



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, 5/16/16 at the Hull St. RR Museum station. Charles Curley will present a slideshow on railroading in Appalachia in the 1970's. Refreshments will be served, so come and bring a friend.

Contact Information Update

Hallsboro Yard

Planning: Kevin Frick
Davenport diesel restoration: Kevin Frick
ckfrick@hotmail.com 804 536 0899
Coach restoration: Bob Dickinson
Steam program: Kevin Frick
Car 71 restoration: Randy Ridgely ca.rh.ridgely@verizon.net,
804 379 5878
Commissary car restoration: VACANT
Yard master: Bob Dickinson

Richmond Railroad Museum

Project managers: Bob Dickinson, Bob Stevens
Host scheduling: Linda Nelson nelonlinda@yahoo.com 804 349 2978
(c), 804 745 4974 (h)
Museum rental: George Saunders 804 837 5876, phfgbs@yahoo.com
Gift shop: Greg Hodges jnehodges@verizon.net 804 677 9786

Trips

Chair: Ned Krack nedrdgfan@msn.com, 804 239 4067
Ticket agent: Kim Young
kimyoungmarshall77@gmail.com/tickets@odcnrhs.org
Publicity: Ray Potter 804 716 9767 rpotter122@comcast.net
Food service: Tom Hardesty 757 591 2910,
TRHardesty@aol.com
Souvenir sales: Ned Krack, Greg Hodges
Mechanical: Bob Dickinson
Trainmaster/co-ticket agent: Fred Terry 804 339 4201

History

Rail historian: Brandy Martin abjemart@hotmail.com
Oral historian: VACANT
Chapter historian: Tom Hardesty
Archives: VACANT, Temporarily: Bob Dickinson

Board of Directors

Charles Curley – President cicurley1@verizon.net, 804 355 7560
Calvin Boles – 1st Vice-President calvinboles@comcast.net,
804 672 8326
John DeMajo – 2nd Vice-President jdemajo@demajo.net, 504 858 7689
Ned Krack – Secretary/Treasurer
John Estes – Director john.estes@smna.com
Kim Young – Director
Bob Dickinson – Director
Steve Tarrant – Director 804 233-2192
Randy Ridgely – Director
Carl Steiner – Director papastrainyard@verizon.net 804 512-7389

Other

Meeting program: Bill Todd WFToddJr@aol.com, 804 746 5735
Membership: Kim Young membership@odcnrhs.org
Websites: John DeMajo jdemajo@demajo.net
Highball editor: Kim Young kimyoungmarshall77@gmail.com
Social media (Facebook): Kim Young
Chapter mail (excluding memberships & trip tickets): Charles Curley
Publicity: Ray Potter 804 716 9767 rpotter122@comcast.net

Trip Reports

The Hyco Kid (aka Michael Lair), Ned Krack (Photos: Kim Young)

The Gravel Hill gang tried three times to rob the train to no avail. Bob Toney (Capt) and his faithful side kick U.S. Marshal up rooted their plans with their ever-growing possie. Mitchum, leader of the Gravel Hill Gang, even with some new hired guns lost as usual. Why they even had some women folk to stand behind. Bounty Hunter Dead Eye Jack was a great assist to the good guys.

Here are the numbers from the 4/23 trips:

9:30 a.m. trip
Sold = 103 (62 adult, 36 child, 5 comp) - includes one adult and one child trackside
Pulled = 102 (62 adult, 37 child, 3 comp) - includes two adult and one child from April 30 9:30 a.m.

