



# The Highball

OFFICIAL NEWSLETTER  
of the  
NATIONAL RAILWAY HISTORICAL SOCIETY  
OLD DOMINION CHAPTER



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## Chapter Meeting

Bill Todd

The monthly meeting of the Old Dominion Chapter will be held on Monday, June 19 at 7 pm at Hull St. Station. The program will highlight the N&W J-611 4-8-4 steam excursion last month. All ODC members who have photographs, slides, etc. may bring them to show. Please edit your images carefully, however, in case we have many takers. On the other hand, if we have to run an extra section, we will carry some over to July 17. As usual, refreshments available & bring a friend.

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## From the President

John Demajo

I am very pleased that I have a number of things to report to our members this month. First, the museum has received a grant of approximately \$6,000 from Dominion Energy. This came in the form of material and labor to replace all of the light bulbs at the museum with LEDs. As part of the job, Dominion had a contractor come in, at their expense, and install all new LED lamps, which are extremely energy efficient and should reduce our energy bills. They upgraded our parking lot lights as well by installing better lighting in the pole lamps in the parking lot and around the station building, and they provided two new high illumination security flood lights to light up the rear parking lot and the rolling stock that is on display in the back yard. The contract also provided for a Dominion HVAC contractor to come in and seal all of the leaks in the air conditioning duct work. This work was funded by a State grant administered through Dominion. The total cost to us was \$80, which represents an administrative fee that the customer is expected to pay.

In other matters, as I told everyone at a recent chapter meeting, I called for a complete re-examination of our insurance situation to make sure that the club is properly covered for the activities we support. As it turns out, our volunteers who work at Hallsboro, the museum and the excursion train were not covered by any type of accident insurance if they got hurt in the process of performing work for the chapter. That is all changing now as we have identified an insurance policy that covers our volunteers at a very reasonable cost for the premiums. The policy should be in place by the time our membership receives this issue of the "Highball." I have also appointed a five-member safety committee to examine all of our procedures and to update the age-old chapter safety manual from 1984. We will also be consulting with our liability underwriters to make sure that our operations conform with good safety practices, and to document that we are making a good faith effort to protect our own volunteers as well as our visitors and excursion riders.

Our community outreach program continues to make headway. Steve Tarrant and I appeared recently at the Matoaca Train Day in Chesterfield County, with exhibits and a presentation that promoted our museum. An estimated six-hundred visitors were able to learn more about the ODC, the museum, and our work in preserving Virginia's railroad history.

Finally, I am happy to report that we were able to collect approximately \$7,000 in insurance money to cover the cost of our museum roof repairs. It was originally expected that we would have to dip into our reserve capital funds to pay for some eventual work, however damage from the recent hail storm kicked our insurance policy on the building into gear, and the insurance now has paid for that work.

Repairs should commence this month. We are also looking at replacing some bad fascia boards and painting the trim around the station to make it more attractive to the public.

As I always say in my closings, "Stay Tuned" ... Things on the horizon include a possible Ashland picnic this summer, a Train Day celebration at the museum, a fund raising campaign headed by our new museum director Eric App, and constant improvements to our properties and exhibits. In that regard, I am looking for two or three volunteers from our ranks who would be willing to work on the arrangements for the Train Day celebration. If you would be willing to work on this project, please contact me either at [jdemajo@demajo.net](mailto:jdemajo@demajo.net) or on my cell phone at 504-858-7689.

Thanks to our members for your support of our organization. You are definitely helping us put the Richmond Railroad Museum on the map.

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### **A Bow to the ODC**

Terry Allen

A magnificent journey started in 1975: my family moved from Falls Church to Midlothian and I became acquainted with the Old Dominion Chapter, which eventually grew to a (now) 36-year career in the rail industry.

My first experience was a trip behind 4501 to Keysville and will never forget the sight of an operating steam locomotive. While on board I met Harold Hall, who provided me with an application, and as the saying goes, the rest is history. Memories stir of "cutting coal" on the 4501 and 722, Hallsboro, Chapter meetings at Acca, and making many new (and remaining) friends. When the Chessie Steam Special hit town I naturally volunteered, which led to meeting the local Chessie folks, one turning into a friendship. When graduating from UR in '80 I approached him about a job: he suggested their well-established management trainee program, but I finally opted to start as a brakeman, hoping to make it to engineer, and go from there.

