



# The Highball



OFFICIAL NEWSLETTER  
of the  
NATIONAL RAILWAY HISTORICAL SOCIETY  
OLD DOMINION CHAPTER

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## Monthly Meetings

Bill Todd

The monthly meeting of the ODC will be held at 7 pm on Monday, 11/21 at Hull Street Station. Doug Riddell will present the program on his new book **The Auto Train** and will have copies for sale. Refreshments will be served. Come and bring a friend!

## Notice of Annual Meeting

Ned Krack

Notice is hereby given of the Annual meeting of the Old Dominion Chapter, NRHS. The meeting will be held on Monday, November 21st at The Richmond Railroad Museum and will start at 7:00 p.m.

The purpose of this meeting is to elect members of the Board of Directors and undertake any other business that may come before the meeting. There are currently five open spots on the Board: Three one year terms to expire November 2017 and two three year terms ending November 2019. The nominating committee is proposing Charles Curley, Kim Young, and John Estes (all one year terms), Bob Dickinson and John Forsythe (three year terms). In order to serve, one must be a member in good standing and be at least 18 years old. If you wish to serve on the Board, please contact one of the nominating committee members:

Ned Krack 804-239-4067 or nedrdgfan@msn.com  
Greg Hodges 804-794-1926 or  
junehodges@verizon.net  
Ray Potter 804-216-9767 or  
rpotter122@comcast.net

## Trip Reports

Ned Krack (Photos: Kim Young)

Editor's note: Numbers in ( ) following the number sold indicate tickets for that trip which were exchanged for other trips.

10/8

9:30 a.m. trip

Sold = 209 (4) (167 adult, 37 child, and 5 comp)

Pulled = 161 (130 adult, 29 child, and 2 comp)

1:30 p.m. trip

Sold = 213 (6) (173 adult, 35 child, and 5 comp)

Pulled = 147 (120 adult, 27 child, and 0 comp). - includes 2 adult from the 9:30 train and 3 adult from the 10/15 1:30 trip

BBRR crew: Gary Farrish (Engineer), Adam Carter (conductor) and Sam Thibodaux (Conductor Trainee)

Trainmaster (ODC): Fred Terry

Car 706: Calvin Boles and John Williams

Moo1: James Dunlap and David Coldren

Food Service: Tom Hardesty, Marge Hardesty, and Ella Kneaul

Souvenirs: Ned Krack

Moo2: Kenneth Miller, Ed Fielding and Bob Highley

Car 1006: Kim Young and Sam Williamson

Announcer: Greg Hodges

Parking: Bob Dickinson

Food service:

\$483.00 gross sales

\$251.00 net income

Souvenirs:

\$524.50 gross sales

\$236.03 net sales

Donations = \$155.25



10/15

9:30 a.m. trip

Sold = 214 (5) (182 adult, 27 child, and 5 comp) - includes 2 adult trackside and 2 from the 1:30 p.m. train

Pulled = 194 (167 adult, 22 child, and 5 comp)

1:30 p.m. trip

Sold = 213 (4) (183 adult, 25 child, and 5 comp) - includes 2 trackside sales

Pulled = 197 (167 adult, 25 child, and 5 comp). - includes 2 trackside sales

BBRR crew: Bernard Patterson(Engineer), Andrew Bernier (conductor) and Jonathan Barham (Conductor Trainee)

Trainmaster (ODC): Fred Terry

Car 706: John Estes

Moo1: James Dunlap (AM) and Ed Fielding

Food Service: Tom Hardesty, Marge Hardesty, and Ella Kneaul (AM)

Souvenirs: Ned Krack

Moo2: Bob Highley and Bob Williams

Car 1006: Laird Ramsey

Announcer: Greg Hodges

Parking: Bob Dickinson and Bob Williams

Food service:

\$553.50 gross sales

\$296.77 net income

Souvenirs:

\$480.00 gross sales

\$216.00 net sales

Donations = \$153.88

10/22

9:30 am trip

Sold = 212 (116 adult, 91 child, and 5 comp)

Pulled = 193 (108 adult, 80 child, and 5 comp)

1:30 p.m. trip

Sold = 210 (2) (183 adult, 25 child, and 5 comp) - includes 1 trackside sale

Pulled = 198 (166 adult, 27 child, and 5 comp).