11:30 a.m. trip

Sold = 212 (155 adult, 52 child, 5 comp) - Includes five adult and two child trackside sales

Pulled = 177 (132 adult, 41 child, 4 comp)

1:30 p.m. trip

Sold = 132 (99 adult, 28 child, 5 comp)

Pulled 123 = (92 adult, 29 child, 2 comp) – includes five ticketholders (3 + 2) who missed the 11:30 a.m. trip

Food Service

\$409.25 Gross sales

\$150.01 net income before donations

Souvenir sales

\$1020.75 gross sales

\$459.33 net income

Donations = \$15.60

Staffing:

BB Crew – Bernard Patterson (Engineer), Adam Carter (Conductor), Jonathan Barnum (Conductor Trainee)

ODC Trainmaster – Fred Terry

Car 706 – John Williams

Moo 1 – James Dunlap

Food Service – Tom Hardesty, Marge Hardesty, and Janet Trainum

Souvenirs – Ned Krack

Moo 2 – Kim Young and Michael Boyd

Car 1006 – Ed Fielding and John Estes

Announcer – Greg Hodges

Parking – Bob Dickinson



4/30

9:30 a.m. trip

Sold = 97 (74 adult, 18 child, and 5 comp) - includes one adult trackside sale

Pulled = 84 (64 adult, 16 child, and 4 comp)

1:30 p.m. trip

Sold = 161 (117 adult, 39 child, and 5 comp) - Includes five adult and two child trackside sales

Pulled = 157 (114 adult, 38 child, and 5 comp). - includes 4 from 4/23 1:30 pm and 3 from 4/30 9:30 am

Crew:

BBRR crew: Matt Dunaway (conductor) and Andrew Carter (Engineer)

Trainmaster (ODC): Fred Terry
ar 706: Calvin Boles and John Williams
Moo1: James Dunlap and Ella Kneaul
Food Service: Tom Hardesty, Marge Hardesty,
Jessie Bryant, and Janet Trainum
Souvenirs: Ned Krack and Greg Hodges
Moo2: John Estes and John Forsythe
Car 1006: Ed Fielding
Announcer: Greg Hodges
Parking: Bob Dickinson

Food service:
\$439.25 gross sales
\$245.02 net income

Souvenirs:
\$606.50 gross sales
\$272.93 net sales

Donations = \$9.90

5/7

Brief report due to deadline: 82/86 tickets
sold/pulled on the 9:30, 197/207 on the 1:30, decent
sales of souvenirs and food, some leftover food
items transferred to membership for meeting
refreshments.



Death of Member's Mother

Greg Hodges

As we were getting set to depart on our 1st morning trip on 5/7, Marge Hardesty received a phone call from a family member telling her that her 94 year old mother in New Jersey had passed away. Although immediately taken with grief (Tom was comforting her.) she soldiered on behind the concession stand for the ENTIRE day working as if nothing had happened, although we knew she was grieving. The ODC extends our sympathy to Marge at this difficult time.

White Elephant Fund Raiser

Randy Ridgely

“WHITE ELEPHANT” fund raiser for the Richmond Railroad Museum. You can help with this project!!!!

You can donate any Railroad related items to be sold. Please no household goods! Books, pictures, (larger than 5*7) Prints, tools, Old VCR tapes, and things that will sell.

None of the items you donate will be returned to you. Right now I am planning on having the sale on

June 10th, 11th, and 12th. That's a Friday, Saturday, and Sunday.

Friday and Saturday we will be open 11 - 4. Sunday 1 - 4. You can drop things off at the "Station Masters" office at the Museum and I will price the item and put in the sale.

New Hobby Shop

Brandy Martin

A new hobby shop has opened Midlothian, next door to the Subway. This is same shopping center where Chesterfield Hobbies was for many years. New shop is "Todd's Hobbies" owned by John T. Schuhle. Address is 13140 Midlothian Pike, Midlothian VA 23113. Phone is 804-464-4900. Scale model trains, some Lionel etc, books, magazines, supplies, railroadiana, and items on consignment. He is still stocking the shelves. On the walls are many framed PRR Grif Teller calendars dating from 1934 through the early 50s. His email: ToddsHobbies@comcast.net.

May Archives Photo

Charles Curley

Seaboard GP-18 #403 and GP-30's #522 and #533 rest at Hermitage yard in Richmond on March 9, 1963 in this Raymond Knight slide. #403 was built in August 1960 while the GP-30's were only 2 months old having been built in January 1963.



