



# 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 at 7 pm on Monday, 7/11/16 at the Hull St. RR Museum. ODC member Ned Krack will present a DVD show that will feature mainly NS Triple Crown, Lehigh Valley RR 1946-1960, EL passenger trains in early 60s & C&O Roadrailer. Refreshments available. Please bring a friend and make an effort to attend this special program.

## Field Day of the Past Car Hosts Needed

Steve Tarrant, Greg Hodges & Steve Bolte

September 16, 17 & 18 will see ODC responsible for the 15th year for staffing with car hosts the ex-SOU RY 10 Section/Observation heavyweight Pullman "Mt. Foraker". This 1923 sister to our own "Dinwiddie County" (ex-"Mt. Angeles") still is graced with her brass-railed open observation platform and two of the original open sleeping sections and is the only air-conditioned exhibit on the 54-acre Field Day grounds. This is just off Broad Street Road (US 250) at Ashland Rd. (Va. 623) a mile inside Goochland County. A partially-restored wooden RF&P caboose, sister to our own #824, is coupled to the "Mt. Foraker", and we staff it too.

Four people are needed for each of the two shifts each day: 9:00 AM -1:30 PM and 1:30 PM -6:00 PM on Friday and Sunday (Sept. 16 & 18), plus 8:00 AM -1:00 PM and 1:00 PM -6:00 PM on Saturday, Sept. 17. You get free admission for yourself, of course, plus lunch (or a darned good breakfast if you're on a morning shift and get there before 7:00 AM). Having four people per shift allows a one-hour break for each of us to see the various exhibits at this unique extravaganza of antique machinery, crafts and pulls - it's been described as "a county fair on steroids" -all staffed by volunteers like us. We have all of the basic

historytelling info already printed up aboard the car, and we can supply you with copies in advance if you haven't done this before.

This is once-a-year opportunity to talk up ODC memberships, our Hull St. Station Museum, and our principal revenue-producers, the Dillwyn trips, to a great many people (attendance is now averaging some 44,000 people for this three-day event) in an exotic (to them) historic passenger railway environment. We've already had Museum visitors who say they learned about these things at Field Day.

COME AND HELP! We badly need new additions to our aging crew. Please call Steve Tarrant at 233-2192, Greg Hodges at 677-9786, or Steve Bolte at 690-0208 to volunteer one or two shifts of your time, or see any of us at the June or July Chapter Meetings. We need to submit our completed list of Car Hosts to Field Day by the end of July, so if you don't contact us we'll call you!

## Museum Host Schedule for July

Linda Nelon

2 Ned Krack Gift Shop  
Calvin Boles Host  
Bob Stevens Host

3 Linda Nelon Gift Shop  
Wayne Poates Host  
Bill & Ann Todd Host

9 Ned Krack Gift Shop  
Stanley Clark Host  
Bill Taylor Host

10 Bob Dickinson Gift Shop  
Bob Williams Host  
Bob Preston Host  
Steve Tarrant Floodwall  
Ned Krack Floodwall

16 Ned Krack Gift Shop

11-1:30 Jack Newsome Host

1:30-4 Jim Lewis Host

Bob Dickinson Host

17 Carl Steiner Gift Shop

Charles Curley Host

Stanley Clark Host

23 Greg Hodges Gift Shop

Bob Dickinson Host

Randy Ridgley Host

24 Greg Hodges Gift Shop

Steve Tarrant Host

Ned Krack Host

30 Greg Hodges Gift Shop

Stanley Clark Host

Chuck Breeden Host

31 Ned Krack Gift Shop

Bob Dickinson Host

Jerry Grosshans Host

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### Correction

The locomotive in the picture contributed by Doug Riddell in the June issue was incorrectly identified. It is the fireless cooker, not the 0-6-0T.

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### July Archives Photo

Charles Curley

Washington D.C. Transit's car #766 is seen in a 1961 slide by Evan Siler. It was probably on a special trip for traction fans. It's amazing that this car was still around and operable as late as 1961.



