



# BLUE RIDGE DISPATCHER

Vol. 19

February 2011

Vol. 2



Dale Diacont brings us the show at the February Blue Ridge Chapter meeting. He'll be doing a "Year in Review: 2010" show entitled "If It Ain't Broke, Don't Fix It". All his images will be Ektachrome, NO digital! Plan to attend.

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



## Blue Ridge Chapter, National Railway Historical Society Minutes of Meeting - January 12, 2011

President Rick Johnson called the meeting to order at 7:45 p.m. at Charley's Restaurant and welcomed 24 members and 19 guests. He welcomed Jean Raas and Gene Campbell back after their illnesses and announced the passing of David Carpenter, Bob Carpenter's son and Annie Belle Wright, Andy's grandmother. The death of former *Railfan Magazine* editor Jim Boyd was also noted. There was no treasurer's report.

Under Old Business dues are due and should be mailed to Rick as soon as possible. He announced a series of talks in Appomattox sponsored by the Museum of the Confederacy to observe the 150<sup>th</sup> Anniversary of the Civil War. Howard Gregory will speak about railroads during the Civil War at 12:15 pm on March 9 at Baine's Books & Coffee. Skip Hansberry had a number of Virginia Blue Ridge Railroad photographs that he has had framed on display. They will be exhibited in the VBR station in Piney River. Lee Hawkins offered to organize another circle trip on either April 23<sup>rd</sup> or 30<sup>th</sup> if members are interested.

National Director Earl Guthrow reported that the winter meeting in Williamsburg was not well attended and that there was discussion about improvements to the webpage that will be seen shortly. Norris Deyerle reported that C&O 614 would be moved to the Virginia Museum of Transportation soon to take part in the new "Thoroughbreds of Steam" exhibit this spring. It was also announced that the U.S. Navy's "Blue Angels" will participate in an air show at Lynchburg Regional Airport May 21-22. World War II planes from the Confederate Air Force will also be displayed.

A "digital" Fun Meeting is scheduled for January 26 and the next regular meeting will be February 9 with Dale Diacont presenting the program. Fred Mayer won the 50/50 and the meeting adjourned at 8:15 p.m. for Larry Aaron's presentation on the "Wreck of Old 97," the title of his recently published book.

Tom Ledford, Secretary

**SPECIAL "FUN MEETING" PRESENTATION and follow-up field trip** - At our March 23 "Fun Meeting" Aubrey Wiley will present "Central Virginia's 57 Miles Long Logging Railroad" and plan for a Saturday road trip on March 26 (April 2 rain date) to visit this abandoned 57 mile long line which ceased to exist 72 years ago!!!!

Aubrey has accumulated information and images of the Irish Creek Railroad, aka South River Lumber Company since going there for the first time with Dick Myers years ago. Aubrey said "I don't want to croak and what I have learned to go with me. There aren't many who know anything about it at all. I would be interested in doing a digital program and leading a Saturday tour to accessible places this spring".

Aubrey's trip plan is to start our chapter walk from near the Appalachian Trail's old site of Wiggins Spring Shelter, at Hog Camp Gap in nw Amherst County (45 minutes from Lowe's Madison Heights where we will meet. Departure time TBD). It is about 4 miles off route 60. The last couple of miles are on unpaved road, steep and rocky at places (pickups, SUV's or 4 WD highly recommend) . From there, we travel to Yankee Horse Ridge on the parkway for viewing the rebuilt section there and then down to Cornwall (on N&W's Shenandoah line) where the mill was located and the logging line started. The last stop will be lunch/dinner at a good Italian restaurant in Buena Vista! Handouts with driving directions (in case of being separated) will be provided.

## The Groundhog and the Eagle, part 2 By Skip "Groundhog" Hansberry

(Part 1 can be found in the January 2011 issue of the Blue Ridge Dispatcher)

I noted my watch – complete stop in St. Louis at 7:40, only :19 later than advertised. We had covered 290 non-stop miles, six miles farther than our scheduled itinerary on the GM&O. I felt certain that with the exception of the Auto-Train this was Amtrak's longest non-stop run of the day.