Earth Day a Big Success

Ray Potter

Saturday, April 30, The Richmond Railroad Museum and Richmond's Manchester district celebrated Earth Day 2016. People started trickling into the Museum around 11 AM and by 12:30 it was a flood. All of Manchester was in a mood to

celebrate. 2nd Street was awash in food trucks.

Every other family had a dog in tow.

The mural painting near the Museum was a huge draw. Around a hundred people gathered at the grain silos to watch the paintings in progress. The Wicked Witch of the West made an appearance at one corner of a brick building. Around 3 PM a New Orleans type street band appeared from behind the silos and proceeded to lead a parade out on to Hull Street and down 1st Street beside the Museum.

There were huge paper mache figures and people in fancy costumes in the parade. The band wound around several blocks and then returned down Hull Street to the silos.

The ODC Modelers had a White Elephant Sale on the platform outside the Museum which elicited a lot of interest and purchases. Museum visitors seemed well pleased with all they had seen when they came out. Thanks to all the members who worked this day.

Museum Updates

John DeMajo

Lots of stuff happening this past month at the museum. Members of the museum committee met with a professional museum consultant, Riggs-Ward and Company, to get some input on things that can be done to improve our displays and attendance. Their recommendations included replacing of the rusty fence, landscaping of the track area in the back of the building, and better exterior and interior lighting. Riggs-Ward's initial impression is that the museum property appears to the public to be an abandoned industrial site, and therefore many potential visitors are turned off by their first impression of the place. We are also fortunate to have John Forsythe working with us, as a new ODC member. John works with a number of museums in town, and he has experience and knowledge in fund raising and grant procurement. John is currently working with Ned Krack on getting our building officially onto the National Register of Historic Places, and he is advising us on improvements and funding sources as well.

Meanwhile, John DeMajo has constructed two new, attractively lighted display cases, which were paid for with an NRHS preservation grant, and he is in the process of re-engineering the lighting in the freight room gallery to make the displays more inviting to visitors. John is also in the process of constructing a computerized train simulator that

should be a real drawing card for our visitors. He will also be working with Calvin Boles on redesigning our photo displays to make them more attractive. The funds for the train simulator, which will well exceed \$1000, are being donated by John, so that will not impact the club's budget. On that same area of technology improvements, John and Ray Potter are working on an iPhone App that will act as a museum guide to anyone who wishes to tour the museum with the assistance of a smart phone or tablet when live hosts are not available. The app should be available for use in the next month.

Our Morse Birthday celebration was successful. Members of the Richmond Amateur Radio Club were able to make many on-the-air contacts from the portable radio station they set up in the station waiting room, and visitors found the telegraph equipment display, which was borrowed from John DeMajo's Museum of Yesterday, very interesting. The museum got free publicity from the national monthly publication, QST, which is a magazine read by 200,000 licensed ham radio operators around the world.



Ray Potter



Charles Curley

Chuck Breeden continues to work on our archive photo digitization project. Chuck has now scanned over 16,000 photos, and we have completed scanning of past **Highball** issues through 1992. We should be announcing very soon how members can obtain a DVD with all **Highball** issues going back to our beginning issue from 1958.

Museum Host Schedule

Linda Nelon

- 7 Linda Nelon Gift Shop
- Dave Hebel Host
- Bob Stevens Host
- 8 Linda Nelon Gift Shop
- Jack Newsome Host
- Bob Preston Host
- Steve Tarrant Floodwall Tour
- 14 Ned Krack Gift Shop
- Bob Dickinson Host
- Stanley Clark Host
- 15 Carl Steiner Gift Shop
- Jim Lewis Host
- Bob Williams Host
- 21 Greg Hodges Gift Shop
- Calvin Boles Host
- Ned Krack Host
- 22 Ned Krack Gift Shop
- Charles Curley Host
- Steve Tarrant Host
- 28 Greg Hodges Gift Shop
- Randy Ridgley Host
- Ray Potter Host
- 29 Ned Krack Gift Shop
- Bob Dickinson Host
- Jerry Grosshans Host

