



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

The monthly meeting of the ODC will be held on Monday, June 17 at 7.00 PM at the Richmond RR Museum. Bill Sheild, ODC member & President of the RF&P RR Historical Society & Rappahannock NRHS will present a digital program on the RF&P RR in the 1930/1940s to present in the Fredericksburg area. Given the widespread interest by ODC members in the RF&P history and current activity on its lines by CSX, please make a special effort to come on out. Bring a friend and enjoy our fellowship. Refreshments at half time.

Hosts Desperately Needed

Calvin Boles

We desperately need volunteers to host in the Museum and the Museum Store. This month (which is a reasonable normal month) we have the few available hosts working two or three, and sometimes four, shifts. We need new volunteers before we "burn out" the few hosts we now have. **As members of the ODC, it is your Museum - PLEASE HELP!**

Archives Photo

Charles Curley

Our display locomotive the Porter 0-4-0T is seen in the fall of 1958 going about its daily job moving materials around the David M Lea plant. Two rather cheerful brakeman are riding the pilot. Taken by Evan Siler.



Request from Chuck Breeden

John DeMajo

Chuck called me this morning and said he would really like to attend a members' meeting sometime, but he would need a ride with someone who can transport him with his wheel chair. Chuck lives just off of Jefferson Davis Highway, and he has a ramp to get out of his trailer. If someone can transport him to and from the meeting, please contact John DeMajo or Kim Young, and we'll give you Chuck's phone number so you can contact him directly to make arrangements.

Field Day of the Past Car Hosts Needed

Steve Tarrant & Greg Hodges

The 3-day weekend of September 20, 21, & 22 will see the ODC responsible for the 19th year for staffing with Car Hosts the ex-SOU RY 10-Section/Observation heavyweight Pullman sleeping Car "MT. FORAKER" on permanent display at the 54-acre Field Day grounds.

This 1923 identical sister to our own 1926 "DINWIDDIE (ex-"MT. ANGELES") is one of only two such cars still graced with her original brass-railed open observation platform. She retains two of her original 10 open sleeping sections and is air- conditioned, making her an excellent opportunity for us to explain to people what first-

class railway passenger travel was like "back in the day", something we can't yet do nearly as well at our Hull St. Station Museum.

The Field Day grounds are located on Ashland Rd. (VA 623) just inside Goochland Co. a mile west of Rte. 288, between Broad St. Road (US 250) and I64. A wooden ex—RF&P caboose, #818, unrestored sister to our own #824, is coupled to the vestibule end of the "MT. FORAKER", and we staff it also.

Four people are needed for each of the two shifts each day: 9:00 AM — 1:30 PM & 1:30 — 6 on Friday; 8:00 AM — 1:00 PM & 1:00 — 6 on Saturday; and 9:00 AM — 1:00 PM & 1:00 — 5 on Sunday (This is a change on Sunday from previous years). You get free admission for yourself, of course, plus breakfast (morning shift) or lunch (afternoon shift). Having four people per shift allows a one—hour break for each of us to see various exhibits at this unique extravaganza of working antique machinery and engines, old crafts, and tractor and truck pulls — it's been described as "a county fair on steroids". All of it is staffed by volunteers like us, and they do a superbly well—managed, professional job. We have all of the basic history—telling 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 a once—in—a—year opportunity to talk up ODC Membership, the Richmond Railroad Museum, and our main vital income—producers, the Dillwyn trips, to thousands of people (attendance is now averaging around 45,000 people for this three—day event) in a historic passenger railway environment. We've already had many Museum visitors who tell us they learned about us at Field Day.

COME AND HELP! We badly need new additions to our aging crew. Please call Steve Tarrant at 233—2192 or Greg Hodges at 677—9786 to volunteer one, or better two, shifts of your time, or see either of us at the June or July Chapter Meetings, where we'll have a sign—up sheet available. We need to submit our completed list of Car Hosts to the Field Day office by the end of July, so if you don't contact us we' 11 call you!

Trip Reports

Ned Krack

5/11

Operational issues – Slow order around MP14.

10:00 a.m. trip to Johnson

Sold = 203 (128 adult, 75 child)

Pulled = 186 (112 adult, 74 child)

Includes one adult and two child trackside sales

12:00 p.m. trip to Johnson

Sold = 203 (146 adult, 57 child)

Pulled = 187 (132 adult, 55 child)

Includes 2 adult and 2 child trackside sales

2:00 p.m. trip to New Canton

Sold = 200 (166 adult, 34 child)

Pulled 182 = (152 adult, 30 child)

Food Service

\$631.25 Gross sales

\$323.95 net income before donations

Souvenir sales

\$1103.75 gross sales

\$496.69 net income

Donations = \$24.50

Staffing

BB Crew – Bernard Patterson (Engineer) Adam Carter (Conductor)

