



BLUE RIDGE DISPATCHER

Vol. 19

November 2011

No. 11



Newly-wed Rick Johnson-II presents the November show for the Blue Ridge Chapter, NRHS. His show will cover CSX territory from Richmond in the east to parts of the New River in the west. Certainly a good show is in store. Plan to attend! Seen above is eastbound CSX coal train U27603 ducking under the signal bridge at "WS" Cabin in White Sulphur Springs, WV during a heavy December snow storm.

Wednesday, November 9, 2011. 6:00 p.m.
Charley's Restaurant 707 Graves Mill Rd. Lynchburg, VA



OFFICIAL PUBLICATION OF THE BLUE RIDGE CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
Lynchburg, Virginia



**CONGRATULATIONS to Chapter member
Rick Johnson (Dash II) and Tayler Shores!
Married October 15, 2011.**



Blue Ridge Chapter members pose with the bride and groom at the reception.
Garland Harper, Aubrey Wiley, Charlie Long, Lloyd Lipscomb, Dale Diacont, Lee Hawkins,
Norris Deyerle, Brian Crosier, Rick Johnson (Dash I)



Above: A bridal shot on the Lynchburg station platform with NS 211 roaring by.
Right: The wedding cake is cut.



**Blue Ridge Chapter, National Railway Historical Society
Minutes of Meeting on October 12, 2011**

President Rick Johnson called the meeting to order at Charley's Restaurant at 7:35 p.m. and welcomed 25 members. Lloyd Lipscomb was asked to take the minutes. The minutes of the September meeting were approved as distributed. Because John Tanner was to arrive late, the treasurer's report was deferred.

The first order of business was the annual election of officers. Fred Mayer reported for the nominating committee composed of himself, Warren Middleton, and Aubrey Wiley. Those nominated were as follows:

President – Rick Johnson
Vice President – Charlie Long
Secretary – Tom Ledford
Treasurer – John Tanner
National Director – Earl Guthrow

The floor was open for additional nominees. It was moved and seconded that the nominations be closed. The question was called, and the slate was approved by an affirmative vote.

Norris Deyerle, Virginia Rail Heritage Region chairman, read a letter from the C&O Heritage Center thanking the Chapter for its recent gift of \$100. He also announced that the Chapter Christmas banquet would be held on Saturday evening, December 3, at the old railroad station in Altavista. Cost, partially subsidized by the Chapter, will be \$15 per person and should be paid to him in November. Guests will be welcome.

Rick Johnson talked about attending the Appomattox Railroad Festival and the special equipment displayed there. Ricky "Dash-2" Johnson will present the program at the next regular meeting on November 9. The next fun meeting will be on January 25 and will include pictures taken at the construction of the High Bridge in 1914. There will be no fun meeting in November because of Thanksgiving. The meeting was adjourned at 7:50 p.m. John Gardner won the 50-50 drawing.

Kurt Reisweber presented the program centering on the Norfolk-Hampton Roads area with many pictures going back to the early 1970's. He showed how connections between rail lines and shipping ports had changed substantially in recent years.

Lloyd Lipscomb, Acting Secretary

SIGHTINGS

Oct. 11 – A row of Virginia Railway Express coaches spotted in Montview Yard, these probably being among those the U. S. Army has purchased for their proposed Ft. Lee- Ft. A. P. Hill troop trains. (Charlie Long)

Oct. 27 – CSXT track geometry car GMS-2 spotted trundling eastbound along Hydro Street. (G. Harper)



THE NEW STATION

CHANGE OF LOCATION BAD FOR
THE MAIL SERVICE

Postal Official Fear It Will Cause Unsatisfactory Delays and a
Councilman Thinks the Railroad Is Not Keeping Terms of Franchise

(The Lynchburg News. April 14, 1911)

That the opening of the temporary passenger station on Buchanan street between Sixth and Seventh streets, on Sunday morning, in order to accommodate the passenger travel on the trains which will use the new belt line of the Southern Railway, is going to be attended with some inconvenience to the traveling public is almost certain, and, considering conditions, is not to be wondered at. But, whether this inconvenience can be remedied by the company and the transfer of passengers and mails be so facilitated as to reduce delay and expense to a minimum, remains to be seen. There are many who believe that under present conditions the entire business will be most unsatisfactory.