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### Richmond Railroad Museum and Archives Report for June 2016

Bob Dickinson

Visitors: 230 (1542 to date)

Donations: \$195.00

Volunteer hours: 242

Gift shop sales: \$713.14

Chapter meeting attendance: 27

Tour group from Roanoke June 25<sup>th</sup>: 26

Thanks to Randy Ridgley for coordinating the "White Elephant" sale. We were able to dispose of some non-railroad and duplicate items and generate some cash for museum operations!

Several museum committee members visited the Ashland Museum to view their exhibits. We were met there by the museum manager and exhibit designer and they were very helpful answering questions about design and building of the displays. The committee decided at its last meeting to build a display board similar to what they have. The first will be about the history of Hull Street Station. Calvin Boles, Steve Tarrant, and Bob Dickinson will be working on the design and content. The display will be built on a "free standing corrugated plastic board" or FSCP. The display is "built" with text and photos that are digitized and then arranged in the desired form and stored in a "file" on a computer. The "file" will then be sent to a large format printer and printed either directly on the display board or a plastic film that will be put on the board. The Ashland Museum is open on Saturday and Sunday afternoons. Ned Krack also volunteers there and can answer questions about it. Please join us at the next museum committee meeting at the museum on Saturday July 23<sup>rd</sup> beginning at 9:30 AM.

Archives – When the SCL merged with the Chessie System the combined headquarters was moved to Jacksonville Florida. At that time all of the railroad offices in the old "Seaboard" building were vacated and the building became leased office space. Seems that former Chapter president Brandy Martin worked in the building for one of the companies that leased space there. So it happened that Brandy - being a railfan - got to know some of the SCL officials that were still working in the building during the transition. When it came time for them to "clean" house he was at the right place at the right time and was offered some of the items for the Chapter that were no longer needed. One set of items were the railroads annual reports which dated back to the time that the Seaboard Air Line Railroad was formed. The Chapter still has many of these annual reports – in fact for some years too many! We plan to put together a couple of complete sets for the archives and museum and other organizations that may want copies. We need volunteers to help with this project. Please contact if you would like to help. Another work session is

planned for July 27 to begin at approximately 11:30.

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### **Hallsboro**

Kevin Frick

On July 4, Devin Gray, Randy Ridgley and I worked on the bathroom building. We painted the interior, placed the molding in the toilet rooms, and Devin did the plumbing connecting both toilets and the sink in the major room. The toilets are functional but I need one of the woodworkers to come out and set the two 24" doors and frames so we can again have privacy for the toilets. The molding also needs to be placed around the floor of the large room. Hercules fence will be at the property to install the two fence gates as they promised. Randy will meet them and show them where to place them. Devin and I removed the jacketing and insulation from the back of the boiler and I discovered the leak coming from the weld around a stay bolt cap. I am going to get in touch with Mark, the boiler inspector, and see who we can get to repair this. It will be a cost of a certified welder coming out and doing the work. I will hopefully have the cost by the BOD meeting. This is not a big thing and is easy to take care of I just need to get the inspector involved in the repair. This should complete everything needed to get the certificate for operation where we can start reassembly of the locomotive.

On 7/10 the original container became one color, we now have a Pullman green container that was painted by Randy Ridgley, Wally Winn and Barry Grantier. It looks good. Barry, Jonah and James Dunlap helped with the installation of molding in the main area of the bathroom building. All we need is someone that knows how to set doors to get in touch with Barry and help him set the two doors to the toilet rooms. These are 24" doors and are extremely light. I met with a certified welder about the stay bolt cap leak in the original 1942 weld of the stay bolt cap. He will give me a quote prior to the BOD meeting Monday night. It will include the price for a welder, an assistant, the certified welding inspector to oversee the type "R" welding needed on a boiler, Our inspector (who usually does not charge us) to watch the repair and me. I will not reveal the date of the welding since I feel there are way too many people involved, and I do not want any confusion between the inspector and the welder. I will have to perform a hydrostatic test after the weld is done and if all is well, which it should be, we