I stepped off and immediately noticed the absence of snow, though it certainly wasn't for lack of cold. A pair of BNSF GE's rumbled by a few tracks over, leading a string of clean aluminum hoppers. Tony appeared and, along with several passengers and fellow crew members, enjoyed a smoke break, a ritual repeated numerous times on our march to San Antonio.

I snapped a few shots with my new Nikon and marveled at what it could do under such conditions, conditions which would have only permitted film use with a tripod. We were scheduled to proceed at 8:00 p.m. But 8:00 came and went with no sign of imminent departure. Likewise 8:10, 8:15. I finally inquired about the delay from the new conductor. He said that since Amtrak knew that this was a "detour day", they scheduled the train a half hour later than normal out of St. Louis. The boarding St. Louis passengers were told this, and consequently, the Eagle was not allowed to depart prior to 8:30. The new conductor was a fairly young, amiable sort who smiled and said not to worry – we have a speed limit of 75 south of here and no slow orders tonight. He was from southern Illinois, and bemoaned the fact he had recently been "bumped" from his regular run on the City of New Orleans.



At precisely 8:30 we began moving again – it occurred to me this was somewhat of a paradox – we were both on time and thirty minutes late.

Perhaps it was just my imagination, but I felt the ride had deteriorated a bit following our departure from St. Louis. I shuffled off to the lounge to procure a bottle of wine, hoping that its soporific effect could overcome the jostling we were now experiencing. It didn't take long to reach rural Missouri – staring out the windows of the Sightseer Lounge there was nothing to see but absolute black.

I walked forward to my room where Tony showed up a bit early for our appointment to make up the room for the night. I hurriedly stowed my gear in any available space. With the push of a pedal and some grunting the two facing seats became a flat surface – the placement of a thin mattress stored in the upper berth transformed it into my accommodation for the night. It really wasn't uncomfortable at all for someone of my size. If I were a member of the Lakers it would have been a different story; of course if I were a Laker I would've booked the Family Bedroom or perhaps had a private car on the rear. I read a few articles in a Trains magazine and studied our route in the railroad atlas I had brought along. Here I was, rolling along on the Texas Eagle on former Missouri Pacific trackage. How appropriate, I thought, before the wine helped me slip off into slumber.

Just after 1:00 I became aware we were slowing to a stop. I peeled back the curtain in time to see us pull abreast of a quartet of UP SD70M's. High up in the Superliner I could peer directly across into their cabs; I felt as though I could reach out and touch the huge American flags on their flanks. Then two shorts on those very distinctive UP horns and the idling turbos on the four EMD's literally exploded into action. One double-stack crept by, then two - soon they were passing at a dizzying pace. It was truly exhilarating and a bit terrifying at the same time – I was aware that if a container became dislodged this would be my obituary. Then two blasts from 818's Nathan, and off we trundled, first past a row of modest houses colorfully adorned for Christmas, then into the Arkansas night.

I will never be certain where this encounter occurred, perhaps Walnut Ridge, Arkansas, where we were scheduled to stop at 12:37 a.m. To the container train we were a nuisance delaying his overnight run; to our crew it was just a routine occurrence; a late night motorist blocked at a grade

crossing doubtless cursed our presence. But for me it was a moment indelibly etched high on that list of railfan experiences.

The adrenaline from this made meaningful sleep difficult. I was aware of our approach to Little Rock where I could see the capitol building draped with hundreds, perhaps thousands, of white lights. By now we were back on schedule – I was surprised at the number of people willing to come out at such an uncivilized hour.

The next time I was conscious we were leaving Texarkana, just as the first light appeared in the east. We had now entered former Texas and Pacific territory, and the ride quality seemed to deteriorate a bit more.

Shortly after 7:00 we halted next to the station in Marshall, Texas, named for Virginia's very own John Marshall. Prior to 1900 this was one of the largest cities in Texas and headquarters of the Texas and Pacific Railroad. During the first half of the twentieth century Marshall was the site of the largest shop complex on the railroad before dieselization and merger with the MoP rendered it redundant. The attractive station, with its red tile roof and large surrounding portico, lies at the confluence of the line from Texarkana and the east-west main between Shreveport and Dallas/Ft. Worth. From Shreveport the KCS line extends east to Anniston where it connects with the Norfolk Southern. Norfolk Southern is partnering with and providing millions of dollars to KCS to upgrade this line as a way to expedite traffic between the Southeast and points west.

