



The Highball



OFFICIAL NEWSLETTER
of the

NATIONAL RAILWAY HISTORICAL SOCIETY
OLD DOMINION CHAPTER

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Chapter Meeting

Bill Todd

For the ODC program on Oct. 16 at 7.00 PM at the RR Museum, ODC member Ned Krack will again present some of his outstanding DVD movies. This time featuring Night Mail on British Rails; Lehigh Valley RR & Rochelle Rail Rambles (UPRR), if time permits. Please make a special effort to come out; bring a friend; refreshments available.

Hawaiian Shirt Night Picture

Doug Riddell



A Plea for Help

Linda Nelon

Anyone who has worked at the train museum this year can see how much we have grown. We have exciting new artifacts and equipment and we have had a dramatic increase in the number of visitors. With that in mind it is imperative that we be able to staff the museum. It is exciting to be at the museum when we have special events like the recent "Train Days." However, we have to be open **EVERY** weekend. We continue to lose hosts each year and people just aren't there to replace those who we have lost. We are reaching a time when we will have to either close the gift shop or close the museum for lack of help, especially on the

weekends when other train events are taking place. For example, we are 5 museum hosts short for October. This means that 3 out of 4 Saturdays, the museum host scheduled for that day, will be working alone. If you can help, please contact Linda Nelon after 5pm at 745-4974.

Museum Host Schedule for September

Linda Nelon

7	Greg Hodges	Gift Shop	
	Calvin Boles	Host	
	Bob Stevens	Host	
8	Ned Krack	Gift Shop	
	Robert Williams	Host	
	TBA	Host	
	Steve Tarrant	Floodwall	
14	Linda Nelon	Gift Shop	
	Calvin Boles	Host	
	Jack Newsom(11-1:30)		Host
	Jim Lewis(1:30-4)		Host
15	Ned Krack	Gift Shop	
	Doug Riddell	Host	
	Steve Tarrant	Host	
21	Erwin White	Gift Shop	
	Stanley Clark	Host	
	Bob Dickinson		Host
22	Greg Hodges	Gift Shop	
	Charles Curley		Host
	TBA	Host	
28	Linda Nelon	Gift Shop	
	Ray Potter	Host	
	Stanley Clark	Host	
	TBA	Host	
29	Ned Krack	Gift Shop	
	Bob Dickinson		Host
	Jerry Grosshans		Host
	Greg Hodges	Host	

Richmond Area Pix Online

Terry Allen

All of Marty Bernard's RF&P and SCL photos in the Richmond area are in this Flickr Album:

<https://flickr/s/aHskscGuXn>

President's Column

John DeMajo

Well Train Day has come and gone. There is no denying that it was a monumental success. with a documented 760 visitors before the counter broke. We estimate that there were actually over 1000 people present. Monetarily, we raised almost \$800 in cash donations, and the gift shop rang up \$2000 in sales that day. David Coldren and his committee deserve the highest praise for their excellent work, and thanks go out to all the members, vendors and friends of the ODC who worked hard and dug deep to make this day a real success.

While we probably could have raised even more by charging a small fee for the train rides, which was the most popular attraction of the day, ridership proved a theory, shared by several of us on the board, that having a moving track ride of some type could definitely boost the revenue and allow the museum to autonomously generate a good portion of the money needed to cover our operating expenses. Members are diligently working toward that end. Our Fairbanks-Morse motor car was made operable through the efforts of Steve Tarrant, James Dunlap, and some of Steve's friends, and it was featured on the team track throughout Train Day. A check with our insurer indicates that we are covered to give rides if the proper safety modifications and procedures are put into place, and we are also working toward possibly extending the ride beyond the museum's grounds, although that may be well in the future. We are counting on activities like this to help defray expenses in the future, assuming all the details can be worked out.

Finally, we are currently into budget season for the board of directors. With some loss of revenue from the situation with RFP-101, the board will be working with a sharpened pencil to approve a budget that keeps our operations going without placing the club treasury into debt. As always, we welcome input from members, and are receptive to any suggestions that might help our financial situation, or make the ODC more attractive to new members and supporters.