Among those who hold this view is a prominent member of the city government, who yesterday expressed the opinion that the Southern Railway was violating the terms of its franchise granted a few years ago by the city in not having provided a depot costing \$25,000 for the use of passengers and furthermore he holds that it has not lived up to the more recent agreement with the city by which a new and infinitely more accessible site for the new depot was obtained through the efforts of the city. This gentleman believes that there will be within a week or so such an outcry regarding the proposed arrangements with the new road is to be opened that the City Council will be compelled to investigate the matter.

Bad For the Mail Service

It was pointed out yesterday by postal officials that the establishment of the new depot and the loading and unloading of mail trains at that point, which must be hauled to and from the Lynchburg postoffice, will cause the citizens of Lynchburg a great deal of inconvenience in the matter of receiving and dispatching their mail. Insofar as the night trains are concerned, they do not matter much. Those trains reach the city when the business men are slumbering peacefully, and unless they arrive late, will probably reach the office in time to be distributed for box renters as well as for carriers' delivery; but with the trains going and coming during the day it is another proposition altogether. Take train 25, the Memphis Special, which arrives at Lynchburg at 9:10 a.m. This is the most important mail train reaching Lynchburg from the North. This train arriving at the Union Station as it does now, reaches the postoffice and is worked up in time to be in the boxes at 10:10 a.m. and is immediately sent out in the business portions of the city by carriers. When it arrives at the new station next week at the corner of Buchanan and Sixth streets, at least one hour will be required to separate the mail at

the station, load it on the wagon, and have the wagon reach the Lynchburg office; then another 30 or 40 minutes will be required to work it up. The postmaster will probably make arrangements to deliver this mail as heretofore, but at least one hour later than it is now, and should the train reach the station 20 to 30 minutes late, then it would be impossible to hold the carriers and this mail will not be delivered until afternoon. The next mail train coming from the North is No. 43, reaching the city at 4 p.m. and the postoffice at 4:20 or 4:30 p.m. The carriers now deliver this mail in the business portion of the city as soon as it is worked up, but it will be impossible hereafter because the carriers cannot be held that long.

Train No. 36 from the South reaches the city at 5:10 p.m. and when on time reaches the office about 5:30 p.m., is immediately worked up and placed in boxes and business men who rent boxes get this mail by 6 o'clock p.m. which they do on their way to supper. Hereafter it will hardly be practicable to have this mail in the boxes by 7 o'clock. It is true that train 43 sends a pouch to Lynchburg, by train 35, which is not a mail train, but which reaches Lynchburg at 2:15 p.m. This train only brings mail the other side of Washington and will continue to bring Philadelphia and New York papers, which will be sent out as heretofore; but local mail between Washington and Lynchburg is not brought by this train. This local mail comes by train 43. A business letter written at Monroe or Amherst and mailed at 9 o'clock in the morning cannot be delivered in Lynchburg until the next morning – twenty-four hours after mailing. This will prove a very poor service for Lynchburg and it is expected that the business community will take some action regarding it.

Trains 10 and 30 from the South will continue to run into the old station as heretofore, but these trains are not important from the standpoint of mail matter. Train 44 which arrives at 1:07 is not a mail train

Business men who have letters going North or South are cautioned not to mail the same now in the box at the union station; if they do, it will result in the letters being delayed. Such letters, unless mailed at the new Southern station, should be deposited in the postoffice, say one and a half hours prior to the train's leaving time.

A "shuttle train" to ply between the new station and the old station has been talked of, but nothing has been heard of it lately. This shuttle train would be a solution to the trouble and it is hoped the railroads concerned will see the necessity for putting it on.

NEW LINE OPENED

First Passenger Train Passed Through This Morning

(The Lynchburg News. April 16, 1911)

The change in routes of the through trains of the Southern Railway became effective at 12:01 o'clock this morning, after which time all of the through trains of the Southern will be operated through the temporary station at the head of Buchanan street, excepting No. 35 and 44, which are due here at 2:15 and 1:07 p.m., respectively.

Under the franchise granted by the city government the railway company will be compelled to operate the local trains, Nos. 9 and 10 and 19 and 20 through the Union Station.

From this it will be seen that the Southern will have three trains each way in the Union Station, while all of the others will be operated over the new route through Rivermont and the West End.