On display adjacent to the station were a UP caboose and T&P 2-8-2 #400. The Mike, moved here in 2008 from a nearby Marshall park, had been acquired from the FW&D not long before its retirement. I later learned there is a museum on the second floor of the station and a platform for photographers as well. Nice touch!

We sat for what seemed an eternity – I assumed we were servicing, but subsequently found out we were once again waiting on the schedule. Finally, at 7:50 we joined the main toward Dallas and headed west into the heart of the Piney Woods. It soon became obvious I was not going to go back to sleep. I hastily donned some clothes and retreated to the diner where I was seated with Ken and an older Texas businessman who could have easily passed for a Ewing. Not only was I treated to some excellent French toast, I also enjoyed a view on both sides of the train.

Almost immediately we met BNSF GE 4795 leading an eastbound; then three more eastbounds in the twenty-four miles before we reached Longview. At Longview there was a yard and several units present, including NS 9822-2716. Then twenty-three miles later we crossed the former Cotton Belt at Big Sandy where I spotted one of that road's four-axle units still in red and gray.

This was my first foray into the Piney Woods area – it appeared to be rather prosperous, with numerous small industries served by the UP. Most of these seemed to be concerned with timber, agriculture, or the huge petrochemical presence in the state.

The conductor came on the PA system and said that we were going to have to meet another freight, but assured us he would get us into Dallas on time. His tone was such that he was almost apologizing for the dispatcher. The eastbound soon passed with one more NS pony buried in the consist.

Not far east of Dallas a mainline joined us from the southeast; a sign there proclaimed this to be "SP Junction" – how many foamers did I know who would pay dearly for that piece of memorabilia? Not long afterward I spotted a personal first – UP Railpower Genset 2615 working a small industry – and, yes, it was as ugly in person as it is in photos.

At 10:52 we stopped at Dallas Union Station, fully :38 ahead of schedule. It was cool, in the fifties, but bright and sunny, so Ken and I were quickly off with our cameras. The most obvious features of the landscape were the huge modern Hyatt Regency and the very unusual Reunion Tower. The Reunion Tower, 560 feet tall, has a restaurant and observation deck on top, and glows different colors at night.

Dallas Union Station, built in 1916, is a white brick and stone building, seemingly a bit small considering the size of the area it serves. It made more sense when I learned that in 1910 Dallas had fewer than 100,000 residents. In its heyday in excess of eighty trains called here daily. In addition to Amtrak it now serves as a stop on DART (Dallas Area Rapid Transit) as well as on the Trinity Rail Express which



runs between Dallas and Fort Worth.

The sidewalk leading from the platform area to the station passes between two sections of fence, each sporting signs honoring trains that once served the area. These included some iconic ones such as the Texas Chief and Texas Eagle, as well as some lesser-known regional ones such as Frisco's Black Gold and the Q's Sam Houston Zephyr. Too bad this practice hasn't been adopted by more localities.

As I looked around and snapped a few pictures, a westbound led by two CSX units passed our train; it seemed that off-line power was almost the norm in this area.

Our long pause in Dallas gave me my first opportunity to really inspect our train in daylight. Earlier I mentioned the transition sleeper, the first car behind our motive power. On the upper level it contains seventeen roomettes, a portion allotted as crew dormitory, the balance sold to the public. Its name is derived from the fact that in back it has the normal high level vestibule, in front a staircase leading to a low level vestibule providing a passage between the train and engine, or in some cases, a standard baggage car.

After fifty-eight minutes in "Big D", we departed on time at 11:50. Our next stop, Fort Worth, thirty-one miles west with a schedule running time of 1:35. No, that's not a misprint. I took this opportunity to stroll to the diner for lunch – fortunately, no reservations needed. My burger was quite generous and quite flavorful – perhaps they had tossed it on the grill for a while – at least it didn't taste like a completely microwave effort. While dining we passed the enormous home of the Cowboys in Arlington, "Jerryworld", according to some locals.