Eight years later of running trains up and down the Rivanna Subdivision I moved to Baltimore to go into sales, quickly learning there was so much more involved in moving freight than I was accustomed to. More responsibilities found me in Jacksonville and positions in marketing and strategic planning. A

marriage, a daughter, MBA in hand and an opportunity to join another company with more challenges found me at Westinghouse Air Brake, then later approached by an offer from Trinity Industries to head a locomotive and car leasing group sent us to Dallas. The post- 9/11 economic slowdown was not kind to the leasing market, so off to Rochester, NY for a position with the G&W to assist in their absorption of another carrier. Personal reasons had me calling in my chips and again joined with CSX in 2002. More positions, a divorce, a second job as a college instructor, more friends, more journeys followed.

Situations change, sometimes rapidly: many of you are aware of the recent changes at CSX, so I decided to take a separation package. Skills acquired, friendships made and building a vast network over the years will now transform into a consulting practice working with other firms in refining their rail and supply chain needs in a challenging and ever-growing global market. I've decided to name my firm "Rivanna Management" as a nod to where I started my career.

So, I am indebted to the Old Dominion Chapter: from that serendipitous train ride many moons ago I've traveled far, learned and accomplished much, with more doors to be opened. If you knew me from my past days with the ODC it's great to get reacquainted; if you are new then it's nice to meet you.

Never know where a train will take you!

Best,

Terry Allen

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### **Trip Reports**

Ned Krack

5/13

9:30 a.m. trip

Sold = 164 (112 adult, 47 child, 5 comp)

Pulled = 152 (106 adult, 46 child, 0 comp)

Operational issues – There were issues with the generator on car 706, but those were solved before the start of the trips.

11:30 a.m. trip

Sold = 205 (151 adult, 49 child, 5 comp)

Pulled = 194 (142 adult, 47 child, 5 comp)

Operational issues – none

1:30 p.m. trip

Sold = 140 (99 adult, 36 child, 5 comp) - There were 11 (6+5) online sales the day of the trip.  
Pulled 116 = (86 adult, 25 child, 2 comp)  
Operational issues – none

Food Service

\$523.40 Gross sales  
\$239.22 net income before donations  
Souvenir sales  
\$732.25 gross sales  
\$329.51 net income  
Donations = \$29.59

Staffing:

BB Crew – Bernard Patterson (Engineer), Matt Dunaway (Conductor), James McNutt (Conductor Trainee)  
ODC Trainmaster – Fred Terry  
Car 706 – John Williams  
Moo 1 – Calvin Boles  
Food Service – Tom Hardesty and Marge Hardesty  
Souvenirs – Ned Krack  
Moo 2 – Laird Ramsey  
Car 1006 – Bob Highley and John Estes  
Announcer – Greg Hodges  
Parking – Bob Dickinson

5/20

9:30 a.m. trip

Sold = 110 (80 adult, 25 child, 5 comp)  
Pulled = 102 (77 adult, 25 child, 0 comp)

1:30 p.m. trip

Sold = 172 (128 adult, 35 child, 9 comp) - There were two adult online sales the day of the trip. Also there were two (1+1) trackside  
Pulled 155 = (116 adult, 32 child, 7 comp)  
Operational issues – There was a slight speed issue on the outbound leg that was quickly corrected.  
Otherwise, there were no issues.

Food Service

\$390.75 Gross sales  
\$213.66 net income before donations  
Souvenir sales  
\$532.50 gross sales  
\$239.63 net income  
Donations = \$26.80 Calvin Boles

Staffing:

BB Crew – Adam Carter(Engineer), Eddie Mayes (Engineer Trainee), John Barham (Conductor), Chris Painter(Conductor Trainee)

ODC Trainmaster – Fred Terry

Car 706 – John Williams and Calvin Boles  
Moo 1 – Chuck Taylor and Ed Fielding  
Food Service – Tom Hardesty and Marge Hardesty  
Souvenirs – Ned Krack  
Moo 2 – Laird Ramsey  
Car 1006 – Bob Highley and John Estes  
Announcer – Greg Hodges  
Parking – Bob Dickinson and Bob Williams



Michelle Gray

6/3

Photos: Kim Young

9:30 a.m. trip

Sold = 164 (128 adult, 31 child, 5 comp)  
Pulled = 153 (118 adult, 31 child, 4 comp)  
Operational issues – The brake calibration test was completed successfully. Otherwise, there were no other issues.