There will be only four day trains to go over the cut off, and these will be the Memphis Special, north and south, No. 36 northbound, and No. 44 southbound. All of the night trains, however, go over that route.

Lawrence E. Bishop, who has been connected with the ticket office at the Union Station, has been made day agent at the temporary station. J. C. Calhoun, formerly night station usher at the union station, is the night baggage agent, and Mr. Norris is the night ticket agent. W. L. King, who has been identified with the old station baggage room, has been made baggage agent and station agent, and Eddie Mays will be his assistant.

A telephone has been installed in the temporary ticket office, and persons who desire to communicate with it for the purpose of ascertaining about the expected time for train arrivals may do so by calling 93.

For the convenience of patrons the Southern has constructed a cinder walk along Buchanan street from the station to Park avenue, but the necessity of this will be eliminated when the new station in Kemper street is ready for use.

Some criticism of the railway management has been heard in the city for putting the new roads in operation before the new station is completed, but a well-informed gentleman Friday afternoon said this was putting the blame where it did not belong, for if any blame attaches to the present condition of affairs it should be on the City Council rather than on the railroad people.

"The railway would have had its station ready for use right now," he declared, "if the Council had let the matter alone. Of course, it was a good move to secure the change, but since the change has been agreed to, the railroad ought not get the blame for the delay in building its station."

It was pointed out that the Southern Railway ought not be expected to delay the operation of a \$3,000,000 investment, just because it happened to suit the convenience of the people to have the station on another site.

It is understood from reliable sources that the Southern will continue to operate No. 35, the 2:15 p.m. train to the South, through the union station for the

convenience of the Norfolk and Western. This was done, it is said, to enable the Norfolk and Western to preserve the present schedule for No. 3. Therefore, if any inconvenience comes to the people by reason of this condition, they have to suffer it in order that the Norfolk and Western need not change the time of the train to the West in the afternoon.

It is understood that the railway mail service is going to make the attempt to handle the mails at both stations with the same force that it is using now at the Union passenger station. It is not believed this will last long, because it will be demonstrated that this cannot be done without delay in getting the mail away from the stations after being left here by the trains. It is believed that this will be impossible, and that in a short time two men will give their whole time to the Buchanan street station mails.

The first train to go over the new route, if it is on time, will be the Atlanta-Washington Limited, due about 1:20 this morning.

The Norfolk and Western has agreed to take Nos. 26 and 42 to Monroe and bring Nos. 25 and 41 from there, thus cutting the run of the Washington division trainmen of the Southern short that much in their runs and giving additional pay to the Norfolk and Western trainmen

DANGEROUS TRESPASS

Trouble Experienced By People Using Bridges On New Line

(The Lynchburg News. May 5, 1911)

The Southern Railway is experiencing not a little trouble on account of people using the bridges on the new route through the city, and the only thing that seems to have prevented some accidents before this is the fact that trains are running on slow time on account of the new track.

It was pointed out by a railroad man yesterday that train No. 43, the fast mail going South in the afternoon, last Sunday caught nearly fifty people on the bridge over Blackwater creek. The train was able to stop before striking any of these, but it was necessary for the train to stop and wait until the track was cleared before it could proceed.

Since that several persons were caught on this bridge by two freight trains, and if they had been going at the usual rate of speed on double track, some one would almost certainly have been killed.

Several persons have also been caught this week on the bridge over Fishing creek and on the high bridge over the James river.

It is understood that the railway people have determined to protect themselves from such accidents as are bound to happen under such circumstances after the trains begin to make schedule time, and the special agents have been instructed to watch the bridges in the future in the hope of arresting persons who are trespassing on the right of way.

Blue Ridge Chapter, NRHS 2011 Calendar of Events
53RD Anniversary of the Blue Ridge Chapter, A Virginia's Rail Heritage Region Partner
Compiled By Norris Deyerle, Blue Ridge Chapter, NRHS, Chairman of Virginia's Rail Heritage Region Partners

Newly added events since last month printed in "Bold Italics"