Richmond Railroad Museum Report for 4/2016

Bob Dickinson

- Visitors: 514 (1123 to date)
- (Includes Earth Day - 295, RVA Street Festival - 73, and Morse celebration - 25.)
- Donations: \$380
- Volunteer hours: 303
- Gift shop sales: \$974.41
- Chapter meeting attendance: 31

Thanks to everyone who helped during April. Several hosts worked extra days to fill in for the regular hosts who were working on the ODC excursions on the BB railroad on their regular scheduled days at the museum.

Near future projects for museum include reinforcement of floor in freight room, connection of rear platform to baggage-express car, improvements to lighting in front and freight area of building. These projects have already been approved and funded and hopefully be completed before the end of June.

Other planned activities include a book / "white elephant" sale in June. (Contact Randy Ridgely if you would like to help). The Chapter will also be participating in the Ashland Strawberry Faire and there is a Wedding reception planned for June 4th. (Part of the museum may be closed to the public that day.)

Fundraising is the key to completing and expanding the Richmond Railroad Museum and other Chapter projects. The museum committee and the ODC board of directors are currently working on and considering all of the options involved with this activity. Part of this task includes identifying the items and costs that will be needed for continued operation, projects to complete museum, and new projects that will enhance the museum. As a first step the committee has been working on a "wish" list that contains many items and projects that we would like to do. So far the estimated cost of the items on the list is over 3 million dollars! Of course this will not happen overnight but it is not impossible. The people and organizations in the Richmond and central Virginia area are very supportive of organizations like ours and with hard work we can make this happen! Want to help? Please join us at the next museum committee meeting at the museum on May 14th beginning at 9:30 AM hear what some of our plans are and volunteer for a project!

The South Richmond Railfan

Gerry Grosshans/Photo: Kim Young

He's back: A number of things have taken place in the last several months. There is continual construction taking place on CSX lines in the Richmond area. At least four metal buildings to house electrical equipment were seen at Bellwood Yard, at the end of Gettings Lane maybe as large as 8ft. by 8ft.



The spreader previously remarked on has been used on both sets of trackage running north from Centralia and several fairly large trains of Herzog bal-last hoppers have been seen running north on the Bellwood tracks. In short, they have been "working on the railroad" so for the immediate timeframe I am going to try to refrain from exact trains, their numbers and schedules as it all seems to be subject to change, without notice.

For a long time I have believed that the trigger points for the activation of grade crossing signals and gates have been moved further from the affected street or road. I also believe that this has had the effect of adding to the number of drivers running red signals and driving around gates. This seems to be especially true at Old Lane and at FA (Walmsley Blvd.). It also seems that trains entering the Bellwood trackage at Centralia are doing so at an increased speed.

I have not been to Collier Yard for almost a month, so I'm sure that some of this may be old news. On the east side of the yard at the Hot Dog track what appears to be quiet a large installation is going up, probably to be served by the Hot Dog track. This again brings up the long delayed High Speed installation on the old SAL right of way, which was to cross the present trackage at the south end of the yard on a flyover, and proceed northward on the east side of the yard. This project seems to drag out and get more complicated and further delayed as time goes on.

I did have the chance to see one of the "double trains" being put together at the north end of the yard and the engineer was a real cowboy, the noise he created was more like a collision than a coupling: Of course coal hoppers are a dandy sounding board. I actually saw wheels sliding. This was over a train length from BX south to well inside the yard itself. After assembling the train he just sat there for several hours so I gave up and returned to Richmond.

Several times I have tried to get an axle count on the "double trains" as they pass the detector at milepost 4 (Ruffin Road) on the Bellwood trackage, to no avail. The DD appears to be working but does not announce an axle count. The only other DD which could be used if it is indeed working is the Walthall (Petersburg) installation, as apparently these large trains diverge to the Bellwood tracks at Centralia so they can continue west over the BB to Clifton Forge.