should be approved for our operating certificate and we can start putting the locomotive back together. Sammy, the 4 1/2 foot blacksnake, keeps a vigilant eye on the chapter's property and you need to keep an eye open for him. We mean him no harm since he helps keep varmints away. Barry, James, Jonah, and Wally removed one of the seats from the 706 when no one else showed up to do it. These are good people I am lucky to have helping me. Hercules Fence came out Wednesday and installed two four-foot fence gates. One has been installed on each side run of fencing about one third the way up from the NS connection. We can work one third of the fence line in each direction and service the other third from the front of the property. Kevin

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### **Railroading Today**

Gerry Grosshans

After having plans for July 4 blow up in my face, I decided to make a trip to Collier that afternoon. Upon my arrival I was awarded almost immediately by a long southbound/eastbound grain train, with two DPU units...three in front, clearing three at about 3:30. Knowing that he would tie up the single track to the south for some time, I decided to check on what was happening with the reinstallation of the second track (to be track 2) going south from Collier. There are at least 3 secondary state roads running between Halifax and the tracks, of which I checked out the first three south of the yard, numbered 605, 606 and 607 in northbound order. At each crossing there was a new footing installed for the new grade crossing protection and two lines of ribbon rail on each side of the crossings, plus plenty of evidence of grading and preliminary work. At 605, which is also known as Ellington Road, there was what appeared to be a contractor's trailer, a piece of panel track about 10-12 foot in length, as well as what appears to be the initial work for a signal array, probably with two poles/masts for support. If one goes on 606 across the tracks, there is a well maintained dirt/gravel road which actually runs up to 605. At one time it was devoid of habitation but several houses have been built since I last went over it 5 or 6 years ago, also a large mosquito breeding lagoon near 605. I didn't want to miss anything at the yard, so

went back to the usual railfanning area. I did notice a large depressed center flatcar where the locomotives usually park, it was bright red, and I recall last year a similar (or perhaps the same) was there where I could get a good look at it from near the "hot dog" track and that car carried UP markings and shield. This time a long cut of empty grain cars and the flats with the large garbage containers blocked the view. Eventually the only NS action of the day, two older GE units came and picked up the trash flats. Late in the afternoon local F712 headed north to Fanshaw using a newly rebuild GP38-3. The usual Amtraks ran and finally another grain train headed south, 3 units and no DPU's. If anyone goes to Collier, take a look at the CSX trackage immediately next to the NS overpass to the north. Both of the tracks have a pronounced dip in them which caused the Auto train's cars to really bounce around. I mentioned the grain train with DPU units, actually only the second such train I saw the first being on July 2 at about 9:30 in the evening, at Old Lane going south, the first half was grain behind the two DPU units was a cut of CSXT loaded coal hoppers. On July 6, I was at old Lane and saw an empty grain train divert to the Bellwood trackage, and I am certain that the three units powering it were the three units handling up the DPU equipped train on the 4th, two older GE's and a CW60 in charge. I would hazard a guess for the time being the DPU unit are-added at Fulton and the trains moved west/north with all 5 units at the front of the train with only 2 or 3 actually working due to the lighter weight of the empty cars. I also saw a northbound Tropicana train, quite long, with 2 of the new "ET" locomotives for power. With quiet running cars, it is remarkable how quiet these new locomotives are. Norfolk Southern seems to be getting attention, some of which is unwanted. There is the business of the governor spending monies supposedly to attract new jobs to instead use the funds for the transfer of jobs from Roanoke to Norfolk, after which funds were returned to the state, by some accounts, more than was expended. Then there is the settlement of discrimination claims by black workers in Roanoke, to the tune of nearly \$500,000 to more than 2000 persons. In this situation, where were

the brotherhoods? The unions are supposed to look after their members, and if not, perhaps they are complicit in this. Of course, the federal offices are involved, what else to expect in an election year? For the first time no NS office cars were seen near the triple crossing while the legislature was in session. Also there was no excursion to Norfolk for 611 since it was reactivated, Norfolk being the site of company headquarters. Finally, with all of the rebuilding of locomotives, it was announced that no units will be acquired...Wrong! Over 40 "ET" locomotives will be acquired from GE, with extra equipment, including provision for DPU use. I feel for the inhabitants of Ashland. Persons are looking for a bypass around the town, either side has been mentioned. Also a rather garish construction of high level platforms has been proposed for erection at the train station, none of these ideas apparently will benefit the town.

