



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, Mar 18 at 7.00 PM at the Richmond RR Museum. Kevin Tankersley with the Washington, DC chapter NRHS, current owners of the Dover Harbor (Pullman lounge, kitchen, sleeper) will present a program on the Pullman Company & the Dover Harbor. At its peak in the 1930's, the company operated over 8,000 passenger cars across North America. The Dover Harbor is a survivor of this fleet. Kevin manages public trips and private charters for the 1923 Pullman. He is a graduate of Univ. of Maryland and NC State, a resident of Alexandria and a professional landscape architect around the DC region.

Refreshments will be served. Come and bring a friend.

Museum Volunteers Critically Needed

Calvin Boles

The Old Dominion Chapter's Richmond Railroad Museum has a serious shortage of volunteer hosts. This is particularly true when a month has five weekends and the months when the excursion trains are running at Dillwyn. We need volunteers who will interact with visitors, point out exhibits that may appeal to the guests, and generally share their interest in railroading with the public.

We have a particularly critical need for volunteers to serve in the Gift Shop. This is an ideal job for someone who is mobility impaired – essentially sitting behind the counter receiving admission fees and selling souvenirs.

No experience needed, we will train you. Try it, you might just like it !!!!!

Archives Photo

Charles Curley

Southern Railway's 0-6-0 #1668 is working Belle Island yard underneath the old Lee bridge. In the background may be seen the tunnel underneath the Atlantic Coast Line with an ACL diesel switcher working Shops yard. One can also see the Southern's coal dock. From the William Stratton collection.



ODC and BBRR hold Annual Meeting

Dave Coldren

Old Dominion Chapter Trip Committee members met with representatives of the Buckingham Branch Railroad on Friday, March 1st at the railroad's Dillwyn headquarters. This was our annual review of the operational and financial performance of ODC excursions.

BBRR Board Chairman Bob Bryant, Vice Chair Annie Bryant and railroad President Steve Powell were joined by key members of their operational team. Trip Chairman, Dave Coldren and committee members Tom Hardesty, Marge Hardesty, Kevin

Frick, Devin Gray, Fred Terry, Greg Hodges and Ned Krack represented the ODC.

Ned shared the 2018 financial reports which showed a distribution due to the BB of \$25,822.10. This was up nearly \$5,000 from last year due in part to higher ticket prices on the fall trips, a higher ratio of adult to child tickets and the additional six Santa Express trips. A check was presented to the railroad in that amount.

In general, the discussion was about the successes of 2018 and positive plans for 2019. A number of operational, marketing and maintenance conversations took place, regarding topics including: our new primary BB point of contact (Phillip Lachniet), confirmation the railroad's daily rate of \$1,000 will remain the same for 2019, a recommendation by BB to use the Station facilities and not rent portable bathrooms, reference to the ODC's budget for better boarding signage, a mutual priority to fill up the Spring trips including pushing the first departure back to 10am, the opportunity for ODC beverage sales on Santa Express trips, looking at a local Scout troop to assist with parking, a potential charter for May 5th and possible special theme trips in the future (like Easter Bunny and Pumpkin Picking).

While our RF&P locomotive 101 has been stored serviceable in recent months, the Buckingham Branch plans to use it in active service for at least 4 – 5 more months while another locomotive goes to Staunton for overhaul. After that, they don't see a future need and a decision will need to be made about its next assignment.

A draft excursion calendar was circulated, pending final review by our Trip Committee. For Spring, the schedule should look familiar with trips projected for May 11th (10:00, 11:30, 1:30) and 18th (10:00, 1:30) and June 1st (10:00, 1:30). The Fall trips will be announced later this Spring. But they are projected for the window between October 19th and November 2nd. Santa Express excursions will go on sale in the Summer. Some interesting additions are being considered including our first-ever night runs!

Look for firm dates and ticket sales information in the next week or two on our websites and Facebook pages. Thanks to all the ODC volunteers who made the 2018 excursion season a very successful one. You are very important to ODC's future successes.

