



The Highball

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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

For the ODC program on Oct. 20 at 7.00 PM at the RR Museum. John DeMajo will present a program entitled "A Review of Railroad Museums in the Eastern and Central States." This will also be our annual meeting. Please make a special effort to come out; bring a friend; refreshments available.

Notice of Annual Meeting

Ned Krack

The annual meeting of the Old Dominion Chapter, National Railway Historical Society, will be held at the Richmond Railroad Museum on Monday, November 20, 2017. The meeting, which will start at 7:00 p.m., will be for the purpose of electing members to the Board of Directors and for any other business that legally comes before the meeting.

This year there are five seats up for election. Three seats carry a one-year term, expiring in 2018 and two seats are for three-year terms ending in 2020. At the end of the meeting, Chapter officers will be elected by the members of the new Board. A nominating committee consisting of Ned Krack, David Coldren, and Ray Potter has been formed. Should you have any questions, or are interested in serving on the board, please contact Ned Krack, Chapter Secretary, at 804-239-4067 or nedrtdgfan@msn.com.

ODC Annual Report of Accomplishments

John DeMajo

1. Funded Hallsboro in absence of rental

- income from RF&P-101
2. Instituted an internal finance committee to supplement professional audits thereby saving audit fees for two out of every three years in the future.
 3. Produced a TRAIN DAY fundraiser that provided several thousand dollars of additional income to the chapter.
 4. Started a program to run track cars at the museum. Track rides are anticipated to begin running in Spring of 2018. As part of the train day activities, the track area at the rear of the museum was upgraded thanks to many volunteer hours and donated material.
 5. The board is now actively working with the City of Richmond and Norfolk Southern RY. to acquire additional rights-of-way and easements relative to better utilization of the museum property.
 6. The board has made substantial progress in placing the museum property on the National Register of Historic Places.
 7. A professional fund-raising effort was begun in 2017. Past patrons of the museum and the excursion trips are now being solicited for donations. The museum has also placed a suggested minimum donation notice at the entrance to the facility, and donations have already doubled.
 8. Action was taken to establish whether the museum can legally charge admission. We now have a written opinion from the City Attorney of Richmond stating that we may charge admission without danger of losing our tax-exempt status.
 9. A large number of reusable railroad ties was solicited as a donation from the contractor performing work for CSX. The ties have been delivered to Hallsboro and are being used to maintain that property, as well as for

landscaping at the museum.

10. A complete insurance review is being performed in cooperation with our insurance companies. An attorney was consulted as to whether we needed to have accident coverage on our volunteers. We now have such coverage in place.
11. In conjunction with the above item, a safety committee has been appointed by the board. This committee will evaluate all operations and produce an updated safety rules book that is more inclusive of the club's current operations and services.
12. The board has appointed a volunteer librarian position to maintain the archival photo collection. To date, 40,000 photos have been scanned by Chuck Breeden, and work is progressing on entering the material into a searchable database.
13. The board has also appointed a volunteer museum curator position. Under the curatorship of Calvin Boles, much needed work has been completed with regard to upgrading the museum's displays and presentation.
14. Roof repairs to the museum building have been completed. These repairs have been pending since the completion of the renovation in 2011 and, through an insurance payment resulting from a 2017 hail storm, we were able to recover over 80% of the expense.
15. A contract has now been let for the repair and upgrade of the museum building facia and trim. This work is expected to commence prior to year-end.
16. A considerable amount of time and expense has gone into preventing repeated vandalism at Hallsboro. The Chesterfield Police Department is now actively involved in remediating this problem.
17. A free energy upgrade was provided to the museum by Dominion and the State. Under this program, all lighting inside and on the exterior of the museum building was upgraded, and air conditioning duct repairs were made at no cost to the ODC.
18. Excursion trips were successful this year. As our main source of income, the trip revenues were as projected.

Membership

Kim Young

Just a reminder to get your dues in ASAP. You can give them to me at any meeting or mail them to PO Box 3131 Chester VA 23831. Be sure to include any change in your information.