ODC Trip Director – David Coldren

ODC Trainmaster – David Coldren (10AM), Fred Terry (12PM and 2PM)

Car 706 – David Coldren and John Estes

Moo 1 – Alexcia Cleveland and Jonah Collins

Food Service – Tom Hardesty and Marge Hardesty

Souvenirs – Ned Krack

Moo 2 – Tim Torrez and Steve McCall

Car 1006 – John Forsythe and Ed Fielding

Announcer – Greg Hodges

Parking – Bob Dickinson

Mechanical - Devin Gray

5/18

Photos: Kim Young

10:00 a.m. trip

Sold = 203 (160 adult, 43 child) - Includes one adult trackside sale

Pulled = 184 (144 adult, 40 child) - includes the trackside sale

Operational issues – There was a slow order at MP 14. A water leak was discovered late in the trip in the men's lounge sink in 706. Devin isolated it,

picked up repair parts made a temporary repair in time for the afternoon trip.

1:30 p.m. trip

Sold = 207 (156 adult, 51 child) - includes one trackside sale

Pulled 191 = (142 adult, 49 child) - includes the trackside sale and three tickets from the June 1 trips

Operational issues – There was a slow order at MP14

Food Service

\$672.50 Gross sales

\$395.00 net income before donations

Souvenir sales

\$738.74 gross sales

\$332.33 net income

Donations = \$20.76

Staffing

BB Crew – Adam Carter (Engineer) and Cody Smith (Conductor)

ODC Trip Chairman - David Coldren

ODC Trainmaster – Fred Terry

Car 706 – Bill Todd and William Carter

Moo 1 – David Coldren, Steve McCall, and Bob Sexton

Food Service – Tom Hardesty and Marge Hardesty

Souvenirs – Ned Krack

Moo 2 – Ed Fielding and Travis Carter

Car 1006 – Laird Ramsey and Kim Young

Announcer – Greg Hodges

Parking – John Forsythe

Mechanical - Devin Gray



6/1

Photos Kim Young

10:00 a.m. trip

Sold = 203 (156 adult, 47 child) - Includes two adult and one child trackside sale

Pulled = 172 (134 adult, 38 child) - includes the trackside sales

Operational issues – There was a slow order at MP 14.2 (new rail) and at MP3.2 (bridge).

1:30 p.m. trip

Sold = 202 (161 adult, 41 child) - includes one adult and one child trackside sale

Pulled 182 = (143 adult, 39 child) - includes the trackside sales and eight tickets (4+4) from the June 1st 10:00 a.m. trip.

Operational issues – There was a slow order at MP 14.2 (new rail) and at MP3.2 (bridge). There was an issue with the toilet on 1006.

Food Service

\$611.25 Gross sales

\$388.65 net income before donations

Souvenir sales

\$834.75 gross sales

\$375.64 net income

Donations = \$22.25

BB Crew – Greg Rohrer (Engineer) and Adam Carter (Conductor)

ODC Trip Chairman - David Coldren

ODC Trainmaster – Fred Terry

Car 706 – Richard Todd and Travis Carter

Moo 1 – Tim Torrez and Ed Fielding

Food Service – Tom Hardesty and Marge Hardesty

Souvenirs – Ned Krack

Moo 2 – Chuck Taylor and William Carter

Car 1006 – Laird Ramsey and Kim Young

Announcer – Greg Hodges

Parking – Bob Dickinson

Mechanical - Devin Gray



ODC member Mike Lair (aka The Hico Kid) with Bob Toney (aka Tom Mix). This marked Bob's return to the train robbery after his serious injury last year.



Buckingham Branch Springtime Serendipity

By Eric Miller

Photography by Eric Miller and Tristan Miller

fortuitous (adj.): happening by accident or chance, rather than design; happening by a lucky chance; fortunate.

By happenstance, I ran across a friend from West Virginia's posting on Facebook about the Old Dominion Chapter of the NRHS offering Virginia Springtime Special excursions over the Buckingham Branch Railroad over three Saturdays in May and June. Why a retired friend from West

Virginia -- who doesn't travel much -- had shared the Chapter's post, I'm not at all sure, but I'm certainly glad that he did. These excursions would provide an opportunity for me to fulfill a years-long wish, to ride on the Buckingham Branch Railroad, and now I'd be able to share the experience with my 17-year old son. I immediately booked our tickets, for the 3-hour trip from Dillwyn, Virginia to the James River bridge and back.

It's over 275 miles from our home in far Southwestern Virginia to the BB, so we drove to Roanoke on Friday evening and overnights, finishing the trip on Saturday morning. We arrived early in Dillwyn, in time to grab a photo of the 12 noon departure of the Virginia Springtime Special as it passed the wood yard at the town limits.