Museum Report

Bob Dickinson

February Visitors: 219 (Year to date: 418)

Donations: \$ 40.00

Volunteer Hours: 223

Gift Shop Sales: \$512.37

Chapter Meeting: 27

Museum Tour: 17

Many thanks to all that volunteered during February – we couldn't do it without you! There have been several donations to the museum over the last couple of months. Giles Scott donated many years of bound train magazines as well as technical books and specialized items such as "stay bolt taps" that he purchased for use on the Chapters 0-6-0 steam locomotive. Giles also gave to the Chapter full size stencils that were painstakingly traced and cutout for the Chapters 1904 wooden RF&P caboose and the ex-RF&P diesel locomotive #101. Giles put in many hours preparing the stencils! Barry Grantier donated railroad locks and keys, hat "badges", and oil lantern parts. Mike Bonner donated to the Chapter several railroad books. Robert Spiers and Robert Sexton have donated model train items. Thanks to all for your generosity. Work continues on several projects at the museum. Calvin Boles continues to make improvements to the exhibits and displays. Wally Winn recently spent several days assembling shelving for use in the archives storage car. We are also rearranging some of the displays in the stationmaster's office and hope to have some of them operating soon. Bob Stevens fixed the door and frame on the men's restroom door that was not closing properly. The Modelers continue to improve the HO train layout. We are expecting delivery of the new exterior door for the stationmaster's office soon. Steve Tarrant is coordinating the installation and could use some help in preparing and installing if you have the time and the skill. Additional help is still needed for museum operations. Hosts, Gift Shop cashiers, Archives and Building and Grounds volunteers are always needed. Again, a big "Thanks" to all who worked or visited the museum during February and if you haven't visited recently hope to see you soon!

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 3avid.coldren@cbre.com
Ticket agent: Kim Young (kimyoungmarshall77@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 (kimyoungmarshall77@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.

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

New River Train Cancelled

Kim Young

Multiple sources have reported that the Collis P. Huntington NRHS Chapter's New River Train will not run in 2019. In 2018, the normally profitable train lost a reported \$120,000 due to rated increases imposed by Amtrak after the budget was set. Also, Amtrak's refusal to couple and uncouple private cars from The Cardinal in Huntington, which was common practice, contributed to the demise of this train. Estimated loss to the economy of southern WV is \$8 million.

RF&P Historical Society Meeting

Bill Sheild

The next quarterly meeting of the Society will be held on Saturday, March 30, 2019. The meeting will be held at the Salem Church branch of the Central Rappahannock Regional Library at 2607 Salem Church Road, Fredericksburg. 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 is set up for the purchase of RF&P oriented models, clothing and other items. These enjoyable meetings normally go until mid-afternoon.

Book Review

Brandy Martin

Up & Down Church Hill

Images by Harris Stilson & Oral Histories from Church Hill, Shockoe, & Fulton

by Kitty Snow

published 2014 by Kitty Snow, Richmond VA

This is the third book by Mrs. Snow incorporating some of the photos taken by her great-grandfather Harris Stilson during his career as a motorman for VEPCO and its predecessors over roughly twenty years, ending about 1934. *From a Richmond Streetcar* appeared first in 2013, followed shortly by *On the West Clay Line*.

The story line for this 98-page paperback is one narrative combining firsthand accounts from multiple residents of the subject neighborhoods - just day to day goings on, offering a glimpse into another day. Some well recognized family names appear along with others who have called Richmond home for many, many years. The photographs cover just about anything you could imagine, from babies in prams, to a commercial truck accident, to Armistice Week Parades, to laborers in a lumber yard, a horse drawn steam powered fire department pumper, a peddlers' market on Grace St, a washerwoman with laundry, the USS Fulton at the dock for the 1922 Navy Day, and the 1934 WPHR radio station music ensemble. There is one photo taken at Buckroe Beach and another of the US Mail Boat Virginia at dockside. The scope of modes of transportation evident in the photos encompasses everything but for airplanes only recently introduced. For the railroad historians there are three steam locomotive views, a section gang, and a view of a Church Hill Tunnel portal. The streetcars images come to about 10, both summer cars, the standard deck roof cars, and the new Safety Cars. Two illustrate work cars on the line. For an account of how these photos survived, how they have come to be published, how to view more, where to buy the books, and more, visit the Richmond In Sight web page:

<http://www.richmondinsight.com/> My copy came last fall from the gift shop of the VMFA. Counter price is \$17.95. Mrs. Snow has written a fourth book, drawing once again on the photo collection - *From Richmond to France, Images and Stories of Richmond & her World War I Soldiers*.