We soon passed through a major junction, stopped, then backed past a tower to the Fort Worth station, aka the Fort Worth Intermodal Transportation Center. This was certainly the center for many bus routes, as there was almost constant coming and going. And, this was the other end of the Trinity Rail express which we had just witnessed in Dallas. Their ex-GO Transit F-59PH's will never win a beauty contest, but the red, white, and blue livery with the oversized Texas star on the side is rather striking.

A freight station no longer utilized by the railroad stands adjacent to the large parking lot/bus loading area. Fortunately, the large sign proclaiming "Santa Fe" with its distinctive lettering was allowed to remain atop the roof.

Not long after our arrival Amtrak's daily trek from Oklahoma City, the Heartland Flyer,



appeared. It consisted of three Superliners with motive power on each end. I pondered the power configuration – perhaps there's no convenient way to turn the train in Oklahoma City. Of particular interest was lead unit #500, Amtrak's first P32, ex-Pepsi Can, lamentably now in standard Amtrak colors. It sported a green placard which proudly announced that #500 was a biodiesel test funded by the Oklahoma DOT and the FRA.

In Fort Worth the Eagle received a fresh crew and was serviced, including, to my surprise, window washing. Before you imagine an elaborate gantry for this purpose, I must inform you this was a low-tech operation: two workers, one with a spray bottle, the other with a squeegee. I am not certain they were able to reach any of the upper level windows, but Amtrak should be commended for trying.

While all the above was occurring the adjacent mainline tracks were kept well polished by a steady stream of freight traffic. One of my favorite units, a BNSF

Grinstein green SD70MAC, was the trailer on a coal train. Another movement possessed the motive power consist of the trip: BNSF-CN-CSX-UP.

Shortly before our scheduled departure the



NB Eagle pulled into the station with a P42 and a seven car consist identical to ours. For ten minutes all three Amtrak trains serving Fort Worth were present – the NB Eagle would depart at 2:20, the Heartland Flyer at 5:25 – for the ensuing twenty hours the Fort Worth Intermodal Transportation Center would be left to the Trinity, the buses, and the pigeons.

After a 1:27 layover we embarked on the next stage of our journey – we quickly met a UP hopper train as we passed the aforementioned tower. It suddenly dawned on me that this was the famous “Tower 55”, once a railfan mecca, now abandoned and surrounded by a concrete maze of highways. We were now heading south on former ATSF rails, and though it may have only been my imagination dreaming of warbonnet F’s, I felt the ride quality had somewhat improved. This line is one of BNSF’s main conduits between the gulf ports and just about “everywhere west”. I was not aware that directional running is utilized here, but within two hours we met eight northbounds, most consisting of a pair of orange GE’s leading a string of tank cars and empty grain hoppers. No doubt this line was doing its part to contribute to Warren Buffet’s bottom line.

We passed only one southbound movement, a local behind a pair of 4-axle units still in Santa Fe blue and yellow.

Fewer than thirty miles south of Fort Worth lies Cleburne, once the site of one of the Santa Fe’s major shops. The few units idling here represented a variety of paint schemes; one, an ATSF SD75 was particularly handsome, clean and in full warbonnet paint with original lettering. Cleburne was where over two hundred F-units were debauched into CF7’s during the 1970’s. There was an abundance of rolling stock visible – at least part of the old facility is now used for car repairs by a private contractor.

The Eagle perched for a couple of minutes in McGregor – no, I had never heard of it either. This is listed as the station stop for Waco and Crawford. I later learned we had passed through Crawford – I wasn’t even aware of it. Who else lives there besides George and Laura?

During the course of the afternoon my friend the dining car hostess walked through for dinner reservations. “Five or five-thirty?” she inquired. With somewhat of an edge in my voice I asked what happened to six-thirty. She informed me that they had to have everything cleaned and put away by arrival time in San Antonio. What could I say? Five-thirty it is.