1:30 p.m. trip

Sold = 177 (138 adult, 30 child, 9 comp)  
Pulled 170 = (135 adult, 27 child, 8 comp) - included two from the 9:30 train  
Operational issues – A rough spot was noted at the Slate Hill Crossing, timetable west. Otherwise, there were no issues.

Food Service

\$602.50 Gross sales  
\$373.84 net income before donations  
Souvenir sales  
\$458.75 gross sales  
\$206.44 net income  
Donations = \$15.25

Staffing:

BB Crew – Ralph Whitus (Engineer) and Andrew Bernier (Conductor)

ODC Trainmaster – Fred Terry  
Car 706 – John Williams, David Coldren, Bill Todd (PM), and Ann Todd (PM)  
Moo 1 – Chuck Taylor and Samuel Brown  
Food Service – Tom Hardesty and Marge Hardesty  
Souvenirs – Ned Krack and Robin Shavers (PM)  
Moo 2 – Laird Ramsey, Kim Young, and Ed Fielding  
Car 1006 – Devin Gray and Gerald Hunter  
Announcer – Greg Hodges  
Parking – Bob Dickinson and Bob Williams





**June Archives Photo**  
Charles Curley



On May 1, 1967, Albemarle Paper Company's fireless cooker 0-4-0T, The Browns Island Express switches on Brown's Island in downtown Richmond. That's a nice looking Southern boxcar! Photo by Evan Siler.

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### **Mixed Signals**

Doug Riddell

I hope you saw reporter Mark Holmberg's recent excellent piece about Acca Yard on WTVR CBS6. In addition to a brief history of the former RF&P rail facility in the heart of Richmond, Holmberg explained Acca's importance to transportation up and down the east coast of the United States. The report (viewable on the station's web page) touched on the current reconfiguration project that will [for the most part] separate the routes used primarily by CSX freight and Amtrak passenger trains.

The daily conflicts have served as a constant irritant for passengers, and an annoyance to the freight railroad. With the coming of higher speed rail (note, I did not say high speed rail), interested parties, which include the Virginia Department of Rail and Public Transportation, Amtrak, CSX and citizen groups, the dilemma of how best for freight and passenger trains to coexist at this busy junction, are finally being addressed. The price tag of this public/private project is roughly \$135-million. When it is completed, in the near future, an entirely new route structure will be in place from Lakeside (the new interlocking, near the Parham Road overpass) to Main Street Station. Signal improvements on the former C&O from Newport News to Amtrak Junction have already had a positive impact on traffic. The remedy isn't perfect, but it should greatly improve the stumbling blocks that CAN be resolved, but can't fix things like the

narrow former Seaboard Air Line right of way and steep grade between Hermitage and Main Street Station.

Not all of the problems are due to grade and curvature, however. Signaling has been the major stumbling block—one which I became involved in, in the 1990s as a member of the joint CSX/Amtrak Partners in Performance (PIP). Consider that up until recently, there were three distinctly different railroad signaling systems to deal with: the former C&O, SAL and RF&P. The train control and cab signal system of the latter—more specifically, the removal of it from Acca to GN interlocking, at the Amtrak Staples Mill Road station—I personally regard as the most egregious mistake made in an effort to economize and downsize the physical plant of the RF&P after trackage south of Acca Yard was streamlined or abandoned.

Those of you who may not have a working knowledge of a cab signal/train control system may not realize that it serves a dual purpose: while it is a safety feature, it also expedites the movement of trains by allowing the condition of the route a particular train is following, to be known immediately, instead of that train having to crawl along at the speed allowed by the last wayside signal until reaching the next. When the block ahead is vacated by a preceding train, the cab signal (located in the locomotive cab of the following train), instantly displays a more favorable signal indication, and the engineer can immediately act upon it and increase speed. Trains can get over the road faster and more trains can be operated within the same limits on the railroad.