My Friend, Joe Boardman

Doug Riddell

Editor's note: Former Amtrak CEO Joe Boardman passed away on 3/7/19. I asked Doug to submit something to recognize Mr. Boardman. This first phot shows him shaking hands with the conductor. Doug said that he sent that photo because Mr. Boardman's stated goal was to shake hands with every Amtrak employee.

Much has been said about former Amtrak president, Joseph W. Boardman, who died Thursday, March 7, after suffering a massive stroke while vacationing with his family in Florida. Other than Graham Claytor, Joe was Amtrak's longest serving chief executive, and certainly, one of the railroad's most beloved.

Joe and I knew each other by reputation, but we met face to face at Washington Union Station on Thanksgiving Day, 2008—the day after he'd become Amtrak's president—when he and his wife Joanne spent the day greeting Amtrak employees, thanking them for working on the holiday. That set the tone for a relationship between labor and management like none I can recall on any railroad. Joe was one of us. Within a few days, he called me and asked me to come to work for him as company photographer, and although I was contemplating retirement in the near future, it was an offer I couldn't refuse. One which I'm glad I didn't. It was the most enjoyable job I ever had, and Joe became one of my best friends. As such, I'm deeply saddened by his passing.

Trains Magazine reposted a piece some months ago that I'd written about an incident that occurred some years ago, when I was serving as company photographer. We were nearly thrown out of the 9:00 AM Acela Express's quiet car in route from Washington to Philadelphia for a press conference. That in itself was funny, but there was another part to the story I've never told—at least in print, so I thought in reflecting on Joe's life, I'd share it with the members of the Old Dominion Chapter. To put it into context, you might first want to read the **Trains Magazine** story.

Not wanting to further disturb patrons in the quiet car, I immediately walked forward to find space on the Acela for Joe to confer with Joe Szabo (at the time, head of the FRA), and the fellow who was

head of the American Public Transit Association, who were to speak at the press conference. I happened upon Katie Couric, who at the time was anchoring the CBS Evening News, and who, along with some staffers, were returning to New York after the State of the Union Address, delivered by President Obama, the night before. Katie still had ties to Virginia, and had a suite mate at UVA who later taught school with my wife, Sandy, in Henrico County. We also had friends in common from my broadcasting days.

“What are you doing on here?” Katie asked me. I then explained I was accompanying Joe to the press conference.

“I’ve never met him. I’d love to. Can I?” I assured her I’d get him to come back and introduce himself. One of Katie’s traveling companions asked her who I was. “That’s Doug Riddell. He’s from Richmond, and he’s traveling with Joe Boardman, Amtrak’s ‘big kahuna,’” she laughed.

Joe was in the next car, and I asked him if he’d come back and speak with Katie. “She wants to meet Amtrak’s ‘big kahuna,’” I chuckled. He gladly agreed and turned to Joe Szabo and invited him along. “Are you kidding? No thanks,” the head of the FRA laughed. “Do you remember what she did to Sarah Palin?”

When we strode up to Katie’s seat, before I could say a word, Joe stuck out his hand and said, “Hi, Katie. I’m Joe Boardman, Amtrak’s ‘big kahuna.’” Everyone within earshot erupted in laughter. Thank heavens we weren’t in the quiet car.



David M. Lea Locomotive in Action

Doug Riddell recently purchased this slide on Ebay.