Here are the crew for the October 22nd trips:

BBRR crew: Ralph Whittus (Engineer) and Adam Carter (conductor)

Trainmaster (ODC): Fred Terry

Car 706: Calvin Boles

Moo1: John Williams

Food Service: Tom Hardesty and Marge Hardesty

Souvenirs: Ned Krack

Moo2: Kevin Miller and John Estes

Car 1006: Kim Young

Announcer: Greg Hodges

Parking: Bob Dickinson and Bob Williams

Food service:

\$639.35 gross sales

\$328.55 net income

Souvenirs:

\$770.50 gross sales

\$346.73 net sales

Donations = \$106.58





### Museum Host Schedule

Linda Nelon

5	Bob Dickinson	Gift Shop	
	Bob Stevens	Host	
	Stanley Clark	Host	
6	Greg Hodges	Gift Shop	
	Stanley Clark	Host	
	Ned Krack	Host	
12	Ned Krack	Gift Shop	
	Jack Newsome(11-1:30)		Host
	Jim Lewis(1:30-4:00)		Host
	Chuck Breeden		Host
13	Greg Hodges	Gift Shop	
	Robert Williams		Host
	Steve Tarrant		Host
19	Ned Krack	Gift Shop	
	Calvin Boles		Host
	Bob Dickinson		Host
20	Carl Steiner	Gift Shop	
	Charles Curley		Host
	Bob Preston		Host
26	Linda Nelon	Gift Shop	

	Bill Taylor	Host
	Ray Potter	Host
27	Ned Krack	Gift Shop
	Bob Dickinson	Host
	Jerry Grosshans	Host

### Museum Updates

Calvin Boles

The ODC hosted a tour for a group of 25 from the Osher Lifelong Learning Institute at UVA on Saturday, Nov. 5th. We toured the Richmond Railroad Museum, had lunch at Bottoms Up Pizza, toured Main Street Station (including the train shed) and then toured the Broad Street Station/Science Museum of Va. (including entry into the rail cars downstairs).

We have completed and installed the second display board in the Richmond Railroad Museum's baggage/express room. We are beginning work on the third board. We will replace the four wooden screen panels when the third board is installed. Contributions toward the cost of the fourth board are still being accepted. Contributions should be sent to Ned Krack, Treasurer earmarked "Display Boards".

### November Archives Photo

Charles Curley

An Atlantic Coast Line A/B set of EMD FTs sit in the Acca engine terminal in this undated photo from Evan Siler. The FT's were the first freight diesels bought by the ACL and were acquired from 1943 to 1944. They are in the ACL purple and silver paint scheme. Notice that the A unit has the name spelled out of the side while the B unit has a herald.



### Seaboard's Hopewell Extension

Greg Hodges

The ODC archives contains quite an extensive collection of railroad annual reports, especially

those of the Seaboard Airline Railway Company. As a rule, annual reports, sent to stockholders, are chocked full of financial charts, graphs, and balance sheets which can quickly cause the eyes to glaze over. But on occasion, interesting bits of historical data can be gleaned from these reports. Take for example the following excerpt from the Seaboard's report for the year 1929. (published in 1930)

*"On Jan. 16th, 1930 the Company opened for operation its new line--owned by a subsidiary, the Prince George and Chesterfield Railway--from Bellwood, VA a point 8 miles south of Richmond, VA on the Company's main line, to Hopewell, VA. a distance of 16 miles. Hopewell and the surrounding territory is a rapidly developing industrial center of the South. There are already located in this area large industrial plants and the prospects are good for further substantial development at an early date. It is conservatively estimated that this new line will produce approximately \$800,000 of additional system freight revenues in the first full year of operation and that progressive increases of freight revenues will thereafter accrue. The Atmospheric Nitrogen Corporation has commenced the enlargement of its plant at Hopewell at an estimated cost of \$20,000,000.*

There is no doubt the "Atmospheric Nitrogen Corporation" (later branded as AlliedSignal - now Honeywell) and other Hopewell industries have provided SAL/SCL/CSX with many millions of dollars in freight revenue in the 85 plus years since the construction of this small, but important piece of railroad trackage. Not too shabby for a 16 mile "branchline."

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### **Railroading Today**

Gerry Grosshans

Workin' on the railroad...Several times in the past few weeks I have made the jaunt to Collier Yard to check on the process of reinstalling the second track from Collier south. The first time I hardly stopped when I saw a long intermodal southbound on track 1, with three big units. I could still see him in the distance when a short intermodal (1 unit) followed him at reduced speed also on track 1. I then noticed a green on track 2 and a third long intermodal headed south. I decided to drive to the south end of the yard, where I saw the first and second trains on track 1 waiting for the third train to pass on 2. That