In their hurry to abandon the tried and true RF&P cab signal/train control system between South Acca (SAY) and Greendale (GN), no one took into account that without it, all trains would have to resort to a default system that required them to crawl from one signal to the next. In other words, while the allowable speed on the new Passenger Main, on the western edge of Acca Yard was 40 MPH, most trains operated at Restricted speed (a speed not exceeding 15 MPH, able to stop with half the range of vision). When I arrived in Jacksonville, sat down with CSX's signal engineers, and explained what was going on out in the field, it was as if a light went on, and suddenly everyone understood that they'd created a monster.

The fix however, was anything but simple, and it

has taken years to assess and remedy. Complicating this was the fact that rail traffic patterns had changed. Amtrak, it appeared, would be using Main Street Station for all of its trains in the not too distant future. Changes in freight traffic meant more traffic coming up the hill from Fulton to go south. All of this converged on the single track main line from Amtrak Junction to SAY. Oh, but there are TWO tracks, you astutely and correctly observe. Indeed, but with no place to cross from one track to the other, No. 1 (the west of the two former SAL tracks) was (and remains) utterly useless, except for movements across the James River.

Several solutions have been proposed, including one which would see construction of an interlocking and wye north of Hospital Street, which would allow the No. 1 track to be used, at least from Hermitage Road to Hospital Street, and that may occur in the future. Also, Amtrak's plans for a possible new station near the Boulevard, had to be considered, although at present, it appears that Staples Mill Road will be expanded and remain Richmond's primary passenger facility, albeit likely with a new terminal building and expanded parking. Main Street station will likely be used by most, if not all Amtrak trains in the coming years, so as to serve the growing urban and business trade, much like Wilmington, DE. Space limitations at Main Street pretty much preclude its use for other than a "pass through" station, as busy and convenient as it may be.

For this reason, what you see going on between Lakeside and Acca, is an attempt to create two routes—one that puts passenger trains on a direct route to and from Main Street Station on the most favorable signals they can receive, and the other, using the former ACL for freight destined for points in the southeast. Track No. 4, which existed from Acca to GN interlocking until the "new" station was built on Staples Mill Road, is being restored with heavy rail and concrete ties. It and No. 3 will extend south past SAY to Hermitage Road and become Nos. 1 and 2 tracks on the Bellwood Subdivision, if all goes according to plan. No more main line movements will go through the middle of Acca Yard. All tracks there will become classification and switching tracks.

The exact configuration is not clear at this point, but the wye at Acca will have at least two tracks on all three legs. The turnouts will enable movements at

45 MPH. A passenger train leaving Main Street Station on the C&O (and someday, SAL) side will move on Clear signals all the way to Staples Mill Road, limited only by the speed of the track. Travel time will be reduced and hopefully, congestion at Acca will decrease.

Given the current political atmosphere, anything can happen, of course, but at this point, at least we're moving in the right direction—and moving a wee bit faster.

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### **Field Day of the Past**

Steve Tarrant/Greg Hodges

The 3-day weekend of September 15, 16 & 17 will see the ODC responsible for staffing with car hosts the ex-SOU RY 10 section/Observation heavyweight Pullman sleeper "Mt. Foraker." This is also the 25<sup>th</sup> Anniversary of this unique Field Day event.

This 1923 sister car 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 partly-restored RF&P wooden caboose, #818, sister to our own #824, is coupled to 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 and 1:30 PM -6:00 PM on Friday and Sunday (Sept. 15 & 17), plus 8:00 AM -1:00 PM and 1 PM – 6 PM on Saturday, Sept. 16. 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, handcrafts, and tractor and truck pulls. It has 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 car, and we can supply you with copies in advance if you haven't done this before.

This is a once-an-a-year opportunity to talk up ODC Memberships, our Hull St. Station Museum, and our main income-producers, the Dillwyn trips, to a great

many people. (Attendance is now averaging 45,000 people for this three-day event.) in an exotic (to them) historic passenger railway environment. We have already had museum visitors 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 two shifts of your time, or see either of us at the June or July Chapter Meetings. We need to submit our completed list by the end of July. If you don't contact us we'll call you!