Train Day a Rousing Success

Ray Potter (Photo: Ray Potter, Kim Young)

The first annual Train Day sponsored by The Richmond Railroad Museum was termed a rousing success by chapter president, John DeMajo and event organizer, David Coldren. Saturday, September 23, witnessed a crowd estimated at well over 1,000 people. Kids swarmed over a blow-up bounce house that looked just like a big locomotive. There were rides in a kiddie train all along the parking lot and closed-off 1st street.

Kids of all ages toured the museum to see a huge HO model train layout and all the actual railroad items inside and outside the museum. Markiss Blowfish and Roger Reynolds the Singing Conductor alternated during the day with railroad songs. The weather was perfect with lots of sun and blue sky.

Face painting was an ever-popular event at Train Day 2017. Children enjoyed real railroad rolling stock to explore and climb all over. A coal-fired, steam locomotive that is a "saddle tank" engine just like Thomas and a Seaboard Coast Line cabooses were on hand. Kids walked through the interior of the cabooses and pretended to be a railroad crewmember in the old days. Children that were big enough, climbed up to seats in the cupola to see all over from there.

Costumed characters "Cinder" and "Tender" were on hand to pose with kids for photos. A Kettle Korn tent was selling bags of the delicious stuff. 1st Street was closed to traffic for this event and parking was in the gravel lot adjacent. As always, admission was free but donations are always welcome!









October Archives Photo
Charles Curley

This month we have something different. This picture does not come from our archives. It was downloaded from the internet by Greg Hodges. We do not know the photographer's name. It shows the wreck of the ACL/N&W Richmond to Norfolk train the Cannonball on June 27, 1903 at Dunlop

Virginia, which is now in Colonial Heights. A northbound freight had stopped on the Petersburg belt line in the foreground to allow the passage of the Cannonball. The switch was left aligned for the belt line instead of the line into Petersburg. The Norfolk bound Cannonball ran into the locomotive of the freight. The engineer and fireman on the Cannonball were killed while the locomotive crew of the freight jumped clear. The bridges in the background are Ellerslie Ave.



Money from Kroger
John DeMajo



Help the chapter by shopping at Kroger. By registering your support for the ODC at Kroger's stores or website, Kroger will donate a percentage of every purchase you make to help the Old Dominion Chapter. It costs you nothing and the Chapter benefits from your purchases.

Richmond Railroad Museum and Archives
Report 9/2017
Bob Dickinson

Visitors: 1,045 (3,399 year to date)
Donations: \$1,275.00
Volunteer hours: 405
Gift shop sales: \$2,361.67
Tours: 26 - Henrico Historical Society
Chapter meeting: 30
A big "THANKS" to everyone that helped at the museum in September – especially to David Coldren and his "volunteers" who did all the landscaping, setup, and cleanup for "Train Day" and all the extra hosts that worked that day. There were 755 visitors that signed the book but probably double or triple that number actually attended.

We are looking for a couple of volunteers to help clean up the freight room after each Chapter meeting. This would involve putting the chairs back into the stacks next to the wall. Wiping off the table tops and storing them. Cleaning up any spilled food that is on the floor - this would most likely require a quick vacuuming. Also included would be dumping the trash into the outside container. This would help keep the room clean and discourage the rodents! The modelers are preparing for another open house for the holiday season. They would like to see it as well attended as the "Train Day" event! They are anticipating even more trains running.

Help Needed for October Trips

Ned Krack

Help is needed for all positions on all Dillwyn trips. We will be operating two trips daily on October 14th, October 21st, and October 28th. If you wish to volunteer, please contact Ned Krack at 804-239-4067 or nedrdgfan@msn.com.

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. Should you have any questions, please contact Ned Krack, Chapter Secretary, at 804-239-4067 or nedrdgfan@msn.com.

Railroading Today

Gerry Grosshans

There is just something about cats and railroading. To that end I pass our sympathies to the North Alabama Railroad Museum on the passing of their longtime mascot, the famous Dixie cat. Dixie showed up one day quite a while ago, as a feral who hung about, was fed and cared for and soon became docile. She lived among the museum's exhibits outside until attacked and nearly killed some time

ago, when she became an "inside cat." When the museum cut back staff and there wasn't always a person at the museum every day Dixie, in her old age, retired and spent her last several years with a museum member.