Notice: The East Broad Top Railroad National Historical Landmark has many events planned for the rest of 2011. Info: www.ebtrr.com. Their neighbor next door, The Rockhill Trolley Museum also has events planned. Info: www.rockhilltrolley.org. The NRHS is the lead member of a new group of railway heritage groups and preservationists that list their upcoming events on their new website, RHICalendar@nrhs.com. The EBRR and the Rock Hill Trolley Museum both have their events listed along with dozens of other groups. I emailed our LRD 2011 Media Release to the Railway Heritage Initiative Planning Calendar. I urge our friends with the other railway historical groups and museums to take advantage of this new NRHS service. There is no cost to subscribe to this service. This is a website that will help us all get the word out about our events!
Steam Train Events in the United States and Canada! www.diary.svsfilm.com

November 2011:

11-09-11: {Wednesday} BRC, NRHS Monthly Meeting, Rick-2 Johnson

11-17-11: {Thursday} Roanoke Chapter, NRHS Membership Meeting, Guests Welcome, OWLM, 7:30 pm, Roanoke, Va. Info: www.roanokenrhs.org

11-23-11: No BRC, NRHS "Fun Meeting" due to the Thanksgiving Holiday

11-25-27-11: The Science Museum of Virginia will present its annual model railroad show for three days following Thanksgiving Day. The SMV is located in the former Broad Street Station located at 2500 West Broad Street in Richmond, Va. Four scales of operating layouts will be presented. Call 804-864-1400 for more info. Standard admission fee required. Courtesy of Robin R. Shavers

11-25-11 thru 1-08-12: Bevell's Ace Hardware in the heart of downtown Blackstone, Va. will present its annual "Trains For Christmas" commencing the Friday after Thanksgiving Day thru January 8, 2012. "O" Gauge trains will operate during normal store hours. Free and open to the public. This model train layout is one of the nicest that you will ever see! It's displayed so small children can enjoy it. Courtesy of Robin R. Shavers

11-26-11: {Saturday} "Trainfest Fall 2011" Model Train sale regarding railroading and model railroading, Hagerstown Model Railroad Museum, Inc., Show location: Washington County Ag Center, 7313 Sharpsburg Pike, Boonsboro, Md. near Sharpsburg, Md. {6.5 miles South of I-&O on Rt. 65} 9:00 am – 2:00 pm. Admission: \$4.00 Adults, under 12 free, Contact Info: Email: Hmrrm@myactv.net Phone: 301-800-9829 Website: www.antietaamstation.com

11-26-11 thru 12-17-11: "High Bridge Railroad Club 2011 Free Holidays Open House", See fantastic "N", "HO" and "O" Gauge model train layouts. Be sure to bring the kids!

Nov. 26: {Saturday} 10:00 am to 3:00 pm

Dec. 3: {Saturday} 10:00 am to 3:00 pm

Dec. 4: {Sunday} 10:00 am to 4:00 pm, Day of the Farmville Christmas Parade.

Dec. 10: {Saturday} 10:00 am to 3:00 pm

Dec. 17: {Saturday} 10:00 am to 3:00 pm

Location: Main Street and 4th Street, Farmville, Va. {In the basement of the Crute Stage} Courtesy of Robin R. Shavers

December 2011:

12-03-11: {Saturday} BRC, NRHS Annual Christmas Banquet, Former Southern Railway Depot, Altavista, Va. Reservations Required. Cost: \$15.00 per person. You do not have to be a Blue Ridge Chapter member to attend. Contact Norris Deyerle ASAP to make and pay for your reservation. Please bring your payment to the November 9, 2011 BRC, NRHS monthly meeting.

12-03 & 10-11: Santa Claus Trips, Old Dominion Chapter, Info: www.odcnrhs.org/excursions.htm Phone: 1-800-451-6318 outside of Richmond, Va. Submitted by Robin R. Shavers

12-14-11: {Wednesday} BRC, NRHS Monthly Meeting, Charlie Long - Video

12-15-11: {Thursday} Roanoke Chapter, NRHS Holiday Gathering, 6:00 pm, Calvary Baptist Church, Roanoke, Va. Guests are welcome. This takes place of their regular monthly meeting. Contact Norris Deyerle if you would like to attend.

12-17-11: {Saturday} BRC, NRHS Annual Kemper Street Station Christmas Gathering. Kemper Street Station, Lynchburg, Va. This gathering is open to everyone! Please bring snacks, sweets and non alcoholic beverages to share with others including the Amtrak passengers. 9:00 pm until Amtrak 19 arrival. This is one of our most popular gatherings of the year. Trains, food and good friends! Need I say more?