train also had the Tropicana cars at the end. The first (long) intermodal had stopped at the Reams signal, the short train at the signal, apparently new at the junction with what is left of the Burgess connection. By this time it was dark and raining heavily so I retreated for home. I knew rain was again in the forecast but I decided to return on the 9th, earlier in the day and check on the construction. After seeing two Amtraks and a westbound NS drag, I headed south to see the construction. Figuring I might get a look at the work at the Burgess Connector work. A very sturdy gate of fairly large pipe or tubing was installed there, like a farm gate, only of heavier construction. There were several gondolas on the remaining trackage and were obviously there to pick up some of the "junk" and debris which had accumulated there. I almost missed what appeared to be an electrical panel of generous size near the treeline. Also in evidence were several official vehicles, so I headed south to Butler Branch Road the first road to cross the trackage south of the yard. The new trackage has been installed and a ballast train was placing ballast, so I headed to the next crossing south, where much to my surprise a whole new signal installation has been installed just north of the crossing, together with its electrical cabinet and microwave antenna, signals turned away from the tracks and covered with trash bags. A number of vehicles were parked in the area. I then took the dirt/gravel road I'd mentioned earlier to go to Ellinton Road where the signal bridge I mentioned earlier has been erected over the tracks, but nothing has been installed on it yet. Many vehicles were also parked there. Going south from there is one more crossing not too far north of Carson, which is Halifax Road itself, on an over pass. At Carson there were several tractors, other construction-related items including a large Cranemasters low-boy trailer and its truck. I managed to get turned around in the library parking lot there as a long northbound manifest set of f the gates with seven big GE 's but only two working. It had started to rain again and was getting dark, so I retreated to Collier and subsequently home. Carson is a neat little place. I had not been there for over two years. There is a library near the track and an old N&W caboos filled with all sorts of railroad related materials. There are old grain elevators. There, as has been done in many places, they have been converted to apartments. It's hard to think of it now, but one may be able to spread a blanket and make a trainwatching picnic there, as

there is plenty of grass (lawn) is in the area of the apartments and the library. If you don't want to take Halifax Road back north, Interstate 95 has a junction for Carson. Part of the reason for my return was that my scanner finally gave up the ghost. With all of the changes taking place, new signals, etc., I would appreciate any input as to the names assigned, and any other data. As is probably apparent, these changes are taking time to be fully operational, and I know the chapter has members who are closer to the CSX hierarchy than I am. One of the positive changes is the reopening of two mines in the southwestern part of the state. The coal is to be used for steel making rather than fuel. A years-end opening for both is anticipated and both mines can be apparently served by both CSX and NS.

Last month I mentioned a chapter member who stated he saw a loaded coal train with SCWX hoppers heading south on the old RF&P near Ashland. I have read in several places that the South Carolina utility is getting coal from West Virginia, over NS, through Roanoke to the connection at Hurt, then south through Danville and Linwood. No wonder I haven't seen these trains in quite a while! At Fanshaw yard the disabled (?) Virginia hopper still sits, and is now joined by a TILX leasing hopper. They are coupled to each other and are moved around occasionally, but I am sure the VEPCO car has been there for over two months and the leaser over about 4 or 5 weeks.

I've said we should know who is "out there" when railfanning, so I am reporting another crew taxi service, Railcrew Express. I've heard several things, a purchase of PTI or the formation of a new business, I just don't know yet. I see more crew taxis at Fanshaw than any place else, as it is a favorite crew change spot.

Those who subscribe to Railfan & Railroad might want to double-check their last issue. Mine was missing a number of pages and had some duplications. I called White River (the publisher) and got a new issue in four days! Now if I can get something done about the several magazines from the TRAINS folks which I never received, the October issue and more importantly the annual issue on locomotives. Replacement issues are supposedly being sent. Richmond has long enjoyed a reputation as a place for poor mail service, at one time the second worst in the country!

I am disappointed to be at the whim of the time change as well as the increased darkness, not being a morning person, but I will try to do what I can. I almost forgot that sitting at Collier, way back at the locomotive service area, are three or four old butthead switchers, in NS colors. NS had a sale recently, of switchers and old high-hood EMD GP38's. I heard rumors, nothing of which I can verify, that the BB got some of the locomotives sold.

In every statewide election, there is a woman from northern Virginia who runs under the label of "Gail for Rail" named Glenda Gail Parker. She has sensible positions on rail, especially for passenger applications, but I know nothing of her other positions, so I'd say that she needs to be more than a "one trick pony" in the future.

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### Contact Information Update

#### *Hallsboro Yard*

Planning: Keven Frick  
Davenport diesel restoration: Kevin Frick  
[ckfrick@hotmail.com](mailto:ckfrick@hotmail.com) 804 536 0899  
Coach restoration: Bob Dickinson  
Steam program: Kevin Frick  
Car 71 restoration: Randy Ridgely  
[ca.rh.ridgely@verizon.net](mailto: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 Nelon [nelonlinda@yahoo.com](mailto:nelonlinda@yahoo.com) 804 349 2978 (c), 804 745 4974 (h)  
Museum rental: George Saunders 804 837 5876, [phfgbs@yahoo.com](mailto:phfgbs@yahoo.com)  
Gift shop: Greg Hodges [junehodges@verizon.net](mailto:junehodges@verizon.net) 804 677 9786