### Museum Host Schedule

Linda Nelon

3	Linda Nelon	Gift Shop
	Bill Taylor	Host
	Bob Stevens	Host
4	Greg Hodges	Gift Shop
	Doug Riddell	Host
	Steve Tarrant	Host
10	Ned Krack	Gift Shop
	Calvin Boles	Host
	Stanley Clark	Host
11	Linda Nelon	Gift Shop
	Bob Williams	Host
	Jack Newsom	Host
	Steve Tarrant	Floodwall
	Ned Krack	Floodwall
17	Greg Hodges	Gift Shop
	Ned Krack	Hot
	Bob Dickinson	Host
18	Carl Steiner	Gift Shop
	Charles Curley	Host
	Tom Emory	Host
24	Ervin White	Gift Shop
	Ray Potter	Host
	Wayne Poates	Host
25	Ned Krack	Gift Shop
	Bob Dickinson	Host
	Jerry Grosshans	Host
	Stanley Clark	Host

### Richmond Railroad Museum Report for May 2017

Bob Dickinson

The museum had 219 visitors for the month of May. That makes 1429 so far this year. Donations for the museum were \$370 and sales in the gift shop totaled

\$277.07. Volunteer hours at the museum during May were 265. Chapter meeting attendance was 29 and there were 4 for the floodwall tour. In addition there were 19 attendees for the Arcadis Engineering / CSX tour.

During the month the upgrading of all the light bulbs in the station has been completed. Dominion Energy's electrical contractor has replaced all of the bulbs in the museum with the latest technology high-efficiency LEDs. Their HVAC contractor has resealed and repaired insulation on the heating and cooling ducts that carry air through the building. Their engineer calculated that we should see around 25% saving on our electric bill! This work was done thru a Dominion Energy project that was funded by the Commonwealth of VA.

And speaking of lighting – Calvin Boles has also been busy working to upgrade the lighting of the various displays in the freight room. He has installed additional sockets on the overhead lights so new spot lights could be installed to better light the exhibits. There is also a new small display board in the museum waiting room that has enlarged articles that were in the newspaper about the last day of operation of the Southern passenger trains into Hull Street Station. Thanks to Calvin for working on these projects.

Work continues on the new set of steps for the boxcar. John DeMajo donated the material and the steps were assembled by James Dunlap. Hand rails will be installed soon.

#### Archives

Hiram Perkinson has been looking for plans and specifications for some of the later RF&P steam locomotives. He was able to find several books that contained the detailed specifications that he needed in the ODC archives but is still looking for detailed plans. He is usually at the monthly Chapter meetings if you can assist him.

Recently while at the archives looking for something else a copy of "The Chesapeake & Ohio Railway Company - List of Officers, Agents, Stations, Etc.- No. 79" was discovered. It was printed in May of 1938. It is a small book but it sure contains a lot of interesting information! It lists all the various divisions and sub-divisions, mileposts, agents, stations and much more. Included is the information about the Buckingham Branch. The book indicates the closest telegraph office was at Bremo which was open day and night and telegraph call "B". The

agent there was B.W. Ancell. At Arvonnia the agent was H.M. Duval, at Johnson – J.B. Johnson, and at Dillwyn- W.W. Moore. It does not seem that there was telegraph service on the BB but apparently there were telephones in “booths”. More on this later.

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### **The South Richmond Railfan**

Gerry Grosshans

You gain some and lose some...first the loss. There is no longer a dedicated Tropicana train. Cuts of Tropicana cars now go north and south at the rear of intermodal (single level) trains Q140 and Q141, both appearing to be shorter than the previous trains. As an aside, I wonder about some of the health advertisements, which now seem to question the consumption of juice instead of carbonated soda/pop beverages. Anyhow, juice consumption is down.