With the idea of triple tracking Alexandria to Acca (Ashland included) maybe it is time to pullout and dust off a plan first offered when the last congestion of Acca yard surfaced years ago. I had no part in planning this then but I do offer it up now. That is to build about a mile of connecting track at Doswell, so southbound traffic could divert over the- Piedmont trackage (now run by the BB) to go to AM Junction, then to Centralia. People have said that the Piedmont trackage is hilly and has plenty of curves, true further west, but remember that this was the C&O passenger route, so trains did make good time up to some use of it after the formation of Amtrak. The trackage has somewhat deteriorated and would need upgrading, but may be the most cost effective alternative of anything proposed so far. Taking off trains such as the northbound (reefer only) Tropicana train and four or five more could allow the Ashland conditions to continue as is. And while it is rank heresy and most will say "Perish the thought," but maybe even the future of the triple crossing could be in question. And if CSX keeps running large and long trains through the city, some type of action will be needed to turn these trains and not block streets.

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### **WV Flooding**

Kim Young compiled from *Trains Magazine Newswire* and **The Greenbrier's Facebook page**

On June 28, service on the CSX mainline through WV began to return to normal following record floods that killed 23 people and left towns from

Clendenin (just north of Charleston) to Richwood to White Sulphur Springs devastated. Several trains including intermodal, grain, merchandise, and coal trains which had been held at Clifton Forge headed west along with work trains. Also, *The Cardinal* was scheduled to resume service between Chicago and Huntington. However, passengers were required to make their own arrangements for travel east of Huntington. Full service has now been restored.

Both Norfolk Southern and the Collis P. Huntington NRHS Chapter have contributed to relief efforts. NS has donated \$25,000 to the American Red Cross for such efforts. The Huntington group loaded two of their private cars, which were added to *The Cardinal* for transport to Washington DC for a July 4 charter, with food, cleaning supplies, and other needed items. These were unloaded during the regular station stop in White Sulphur.

The Greenbrier resort was among the businesses damaged by the flooding and was forced to cancel a PGA tournament and to close to guests. It is scheduled to reopen July 12 but with some amenities not available. During the closure owner Jim Justice opened the undamaged rooms to those made homeless by the floods.

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### **WV Secondary to Reopen**

Kim Young from *Trains Magazine Newswire*

The Kanawha River Railroad, a Watco company, has applied to reopen Norfolk Southern's idled West Virginia Secondary through southern OH and central WV. The company plans to lease 300 miles of trackage, including 100 miles currently idled, and hire 29 employees. If approved by the Surface Transportation Board, service is to gradually begin in late July.

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### **Huntington Park Locomotive**

Kim Young

Some time ago, I mentioned that New Port News was going to cosmetically restore the Kanawha locomotive on display in Huntington Park there. As you can see by the picture below, they have indeed done some work on her but still have much to do. At least she is not rusting as she was the last time I saw her. I was unable to find any information as to when they hope to have her repainted.



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### **Railroad Museum of VA**

Kim Young

While on vacation I had the chance to visit the Railroad Museum of VA in Portsmouth. They are operating solely on admissions as they have no gift shop. Great people and well worth the time of you are in the area on Friday or Saturday.





### **Ending with a Beginning**

Kim Young

Richard Todd mentioned in one of his programs that a replica of the original Milepost 0 on the C&O is located at Ft. Monroe. As I was leaving one day (same trip as above) I noticed that I had driven by it several times and missed it.



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