#### *Trips*

Chair: Ned Krack [nedrdgfan@msn.com](mailto:nedrdgfan@msn.com), 804 239 4067  
Ticket agent: Kim Young  
[kimyounngmarshall77@gmail.com/tickets@odcnrhs.org](mailto:kimyounngmarshall77@gmail.com/tickets@odcnrhs.org)  
Publicity: Ray Potter 804 716 9767  
[rpotter122@comcast.net](mailto:rpotter122@comcast.net)  
Food service: Tom Hardesty 757 591 2910,  
[TRHardesty@aol.com](mailto: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](mailto:abjemart@hotmail.com)

Oral historian: VACANT

Chapter historian: Tom Hardesty

Archives: **VACANT**, Temporarily: Bob Dickinson

### *Board of Directors*

Charles Curley – President

Calvin Boles – 1<sup>st</sup> Vice-President

John DeMajo – 2<sup>nd</sup> Vice-President

Ned Krack – Secretary/Treasurer

John Estes – Director [john.estes@smna.com](mailto: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](mailto:papastrainyard@verizon.net) 804 512-7389

### *Other*

Meeting program: Bill Todd [WFToddJr@aol.com](mailto:WFToddJr@aol.com),  
804 746 5735

Membership: Kim Young [membership@odcnrhs.org](mailto:membership@odcnrhs.org)

Websites: John DeMajo [jdemajo@demajo.net](mailto:jdemajo@demajo.net)

Highball editor: Kim Young

[kimyoungmarshall77@gmail.com](mailto: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](mailto:rpotter122@comcast.net)

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## **Richmond Railroad Museum and Archives Report for November 2016**

Bob Dickinson

Visitors: 217 (2,541 total for year so far)

Donations: \$130.00

Volunteer hours: 300

Gift shop sales: \$452.77

Chapter meeting attendance: 30

Tour group: 15 (River City Three Railers)

Thanks again to all of the hosts that worked at the museum extra in October. It is hard to be in two places at once as several of the museum “regulars” were at Dillwyn working on the excursions. Most of the funds for operation of the museum and Chapter are generated by the excursion trains that the Chapter runs on the BB!

The second new display board has been installed in the freight room and the third is now being

designed. Costs of each board were covered by a generous donation from Calvin Boles and John DeMajo. Thanks so much to Calvin and John! The complete boards cost about \$400 each. This covers the cost of design, layout, some scanning, printing, delivering, assembly, printing materials, brackets, and floor mounts. The new boards are much lighter than the plywood panels they replace and so much easier to move around. There is also nothing that will fade on the boards and they can actually be used over again by simply printing a new covering. Donations are now being accepted to pay for the next ones. You can donate the total cost or any portion thereof. Donors are given credit on each board.

The modelers continue to progress on the HO layout. They are planning to be open extra hours during the holiday season. Expanded hours on Saturdays will be 10 AM until 5 PM and Sunday hours will be 12 AM until 5 PM. The hours will be in effect from November 26<sup>th</sup> until December 31<sup>st</sup>. Extra help is always needed in the museum if you would like to help.

There are several projects at the museum that we need “extra” volunteers to help us do on a monthly schedule. There are small jobs in the caboose that need to be done regularly such as vacuuming and mopping the floor, wiping the walls, and cleaning the windows. The caboose is very popular with children and grownups alike and it is nice to have it looking good for visitors. We already have a couple of folks taking care of the restrooms but they always seem to require additional attention.

Windows and woodwork need to be cleaned every couple of weeks. The carpet and floors need to be vacuumed a couple of times a month. The freight room especially needs vacuuming after meetings when food is served. The windows in the rear doors of the freight room get many hand prints inside and outside when the children go in and out the building. The outside platforms collect dust and need sweeping occasionally. If you can help do any of these jobs please come by and join us.

The Museum committee met this month and continues to work on plans to further improve the museum. Our next meeting will be Saturday morning January 7<sup>th</sup> starting at 9:30 AM in the museum. All interested are invited to attend.

## Membership renewals

Kim Young

It is time to renew your membership for 2017. Please complete and return the form below ASAP. You can mail it or leave it in the membership box at the museum.



### Membership Application/Renewal Form - Old Dominion Chapter, National Railway Historical Society

Please type or print legibly

Name: \_\_\_\_\_

Street Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Email: \_\_\_\_\_ This will be used for communications and **Highball** delivery.

Phone: \_\_\_\_\_

Family member(s) (if joining): \_\_\_\_\_

Special talents/interests: \_\_\_\_\_

\_\_\_\_\_

#### Membership

Regular \$11 \_\_\_\_\_

Family \$1 ea. \_\_\_\_\_

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: \_\_\_\_\_

**ODCNRES  
PO Box 3131  
Chester VA  
23831**