Trip Reports

Ned Krack

10/14

9:30 a.m. trip

Sold = 205 (174 adult, 26 child, 5 comp)

Pulled = 195 (167 adult, 26 child, 2 comp)

Operational issues – Due to an ODC crew shortage and two unexpected wheelchair bound passengers, the morning train was late in departing.

Otherwise, there were no operational issues. We have sent out a blast email to riders on the 21st and 28th to see if they will need assistance embarking and disembarking from the train.

1:30 p.m. trip

Sold = 205 (181 adult, 19 child, 5 comp)

Pulled = 194 (171 adult, 18 child, 5 comp)

Operational issues – There were no issues.

Food Service

\$602.50 Gross sales

\$373.84 net income before donations

Souvenir sales

\$510.00 gross sales

\$280.50 net income

Donations = \$17.55

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

ODC Trainmaster – Laird Ramsey

Car 706 – Greg Hodges

Moo 1 – David Coldren

Food Service – Tom Hardesty and Marge Hardesty

Souvenirs – Ned Krack, Greg Hodges, and Marge Hardesty

Moo 2 – Ned Krack

Car 1006 – Kim Young

Announcer – Greg Hodges

Parking – Bob Dickinson

10/21

9:30 a.m. trip

Sold = 205 (170 adult, 30 child, 5 comp)

Pulled = 178 (150 adult, 28 child, 0 comp)
Operational issues – We had some issues with the generator and the bathroom in car 1006 was out of order.

1:30 p.m. trip

Sold = 208 (194 adult, 9 child, 5 comp)
Pulled = 205 (193 adult, 9 child, 3 comp)
Operational issues – We had more attendees than we had seating capacity. Two groups of ticket holders that were unable to find seats were offered refunds.
There were no train handling issues on either trip.

Food Service
\$604.00 Gross sales
\$353.82 net income before donations
Souvenir sales
\$442.50 gross sales
\$199.13 net income
Donations = \$14.51

BB Crew – Ralph Whitus (Engineer), Andrew Bernier (Engineer trainee) and John Baron (Conductor)
ODC Trainmaster – Fred Terry
Car 706 – Calvin Boles and John Williams
Moo 1 – John Forsythe, Bill Todd, and Jonah Collins
Food Service – Tom Hardesty and Marge Hardesty
Souvenirs – Ned Krack and Greg Hodges
Moo 2 – Ed Fielding
Car 1006 – Bob Highley and John Estes
Announcer – Greg Hodges
Parking – David Coldren and Ned Krack
Mechanical - Kevin Frick and Devin Gray

10/28

9:30 a.m. trip
Sold = 206 (167 adult, 34 child, 5 comp)
Pulled = 188 (156 adult, 29 child, 3 comp)
Operational issues – We had some issues with seating and the bathroom in car 1006 was out of order.

1:30 p.m. trip
Sold = 205 (192 adult, 8 child, 5 comp)
Pulled = 199 (186 adult, 8 child, 5 comp)
Operational issues – The bathroom on car 1006 was out of order.
There were no train handling issues on either trip.

Food Service
\$546.30 Gross sales

\$298.84 net income before donations
Souvenir sales
\$358.00 gross sales
\$161.10 net income
Donations = \$44.75

BB Crew – Ralph Whitus (Engineer) and Andrew Bernier(Conductor)
ODC Trainmaster – Fred Terry
Car 706 – Calvin Boles
Moo 1 – Bill Todd
Food Service – Tom Hardesty and Marge Hardesty
Souvenirs – Ned Krack
Moo 2 – Kim Young
Car 1006 – Kevin Miller and John Estes
Announcer – Greg Hodges
Parking – Bob Dickinson and Bob Williams
Mechanical - Bob Dickinson

Field Day of the Past Car Host Thank You

Steve Tarrant

September 15, 16 & 17 was ODC's 17th year of providing knowledgeable car hosts aboard the 1923 Pullman heavyweight 10 Section/Observation car "Mt. Foraker" on permanent display at the "Field Day of The Past" fair in eastern Goochland County. This display also includes a coupled 1920's wooden R F & P caboose, and we staff this too. Both of these cars are sisters to our own "Dinwiddie County" and Caboose #824.

