 (2578 for 2018 not counting Train Day)

Donations: \$150.00

Volunteer Hours: 236

Gift Shop Sales: \$689.37

Chapter Meeting: 37

Thanks to all who worked at the museum during 2018 and if you are new to the Chapter we always need “new” faces to help at the museum, the yard, and on the excursions! There is long list of projects that are being worked on to improve the museum. Some of these will soon become visible! The ODC archives contains thousands of photos and slides as well as other railroad artifacts. Future articles for the “Highball” will feature some of these that have been hidden away for many years. The two photos of the Chapter’s Davenport locomotive (stored at the ODC yard at Hallsboro) fit in well with the recent article written by Tyler Turpin. Tyler has been a frequent visitor to the museum and is interested in industrial archeology. The photos date to 1961 and 1963 and are part of the ODC collection. See Below.

The 1st Diesel Locomotives of VA

Tyler Turpin

All of the diesel locomotives associated with the firsts in Virginia are preserved with the exception of one of the three Chesapeake and Western units and two Washington and Old Dominion units.

The first mainline large diesel in the USA for passenger and freight service, the Southern's FT now preserved in St. Louis, likely ran through Virginia in 1939 or 1940.

The first two locomotives assigned to a Virginia address are preserved. They are the 1938 25-ton rear cab Davenport and 1939 44-ton centercab Davenport locomotive built for the city owned Port of Richmond, VA and used there until mid-1990's. The 4-ton unit is owned by the Old Dominion Chapter of the National Railway Historical Society and the 25-ton unit is owned and operated by the Walkersville Southern tourist railroad a few miles northeast of Frederick, Maryland.

They were built in 1939 for the Atlantic Coast Line. EMD SW1 switcher was used at Broad Street Station from 1940 to 1944 by the Richmond Terminal Company. Richmond Terminal Company was the Common Carrier firm jointly owned by the Richmond, Fredericksburg and Potomac and the Atlantic Coastline to operate the station. In 1944 it was sold to the Rf&P and used at Boulton and Acca yards until 1956 when it was sold to the Canton Railroad in Baltimore MD. It was the first diesel locomotive owned by a Common Carrier railroad company to be based in Virginia. It is operational at Steamtown National Historic Site in PA. It was purchased by the Anthracite Railroads Historical Society for transfer to Steamtown in 2015. It had two or three owners after the Canton RR.

In 1946 the short line Chesapeake and Western headquartered in Harrisonburg fully dieselized with purchase of three Baldwin DS-4-4-600 diesel switchers becoming the first Common Carrier Railroad in Virginia to convert to diesel and one of first if not the first in the nation to do so. Two of them are preserved in Roanoke. They both sat in a scrapyard for nearly 50 years in Roanoke, arriving there in 1964. One is owned by the Virginia Museum of Transportation and the other is owned by the Roanoke Chapter of the National Railway Historical Society. The Washington and Old Dominion may be the first common carrier in

Virginia and the USA to fully dieselize. It switched to diesel locomotives only in 1944 Its first diesel a 1941 built GE 44 center cab with builder number 15041 still operates for the Burlington Junction Railway in Iowa.



Railroading Today

Gerry Grosshans

Bush funeral train, take 2: As I mentioned last month, there should have been a write-up on the train in the rail-oriented media and there were several. TRAINS had by far the best coverage, two full pages. The details of the train are as follows: Locomotives #4141 and 9096, both SD70AAc's, power car 2066, domes: City of Portland and City of San Francisco, baggage car Council Bluffs, which carried the casket, business car Lone Star, dome car Harriman, diner Overland, sleeper Portland, diner City of Denver, dome car Walter Dean and business car Kenefick. A note on the Walter Dean: it was named after a long time. car attendant, known for his service probably the first car so named after a black man. Interestingly, CNN said that 4141 would be retired to the Bush museum, which no other media source mentioned. Union Pacific stated that they were first approached about a funeral train in 2009, with the unit in storage since 2005. One rather glaring error was in the Railfan & Railroad coverage stated that UP's latest "commemorative" unit the "Spirit #1943 was to be used. A minor error or confusion was over the name and gender of one of the operating crew,

Engineer June Noble who, referred to as male and female in news coverage. (Editor's note: The entire operating crew were Navy veterans who served during the time that Mr. Bush was Commander in Chief.)The train departed from an autoloading facility in Spring, TX a suburb of Houston. With only UP and BNSF now using Genset locomotives, it appears that they may be on the way out. I mentioned several months ago that GE had acquired several GP38 models with the idea of updating and repowering them. Now Progress Rail, a unit of EMD is going to build ten upgraded units for UP, based on GP38's with a new CAT four stroke power plant of 2200 hp and emissions compliance with tier 4. These will be known as EMD24B to Progress Rail. UP will call them GP22's.

I noticed that the local television outlets have mentioned the problem of malfunctioning grade crossing protection at the north end of the Mayo Bridge, where NS has parked several office cars as they usually do when the General Assembly is in session. Plenty of remarks were made about driving around lowered crossing gates and the rectangular blue sign with a toll-free number was mentioned. Heck, when these first were posted, I asked the local newspaper to make mention of these signs, and again I contacted them about the signs when the Amtrak special with the legislators was in collision with a trash truck, all to no avail. A survivor of the truck's crewman who was killed has filed suit against the BB and CSX, but nothing involving the driver or owner of the truck so far.

Speaking of driving around lowered gates, one only has to park at FA (Walmsley Blvd) to see plenty of this, especially drivers going east (to JD) due to the

curvature of the tracks for southbound trains. Even at night, with headlight reflections this still goes on. By the way, from a rail fan's point of view, at night it is just no good to watch trains. A strong light on the electrical shed by the road shines on another shed at the Castlewood overpass, so one cannot see the trains arrival until past the overpass.

As far as train watching locations are concerned, someone, probably Dominion Power or the City, has dumped at least a dozen long utility poles where rail fans usually park, on the easement for the city 's alley. There is to be work done there, according to some of the neighbors, on the alley and sidewalks as well as the right-hand turn lane onto Clarence Street. There is still the pile of ties and stick rail at the Broad rock crossing , which is continuing to deteriorate.

As far as seeing anything unusual; I haven't been out as much as previously, only seeing a short Tropicana and intermodal train going south - short enough for two units to handle easily. I did see a southbound about a week ago, just general freight, with one of the rebuilt NS units running second. Twice, I saw a private car on Amtrak, couldn't make out who sec car it was - probably the Dover Harbor. Kansas City Southern has painted a SD70ACe into a scheme honoring our troops, mostly red, white and blue.

The Port of Hampton Roads now has four of the largest cranes for loading and unloading cargo containers from ships. They are to be used on the larger container ships able to use an enlarged Panama Canal.



**Membership Application/Renewal Form - Old Dominion Chapter, National Railway
Historical Society**

Please type or print *legibly*

New _____ Renewal _____

Name: _____

Street Address: _____

City: _____ State: _____ Zip: _____

Email: _____

Phone: _____

Family member(s) (if joining): _____

Special talents/interests: _____

Membership

Regular \$11 _____

Family \$1 ea. _____

Surcharge for snail mail newsletter through Dec. 2019 \$10 _____

Chapter donation _____

Designated purpose (if any) _____

Total _____

Please send to the following or leave in the membership box at 102 Hull St.

ODC Membership

PO Box 3131

Chester VA 23831

I agree to abide by the Constitution and Bylaws of the Old Dominion Chapter

Signature _____

Date: _____

Revised September 2018 Membership valid through 12/31/19