Back at the depot, our next stroke of luck came in meeting ODC Director Bob Dickinson, who was busy directing parking in the adjacent lot. After quick introductions, Mr. Dickinson asked where we usually railfan, which is the C&O and N&W mainlines in West Virginia. I continued that my earliest memories were of the Louisville & Nashville in the coalfields, but also the C&O Piedmont Subdivision and the RF&P. Mr. Dickinson said that the caboose on the BB excursion train was a former RF&P, and when I inquired as to which one, he said, "The original number is painted on the inside... Would you guys be interested in riding the caboose?"

How quickly and near simultaneously two people can say, "YES!!"

Then, after some thought, Mr. Dickinson suggested we might be able to ride the locomotive, if some other folks that were promised cab rides didn't show up. If they did show up, we'd still be able to ride the caboose. As if riding in a caboose was some sort of poor consolation prize!

Good fortune for us came again, and we were indeed given the chance to ride in the cab of the locomotive. Mr. Dickinson took us up into the cab of GP38-2 #16, where he introduced us to engineer Bernard "Bullet" Patterson, a C&O/BB veteran who was at the throttle for the roundtrip to New Canton and back.

What followed was a delightful run over the "original" Buckingham Branch Railroad, where today's 280-mile company had its humble beginnings, the old C&O Buckingham Subdivision.

The ride was a gentle amble down through Johnson and Slate Hill, Penlan, and Arvonnia, out onto the bridge over the James River, and then the long shove back to Dillwyn. There was rain, both intermittent and steady, yet it did little to dampen anyone's spirits.

The Buckingham Branch Railroad is family owned, Bob and Annie Bryant acquiring the Buckingham Subdivision from CSX in 1989. This family ownership is evident, with a friendly, welcoming spirit, a palpable pride in the equipment and the operation. I've encountered many railroads and many railroaders in over 30 years as a railfan, and the Buckingham Branch certainly stands as one of the finest for its Virginia hospitality. My son and I found ourselves at the intersection of chance and serendipity many times on our little trip to Dillwyn, with unplanned and unexpected blessings for which we are both extremely thankful.

As we were leaving, engineer Patterson said to us, "You come back and see us again soon, and stay longer next time." I do believe we'll do both.





RF&P Historical Society Meeting

Bill Sheild

The next quarterly meeting of the Society will be held on Saturday, June 29, 2019. The meeting will be held at the Salem Church branch of the Central Rappahannock Regional Library at 2607 Salem Church Road. The doors will open at 9:00am and the program will begin at 10:00am. Light refreshments are provided in the morning and pizza is provided about 11:30am. Membership applications are available at all programs. A sales table will be set up for the purchase of R. F. & P. Railroad oriented models, clothing and other items. These enjoyable meetings normally go until mid-afternoon.

DIRECTIONS: This meeting will be in Fredericksburg, VA. From I-95, take Exit 130-B. Proceed west on Virginia Rt. 3 about 2-3 miles through to the seventh traffic light. Turn left onto Salem Church Road. After the second stop light, there is a bi-directional left-turn lane. The library will be on the left and slightly down-grade. As you walk into the front of the building, turn left. Rooms A & B will be directly in front of you.

Richmond & Henrico Railway Co. Car Barn

Demolished

Brandy Martin

Our wanderings around town two years ago took us by the former car barn of the Richmond & Henrico Railway Company on Government Road. The legal street address was 3801 Glenwood Road. The recent back story was a plan being developed for affordable housing at the site, to be called Glenwood Ridge Apartments. You can get a flavor for the debate by going on line and search under that name. The bottom line is the project is underway, in the hands of the Humanities Foundation. One report says as of December 2018 most of the car barn had been demolished. There was some discussion about a portion of the car barn being incorporated into the new project, but there are later suggestions of something along the lines of a marker, only, to tell the story.

For the site history check into Carlton McKenney's book, Rails in Richmond. I cannot find a date of construction, though suspect around 1910, with service beginning in August 1911. A photo from 1929 appears at page 150, after VEPCO had converted the barn to use by the Maintenance of Way Department. I understand one car body survived, being the one formerly near Rt 1 north of Ashland. It now may be in the collection of the Seashore Trolley Museum.

My photos date to April 2017. At that time the building was not visible from Government Road because of trees and undergrowth, and barely visible at the access drive off Glenwood. There were no visible hints from the days of street car use. Another bit of transit history is gone.