Now the gain...this is really not a gain as such, but a move to put more traffic through Richmond. For some time empty auto carriers from the upper midwest were returned to manufacturing plants in Georgia and South Carolina by means of 01 "L&N" trackage, but after the opening of the Virginia Avenue Tunnel, several test runs were made through the tunnel and using the RF&P and SCL trackage. These trains are quite long, I have only seen three, and they are run "as needed". The first one I saw was by Centralia in early evening, with three big units, the majority of the cars were carrying the UP logo and the rest mostly a mix of KCS-Mexico and CSX, although a few other appeared including several well maintained SP speed letter. Auto racks (car carriers) are rare on CSX as are anything from UP. It should be remembered that the basic car is from TTX in most cases and the individual railroad puts on the superstructure and logo. The trains that I have seen carried all sorts of cars, including some where two cars share three wheel-sets. As mentioned, I saw the first one of these trains at Centralia and four days later passed over another one on the Warwick Road overpass, which caused me to rapidly change plans and head for Collier. As I considered that large auto facility on NS off of Wagner Road in Petersburg. Of course, the train beat me there, but several persons there whom I never met before got together and

after several phone calls came up with what I am mentioning here.

On Mother's Day I went to Collier and after sitting and seeing nothing, I decided to see what was happening south of the yard. The second "right" off of Halifax, SR-606 (Oak Grove) has several old buildings, abandoned in the woods just before the crossing which now has signals (probably relocated Ream array) and a graveled area is just across the tracks, off of a dirt and gravel to the right. I seem to remember an old commercial establishment at the crossing decades ago. Going down the gravel road will lead you to SR-605 (Ellington Road), turn right and you will soon be at the crossing, MP-33.62 and just across the road from the signal boxes is the gantry over the tracks and its related facilities, and as a northbound was in the distance, I waited for him, and soon was rewarded by transmissions from the equipment. It is a new defect detector, mp 33.7. I had gotten a scanner to work after a fashion and after the northbound passed I saw headlights for a southbound, which soon appeared: eastbound stack train Q-136 with a count of 548 axles, the first count I was able to get on a double-stack train. He cleared at 8 :05 p.m.

Now that we have regular double-stack service during daylight, there are some things one ought to look for. First of all, a good number of cars/platforms will still carry containers on the lower level. This is due to the fact that there are not enough larger (above 20 ft.) containers to create a second level, as the small 20 ft. boxes are never put on top, the rule seems to be that larger containers go on the upper level, so it's possible to see a 53 ft. box on top of a 40. With the 6-ft overhang on each end, the car/platform has to be considered since if care is not used, the overhang on adjacent cars could interfere with each other, depending on car length. There are cylindrical tanks enclosed by a frame which small (20 ft.) are treated as any container of that size, but there are a few 40 ft. tanks now in service, and I have never seen a larger tank on top. There are also a few other container configurations, a flatbed, for instance, but I have not seen any through here. I might add that the tanks containing liquids may "slosh" which would limit them being on top. Also, heavier loads would be put on the bottom for stability purposes. While stacks through here are destined for Portsmouth, I have seen a couple of stacks with Schneider boxes which may

be separated and sent further south as I understand that from Richmond to Jacksonville clearances allow for two levels.

On the local scene, I mentioned ties and additional ballast being set out along the Bellwood Sub and the Hopewell/Wheelright tracks and now road signs advising of closure of crossings have been set out along the Bellwood trackage, so work is probably going to begin at any time. I notice that the local TV stations do not report closing of crossings and other related railroad work which would interfere with traffic.

As to the installation of new signals and procedures along the Bellwood trackage, I believe all are in place now, and there are some changes as to signaling, with more signals being approach lit, rather than being constantly lit, lighting up only when a train is coming. South Bellwood is one, and adding to that is the signals can only be seen at the Brinkley and Kingsland crossings. Fanshaw has also changed, it used to be either red or amber, now

goes dark with no traffic, otherwise amber and red are shown, often together. The arrays have been moved south and can be seen through the trees at duPont, at the site of the Argent credit union. At the north Bellwood site where there was a single mast signal with one head (for the main) and a dwarf for the Hopewell tracks there is a mast signal with multiple heads for both tracks, and the dwarf at South Bellwood has also been removed in favor of a mast installation. Even Rocketts has a multi head mast, now.

Just about the time that I figured out the CSX 28 hour day (6 trains to cover a 7 day week) the policy has been abandoned, with regular trains at regular times, sometimes with shorter consists.

I am still trying to figure out what is to take place just south of Walmsley at FA. It looks like concrete ties are piling up there but no trespassing signs and trackside foliage limit what can be seen, both from Walmsley and from the Castlewood overpass.

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