Blue Ridge Chapter, NRHS 2012 Calendar of Events

01-11-12: {Wednesday} BRC, NRHS Monthly Meeting, Ed Fielding slide show

01-25-12: {Wednesday} BRC, NRHS "Fun Meeting"

02-08-12: {Wednesday} BRC, NRHS Monthly Meeting, Dale Daicont slide show "2011 Year in Review"
03-14-12: {Wednesday} BRC, NRHS Monthly Meeting, Wayland Moore presentation
03-28-12: {Wednesday} BRC, NRHS "Fun Meeting"
04-11-12: {Wednesday} BRC, NRHS Monthly Meeting, Skip Hansberry Presentation
05-09-12: {Wednesday} BRC, NRHS Monthly Meeting, Kurt Reisweber presentation
05-23-12: {Wednesday} BRC, NRHS "Fun Meeting"
06-13-12: {Wednesday} BRC, NRHS Monthly Meeting, Steve Hutchison
07-11-12: {Wednesday} BRC, NRHS Monthly Meeting, Fred Mayer
07-25-12: {Wednesday} BRC, NRHS "Fun Meeting"
08-08-12: {Wednesday} BRC, NRHS Monthly Meeting, OPEN
08-11-12: {Saturday} Lynchburg Rail Day 2012, BRC, NRHS
09-12-12: {Wednesday} BRC, NRHS Monthly Meeting, Norris Deyerle
09-16-12: {Sunday} BRC, NRHS Summer Picnic
09-26-12: {Wednesday} BRC, NRHS "Fun Meeting"
10-10-12: {Wednesday} BRC, NRHS Monthly Meeting, Kurt Reisweber
11-14-12: {Wednesday} BRC, NRHS Monthly Meeting, OPEN
11-21-12: No November "Fun Meeting" due to Thanksgiving
12-01-12: {Saturday} BRC, NRHS Annual Christmas Banquet, Altavista, Va.
12-12-12: {Wednesday} BRC, NRHS Monthly Meeting, OPEN
12-22-12: {Saturday} BRC, NRHS Kemper Street Station Christmas Gathering
Railroad Related Events Information: Visit: www.varailheritage.org, www.vmt.org, www.linkmuseum.org,
www.roanokenrhs.org, www.nwhs.org, www.cohs.org, www.vatraincollectors.com, www.klnl.org,
www.nhvry.org, www.norfolksouthernrhs.org, www.RailServe.com, www.trains.com, www.TrainFinder.com,
www.qserr.com or RHICalendar@nrhs.com.
Norfolk Southern/TVRM Steam Excursion Website: <http://www.21stcenturysteam.com>
Steam Train Events in the United States and Canada: www.diary.svsfilm.com
Railroad Historical Information And Related Photos: www.hawkinsrails.net
Danville & Western Ry. Website: Railway operated in Southwestern Virginia between Danville and Stuart.
<http://southern-railway.railfan.net/dw/>
Additional links to other NRHS Chapters, Railroad Historical Societies and Museums available at
www.blueridgenrhs.org
Virginia Museum Of Transportation Rail Cam: <http://www.nwhs.org/cam/vmt>
Roanoke, Va. Rail Cam: <http://128.173.197.94:443/RRCmov>
Lynchburg Rail Day 2012 {Saturday} August 11, 2012

Blue Ridge Chapter, NRHS, Annual Christmas Banquet Info

I would like to thank those of you that have already paid for your reservations for our upcoming Saturday, December 3, 2011, Christmas Banquet. If you would like to attend please give me your payment for \$15.00 per person at the regular BRC, NRHS Monthly Meeting this Wednesday, Nov. 9th. You do not have to be a BRC member to attend. Guests are always welcome! If you can't attend this month's meeting please mail your check payable to the Blue Ridge Chapter, NRHS and mail it to our P.O. Box today. I have to give our caterer a firm head count. Sorry, reservations are firm and your payment is non-refundable. The address to mail your payment is on the back page of this newsletter. Rick Johnson told me that there will be a show after the buffet dinner, but I don't know what Rick has in his Christmas stocking for us. We'll let him surprise us!

I hope that you plan to will attend.

Norris

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Lynchburg Rail Day 2012. Saturday, August 11, 2012