There is an installation on Gordon St. just after 4th St. runs into Gordon which is apparently where ethanol is taken from tank cars and transferred to tanker trucks. The siding holds about a dozen cars and connects with South Yard at Goodes Street.

CINDY'S BIG TRAINSWhen the detectors on the Bellwood trackage were still putting out data on axle counts, I managed on several occasions to get a count one time getting 818 total axles, several days later, 816. Neither time did I see the locomotives, but I would almost be assured that the difference is one less car (4 axles) and an additional locomotive (6 axles). These trains park just south of the Centralia Road crossing until it is clear for them to proceed all the way to Bone Dry without a stop along the way. Almost all trains are longer than previously although most trains use two or three units, unless a power balancing move is needed. Of course the double length trains have double the power. The southbound Tropicana consist is still trailing the cut of intermodal. The Amtrak correspondent at Railpace has for several months been remarking on the situation in Richmond with respect to the problems of the large trains climbing from Fulton to Acca Yard, mentioning pull-aparts and broken knuckles or drawbars delaying Amtrak trains to and from Newport News. In his remarks he mentioned nine instances of problems, but I am unclear as of if all nine were on this stretch of track. He also mentioned that while CSX personnel were putting the trains back together that bystanders and onlookers have pulled uncoupling levers, causing the trains to again separate when beginning to move.

Actually, long trains have been in the area for quite a while. During the previous version of the NS steam program, I followed a coal train east from Crewe with three small units, two Alcos and a GP9 which didn't appear to be putting out full power as the train was still slow and the power had not reached transition east of Blackstone. I was going to return to Crewe when the engineer waved at me and tossed something out of the cab. It was his orders, for the power and 190 cars of coal (760 axles of cargo), and I found out later that NS/N&W regularly ran 190 car trains, while C&O/CSX only ran 160.

No matter what the "feds" may tell us, we are not in good and prosperous times. A correspondent in TRAINS stated last month that he followed the Union Pacific triple track stretch for over an hour

and did not see a single train, either parked or moving. Most lines have laid off or furloughed up to 1000 persons. Locomotives numbering in the hundreds have been put in storage by the larger lines. New orders are virtually non-existent. With the present administration, one can only hope for improvement after the next election. It is always enlightening to hear the news media covering any type of crisis or disaster, such as the recent derailment in Washington. One of the wrecked cars contained sodium hydroxide, which most reporters referred to as a bleach, "like Clorox." Actually it is lye used as drain cleaner and oven cleaner, a powerful caustic. One of the best public comments and descriptions came from D.C. Mayor Muriel Bowser, who usually is not that clear or accurate.

Another news item was the discussion by several local reporters concerning the Flying Squirrels playing a team (I do not remember the city.) called the Yard Goats. What was/is a yard goat? A small steam locomotive for switching use, usually in a yard. I have never heard any other definition. Long before I joined the ODC and apparently while I was still stationed at Ft. Eustis the installation operated a number of small 2-8-0 steam locomotives, all now long gone and retired. One, number 610, is active at the TVRM in Chattanooga, another is displayed in an N&W scheme at the museum in Crewe (#606). I have come across information on the rest of these engines but have some doubt as to the accuracy of some of the data. For instance, #611 and #618 are shown as being at a place called Bill Miller Equipment Co. in either Eckhart or Frostburg MD. Number 611 is unique in that it is equipped with Franklin rotary (type B) poppet valves. I saw it in operation several times while serving there, interesting in that the rotary valve gear which used a shaft resembling a farm equipment power takeoff running from a driver axle to the valve assembly which sat on the top of the cylinder. I mention this as an inquiry for more information, which could be of interest to older ODC members.

I wonder about the future use of class J 611. Since it's over-haul it has not gotten east of Lynchburg on the old N&W, and with NS headquartered in Norfolk, no trips have been made to there and apparently none are planned.

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