Thanks go to the following 18 ODC Members who filled the 24 shift positions: Nancy Carter (2 shifts), Stanley Clark, Dave Coldren, John Estes, Wayne Hay (2 shifts), Greg Hodges (3 shifts), June Hodges, Ned Krack, Jim Lewis, Wayne Poates, Doug Riddell, Robin Shavers, Steve Tarrant (3 shifts), Tim Torrez, Bob Williams, John Williams, Sam Williamson, & Kim Young.

Weather was warm and humid but not excessively hot. The air conditioning failed Sunday morning for about 3 hours due to broken fan belts but was back in service by about 1:00 PM.

We have no count of the many thousands of visitors who passed through the (usually) air conditioned "Mt Foraker", but we handed out every one of our available Sept. 23 "Train Day" flyers, our Dillwyn trip brochures, and our Richmond RR Museum brochures. Judging by the many hundreds of people who came to our "Train Day" event, our "Field Day" promotion efforts were certainly worth the effort. The reported attendance was just under 44,000.

Nov. Museum Host Schedule

Linda Nelon

| | | | |
|----|-----------------------|------|--|
| 4 | CLOSED WEDDING | | |
| 5 | Greg Hodges Gift Shop | | |
| | Jim Lewis (LAST DAY) | Host | |
| | Steve Tarrant | Host | |
| 11 | Ned Krack Gift Shop | | |
| | Calvin Boles | Host | |
| | Kim Young | Host | |
| 12 | Greg Hodges Gift Shop | | |
| | Wayne Poates | Host | |
| | Bob Williams | Host | |
| 18 | Ned Krack Gift Shop | | |
| | Ray Potter (11-1:30) | Host | |
| | Jack Newsom (1:30-4) | Host | |
| | TBA | Host | |
| 19 | Linda Nelon Gift Shop | | |
| | Charles Curley | Host | |
| | Sam Williamson | Host | |
| 25 | Erwin White Gift Shop | | |
| | Bob Stevens | Host | |
| | Jim Davis | Host | |
| 26 | Linda Nelon Gift Shop | | |
| | Bob Dickinson | Host | |
| | Jerry Grosshans | Host | |
| | TBA | Host | |

Conductor Costumes

John DeMajo

There is a place called Train Conductor Costumes, Inc. that sells train conductor clothing and accessories. The web site is www.trainconductorcostumes.com. They have both adult and children's sizes, and several different styles.

Hallsboro Happenings

Kevin Frick Photo: Dave Coldren

We are busy placing the relay ties we received from Queen City Railroad Builders, in track one. We will soon be spiking and working the track to get it back in shape for running. We are currently sanding and painting the RF&P caboose to protect it from the weather and make it look like it should. The Dinwiddie County needs some tender loving care and a good cleaning. The 0-6-0T will soon be getting the items done so we can put it back into operational shape. We hope to start the Davenport when the warmer weather returns. There are a lot of things that can be accomplished that do not take a

lot of physical effort and everyone is welcome to come out and help. Contact me at ckfrick@hotmail.com to receive e-mails about work sessions. We are working with Chesterfield County to get our permit renewed so we can have public events at Hallsboro.



November Archives Photo

Charles Curley

This month we again have something from outside of the ODC archives. This photo is from a slide taken by my father, Charles Curley Jr in the summer of 1968. It shows a southbound Seaboard Coast Line freight approaching Grove Ave on the Belt Line. The Belt Line cut was quite green with vegetation in the 1960's. The RMA expressway now parallels the Belt Line on both sides. A GP-40 and a U25C lead the consist which includes a F unit.