Trolley Moved

John Demajo Photos: Brandy Martin

The streetcar that was formerly at the VA Science Museum has been turned over to the Virginia Transportation Museum and shipped to Roanoke. When Calvin and I went over to the Science Museum to do our lunchtime talk last month, I got the distinct impression that the Science "Museum" is no longer a museum but instead a demonstration hall for the presentation of modern science lessons. There was very little there in the way of historic scientific artifacts.





Railroading Today

Gerry Grosshans

Now that the days are getting longer and warmer, with the start of daylight-saving time, go out and enjoy yourselves. I'll do my best to let you know where to go and what you might see, but there ought to be someone in the chapter who could cover north of the river the RF&P Doswell, Ashland, etc. All sorts of interesting trains and locomotives have been the rule over the past several weeks. 3 consecutively numbered Amtrak locomotives (800, 801 and 802 on a southbound Auto Train, two each (on separate trains) of BNSF and UP power without a CSX unit, 3 CN units northbound, a rebuilt NS unit going south just to mention a few. The CN units were 2 GE and 1 EMD, headed north, then I caught them at the Carson DD near Ellington Road, later returning to the local area I caught them again, putting together a train at North Collier where I noticed the 2 GE units were active but the EMD was dead in train.

I understand we now have two round trips daily to Norfolk, but I do not know the schedule or numbers. One magazine I read mentioned that Amtrak 125, which is usually my cutoff point here, was running to Newport News. So, until I can sort this out and get it right, I'm not going to mention too much about it.

As far as work is concerned, I noticed a temporary derail on the Clopton tracks and going over several crossing on it, I saw some new ties laid down. No

crossing work is apparently under way, and the Broad Rock crossing is as bad as ever: There is on and off utility work at Meadow, and a few of the poles interfering with parking have been moved and apparently installed.

Remember years ago, I mentioned that "That we watch them and then watch us" and it appears to be true. After my wreck I got a silver Nissan Rogue SUV and I have noticed that I seem to be attracting some of the law enforcement in the area, who are unfailingly polite and courteous, but one finally let the cat out of the bag when his partner asked me about my new car.

We are also getting more DPU trains, with mid-train helpers or even pushers, even the regular freights are getting in the act, so if you see a train with one unit in front, look for a DPU. The trains are longer and heavier, too... 728 axles on a grain train, south/ east with 4 units. and 692 axles on a northbound manifest, two units one of which was a DPU

Kalmbach Publishing, which puts out **Trains**, also puts out a quarterly publication, **Classic Trains**, which was of personal interest to me, covering the Overland Route (UP/SP) in the last edition. One of the things that I first found out from the issue was information about the Big Boys. Everyone is aware they were acquired to run Ogden to Cheyenne, but were cleared to go to Pocatello by either the OSL from Granger. or straight north from Ogden, no records exist that they reached Idaho. But of interest is the fact that several ran regularly to the division point of Milford, UT, over 200 miles SW from Salt Lake City. This was done on a line which was not equipped for coal burners by using coal off of the Utah Railway and fueling with a clamshell shovel - shades of excursion procedures - getting coal at Lynndyl and turning on wye track at Milford, Lynndyl and Salt Lake. Eventually the engines in this use went back to east of Ogden, but UP executives who believed like many that WWII would last into 1947, made plans for a least 5 oil-burning big boys, with larger tenders carrying more water and being over 7 feet longer than the two earlier series. With the dropping of the two atomic bombs, the war was ended. and to there never was a third series of Big Boy, which could have been called a BIGGER BOY.

The same issue covers the gas turbines, double diesels and the SP use of diesel-hydraulics. There is

also an article about the City of San Francisco, the only UP Streamliner which began and ended its run over a railroad other than UP. The City of St. Louis arrived and left its namesake city over the Wabash. I should mention that **Passenger Train Journal** has in its last two issues brought up the long-dormant issue of replacing the tracks, to Raleigh over the old SAL. I remember seeing a lot on this quite a while ago, including how the trackage and right of way would be improved. Leaning on this, I'd mentioned the same approach to the old C&O passenger main

from Doswell to AM Junction, catching a lot of "flak" about it, but I still believe it deserves consideration.



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