I welcome the input of Doug Riddell concerning the situation in the Ashland area, and with the Piedmont Sub/BB. I was not aware of the grades he mentioned or any agreement to insure CSX had a better trackage. I had seen the long dormant plans for the restoration of trackage on the old SAL from Collier to Raleigh, and after seeing plans to level hills, fill gullies and realign curves, I assumed such could be done to the Piedmont Sub now leased by BB. I know the trackage and alignment are old (with the exception of the Burgess connection and several other small connectors), but basically all of our alignments are from Civil War times, or shortly thereafter. I might add that the situation at the triple crossing might not involve the rebuilding of the entire viaduct I saw several pictures of a unique lift bridge in the northwest, probably near Seattle, where a short section of track was lifted in a horizontal position, where it crossed a small waterway. I believe that something like this could be installed at the triple crossing, where only a few feet of lift is needed, and perhaps any work there could include a long-needed method of turning north and south trains into east and west. There are plenty of improvements that could be made locally and in the area

Older chapter members will remember the steam locomotives which at one time were at Ft. Eustis. I have gotten my hands on some documents which I wonder about the accuracy of for several of the locomotives, namely #611 (with the poppet valves) and #618. The data I have shows them both at a Bill Miller Equipment company in either Frostburg or Eckhard MD. I do have similar data on the others, but these two raise a question or two in my mind.

Any corrections or further information is welcome. I notice that all of the railroading periodicals I have gotten my hand on are quite critical of Hunter Harrison, and I must say that from my own observations there doesn't seem to be a schedule of freight operations. At one time from 4:30 to 7:30 pm one could see a steady flow of trains, especially southward, three or four intermodals, several manifests and perhaps a coal or grain train in addition to at least 3 Amtraks, including the Auto Train. Not so much now. Hunter is supposed to be closing most of the hump yards and do away with

helper/pusher operations. I understand he has had problems with the implementation of some of his ideas. I realize that it appears there are fewer and shorter trains, but also blamed some of this on continuing trackwork.

Several persons have asked me about locations where they can observe trains and their operations as well as get the data sent by defect detectors. Right now, I believe that the only data broadcast by the DDs is an axle count, but they could put out more and at one time did. There are several places to park near the Broad Rock detector (mp 3). There is a strip mall just south of the crossing, with several vacant stores, usually plenty of parking within a stone's throw of the DD but parked full on weekends and holidays by overflow from a Hispanic nightclub. At the Petersburg/Walthall DD one can park during the day at the highway dept. installation. (I did not ask about after hours, which may or may not be permitted), but there are several places around Woods Edge and Ruffin Mills Roads). There is the new DD just north of Carson, at the Ellington Rd. location, plenty of parking in the country and warning of approaching trains. The new "Locomotive Annual-2017" by **TRAINS** is out and as usual has some interesting data. New production is down, but rebuilding and remanufacturing appears to be up. For instance, CSX is getting 13 SD33C-ECO units, #1700-1712; 26 GP38-3's #2037-2062, 50 SD40-3, #various in 4000-4390 series, and 22 GP40-3 #6536-6557. As one might expect, NS is getting many more in quite a few categories or series, most by Juniata or Roanoke. CSX will also get 100 ET44AC units new from GE, #3375-3474 and NS will get 47 new ET44AC units #3600-3646. It appears that very few Gen-Set units are on order. It also appears that the new EMD units with four-stroke powerplant are still have some problems, although several have been released to UP I have heard persistent rumors that Siemens is acquiring Alstom, reducing the number of builders. The Siemens passenger units are being released and are testing in service. It also appears that the name/logo of EMD will return as it appears Progress Rail is marketing units in that fashion. New unit production apparently totals 591 for GE, 154 for EMD, 20 for Brookville, and several other odds and ends for a half-dozen or so units.

Additional Train Day Pix

Kim Young



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