Railroading Today

Gerry Grosshans

I am wondering about CSX and I have given, I believe, a lot of room for Hunter Harrison and his ideas many of which do not seem to be working out well. For instance, the giving up on helper usage. I presume he means manned helpers with have

caused quite a bit of backlog on the old B&O lines. Now we have two instances of manned helpers providing assistance to eastbound trains leaving Fulton Yard, and the newer use of helpers on trains going from Fulton to the vicinity of Acca. The former has been going on for decades and the latter, I believe, began when Chessie System gave up car floats in Hampton Roads in favor of trains over the Seaboard System from Richmond to Tidewater. There doesn't appear to be too much of a regular schedule on the trackage sought of Richmond. I believed that some of this was due to construction, but I'm beginning to wonder.

I note that there are equipment and fixtures for the replacement of the crossing at Old Lane, to upgrade it from the old asphalt and plank to precast panels. Work could begin at any time.

Several days ago, I saw what a first looked like an Amtrak DPU setup but I learned later that it was due to a vehicle-train collision south of Carson. The damage was mild enough to enable the joining of the two trainsets heading north, with a third one barely five minutes behind.

Everyone seems to be wringing their hands about the decision of NS to quit (again) the operation of the steam powered excursions. The handwriting was on the wall when none of the excursions got as far as Norfolk, and remember Wick Mooreman no longer heads NS. As far as Amtrak sponsoring trips, that would be expensive and this whole situation has revealed that the Roanoke Transportation Museum does not have a surplus of funds for such operations.

There is another victim of the cash shortage in the excursion area, and that is the stoppage (hopefully temporary) in the rebuilding of the 2-6-6-2 compound for the Western Maryland Scenic, reportedly at least a quarter to a half million dollars needed. NS supposedly sold some of their excursion cars with the last of the locomotive yard sale. The museum wanted them but couldn't afford to bid. I guess the action will be out west in 2018.

Who could have guessed... Old GE dash 8 units on CN and now on what is called PanAm are railway, performing well, and PanAm is looking for more GE units so they can retire old EMD's. They've already encountered a roadblock of sorts... the shortage of GE four axle units.

I was lamenting, several months ago, about the scarcity of sources as far as purchasing a scanner is concerned. No more. Several catalogs are now offering scanners, both hand-held and for desktop

use, some as low as a few dollars shy of \$100. However, there is no mention in any of the ads about whether such scanners offer the option of narrow band reception (probably not) but it may be worth inquiring. I know Heartland of America and Bud-K are two of those offering models for sale. Along the same line, Vincent Reh (the scan man) has a column in the latest Railfan & Railroad, but again, no mention of narrow band. He's still mentioning Radio Shack, which I cannot contact about scanners. Absent anything to the contrary, I still believe reception of narrow band is advisable.

Richmond Railroad Museum and Archives Report for October 2017

Bob Dickinson

Visitors: 202 (3,601 year to date)

Donations: \$1295.00

Volunteer hours: 225

Gift shop sales: \$344.62

Tours: 20 – The Doyle family (October 14th)

Chapter meeting: 25

Thanks to everyone that helped out at the museum during October. Some hosts worked several “extra shifts” due to the BB excursions! We are losing one of our long-time hosts - Jim Lewis. Jim will soon be “retiring” from museum hosting and moving away from the Richmond area. He and his wife will be moving closer to the rest of their family. Thanks so much Jim for volunteering at the museum for many years. Snowbird Stanley Clark will also soon be leaving for his annual trip to Vero Beach Florida. He will be back when the weather turns warmer! Steve Tarrant and James Dunlap continue working and making improvements to the track motor car. Steve has had to “manufacture” a few small parts and “rebuild” some others in order to make the track motor more reliable. Steve is also overseeing the project to replace the deteriorated trim around the top of the building. Ned Krack has recently met with a representative of our liability insurance carrier at the ODC's request. He has recommended a few improvements for the station, Hallsboro, and trip operations.

December will again be a challenge for hosting at the museum due to the Santa trips running at Dillwyn for three Saturdays in a row. Please let Linda Nelson know if you can help out hosting at the museum during this time.

Excursion Photos

Dave Coldren





Kim Young



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