Museum Report

Bob Dickinson

Visitors: 179 (Year to date 929)

Donations: \$35

Gift shop sales: \$231.46

Volunteer hours: 176

Chapter meeting attendance: 20

A big “THANKS” to all that volunteered at the museum during May. Several volunteers worked multiple days due to trips being operated on the Buckingham Branch Railroad by the Chapter. Roads around the museum area and Hull street continue to be repaired and resurfaced – the first time in over 30 years that the City has done this kind of major work – probably to all of the new development in the area! Keeping the sidewalk clean, grass cut, and trash cleaned up continues to be a challenge though. Improved displays and exhibits continue due to work by Calvin Boles and others. Still need more “hosts” and gift shop volunteers. Greg Hodges (gift shop chairman) has added new books and soon will have sets of note cards with drawings of railroad scenes around Richmond that were done by artist Walter Jefferson for sale in the gift shop. Coming up soon at the museum are another railroad movie with organ music, Train Day, and other special events.

Railroading Today

Gerry Grosshans

We have just about reached our yearly total of railroad—related fatalities in roughly a one-month period. The Henrico one remains much of a mystery to me, it’s hard to get information from them. The one in Chesterfield, near Woods Edge Road (Walshall) is a bit clearer, but

there are two schools of thought on this one: an inmate who escaped from a penal facility or a mental patient who escaped a mental institution. The third one seems to be a bit clearer. a scooter operator hit at the Broad Rock crossing. As a matter of fact, just, about a week before this incident, I was watching there when a scooter operator "went down" at the crossing, but was not injured and traffic gave him room to get to the median and eventually start the scooter and drive off. I am not exaggerating when I say the crossing is BAD. I have seen a number of small bikes and scooters getting "squirrelly" at the tracks, as a number of potholes exist there, where the paving around the track panels joins up with the roadway. There have been several radio messages to trains about false partial activations there including the day before the fatality. I was there one recent day when the false partial message was sent to the Auto train. The gates went down and lights worked, then they were apparently turned off as I could hear the locomotives sitting by the DD. Shortly two employees, one male one female got off of the train and slowly walked across the roadway, then the train started to cross the road at a walking pace, then stopped, and the two employees reached above the entrance door to the car and apparently were able to open the door and then boarded. A minute or so later there was a horn blast and the train proceeded south, rapidly picking up speed. I waited over an hour to see if any other messages were broadcast, and they were not.

I'd like to mention that there has been a number of smaller freight trains, with two units, one front, one DPU. My personal best for a small train was about a week ago, at FA the head end power was crossing Walmsley and the DPU could be see just south, at the Castlewood overpass

On the 4th I went to Collier and beyond, and as I pulled into the place where the caboos and rebuilding is taking place. I was followed by a young woman in a Mini Cooper, who was reluctant to talk but I finally spoke with her and gave her information about me, the chapter and museum. It turns out the owner or developer is the father of the woman and he is rebuilding and developing the area. Future plans are not final, but the building with the porch is/was indeed the old Reams store. More land has been cleared and I noticed a cottage back in the woods a bit west of the area being worked, the cottage appears to be occupied.

I proceeded south from there to Ellington, and noticed that there are several small farmers just east of the crossing, with signs out for strawberries and what appears to be tomato plants, other vegetation and some bushes. I mention, too, that the WOCO gas station about a mile south or the yard has gas for \$1.37 while I never saw anything else under \$1.55, and that WOCO store

has good home—made food about the only such place before Carson.

When the old NS steam excursions ran, I remember getting fresh fruit and vegetables when driving along US 29 from Charlottesville to Danville and all along US 460 out to Bluefield.

One of my sons accompanied several of his friends to Salt Lake City recently, and they were quite pleased with the Front Runner commuter system, said it was better than MARC or VRE. But to be fair, it was well over a decade since he worked and lived in Baltimore, and he only took VRE on several rides using mostly MARC. All of that has bound to have changed in the interval. I am wondering why there was not more coverage about the anniversary of the completion of the transcontinental railroad. The current edition of TRAINS has coverage, but the only television of which I am aware is the program on FOX news I earlier mentioned and a short segment on "regular" FOX. And, I did some "channel surfing" to see what was on.

Speaking of that anniversary, the postal service has issued some commemorative stamps, I believe in sets of three with the usual "forever" cost.

I am generally reluctant to put too much personal matter in here, but I want to advise that I have been suffering with continual telephone problems for well over a month, which I only hope got cured on the 3rd. If you call me at (804) 233-7170 you should get through. If I don't answer, leave a message: A person goes through this for what is up to a dozen "SPAM" calls per day, with a working phone'.

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 (junehodges@verizon.net) 804 677 9786
Publicity Director: Ray Potter 804 716 5162 (rpotter177@comcast.net)

Hallsboro Equipment Yard Operations

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

Excursion Trip Committee

Chair: David Coldren david.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)
Webmaster and Information Technology: John DeMajo (jdemajo@demajo.net)
Highball and Social Media Editor: Kim Young (kimyounghmarshall77@gmail.com)
Publicity Director: Ray Potter 804-716-5162 (rpotter177@comcast.net)

Chapter mailing addresses

General

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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.



**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