We were told we would stop for about five minutes in Temple, another smoker’s stop. As we slowed I spotted another NS unit, a Santa Fe “snoot” SD40-2, and a string of blue and yellow SD45-2B’s in a storage line. In this day of high fuel costs I doubted these 20-cylinder guzzlers would ever see service again.

The old Santa Fe station has been restored and is extremely attractive: brick below, stucco above, with a red tile roof. I had not done my homework and, consequently, was not prepared for the



railroad items on display adjacent to the station. In addition to an assortment of cabooses, there was an aging GP-9M and Alco HH600 #2301. The latter was in the old Santa Fe black and white; built in 1937, it is reputedly the old Santa Fe diesel in existence. And finally, Pacific #3423 was displayed at the north end of the platform,

several car lengths behind our last car. I ran to grab a shot, but heard “all aboard” before I got there, then had to hustle back to climb on the last coach in time.

South of Temple we ventured onto our fourth distinct railroad of the day, the Katy. I have not researched it in depth, but I believe the thirty-eight miles to Taylor are the only Amtrak mileage on former M-K-T rails.

I walked back to keep my 5:30 dinner reservation, and shortly after being seated, we made our

scheduled station stop in Taylor. We then swung sharply to the west to rejoin former MP tracks and halted unexpectedly in the center of town. It was almost dark, just a hint of light to the west when we saw the flashing lights of emergency vehicles. They pulled alongside the head end of our train, then departed after about fifteen minutes. I was told a woman had been injured in a fall; I later learned this was not all that uncommon, not surprising considering the steepness of the stairs and the number of elderly passengers on board.

Despite the early hour dinner was very enjoyable. I opted for the ribs - they were spicy and tender, far exceeding my expectations; after the salad, rolls, baked potato, and green beans (even they were hot and palatable this evening), I was so satiated I declined my free dessert.

We paused a short while in Austin, the bustling state capital and center of academics and technology. We were a few minutes later than scheduled at our final stop, San Marcos, a mere fifty-two miles from our goal.

I returned to my room to get my belongings together and thought about the day's sightings. I had spotted in excess of ten NS units during the course of the day, ironically, probably more than I would have seen back in Amherst. We were due to arrive in San Antonio at 9:55 – I could see its distant glow even before 9:00. I made out the form of the Tower of the Americas and knew it was close to the station on the east side of downtown. We crept along to the west, then south, finally past the Alamodome to the station – it was as if we had been stealthily circling and sneaking up on a military target.



We ground to a halt at precisely 9:15, forty minutes early. I thanked and tipped Tony and stepped off to where my family awaited. But wait...one last task. Big SP Alco Mike 794 on permanent display at Sunset Station was covered with lights for the holiday season – some might say gaudy, but I had to try a few shots before I could call the journey complete.

**Amtrak commemorative locomotive spotted in Lynchburg** – As part of Amtrak's 40<sup>th</sup> anniversary, the company plans to paint four locomotives in the current fleet in paint schemes reminiscent of the past.

The first one to receive a new paint job was P42 #145. It now sports the "Phase III" scheme introduced in 1979 consisting of three bands, red, white, and blue, of equal width. The engine made its first appearance on January 30 and was assigned to the southbound Crescent leaving Washington Friday, February 4. Several fans were on hand to watch it come through.



Rick Johnson-II provides us with view of the unit while #19 was in the Lynchburg station. Units in "Phase I, II, and IV" are planned. Rather than try to explain what the different "phases" look like, I invite you to enter "Amtrak Phase \_\_\_" into your search engine for links to pictures.

## **Just in time for Valentine's Day: Experience the Romance of the Rails: Train Lovers Saturday at the Virginia Museum of Transportation, February 12**

The Virginia Museum of Transportation in Roanoke is hosting a day of fun and excitement for all ages: Train Lovers Saturday on February 12, 2011, 10am – 5pm. The event kicks off a rare opportunity to see three of America's steam locomotive powerhouses as the C&O 614 joins Museum favorites N&W 611 and N&W 1218 for a limited time. Check [www.VMT.org](http://www.VMT.org) for details and an activities schedule.

Highlights of Train Lovers Saturday include:

- Discounted admission: \$5 for all ages all day.
- Opening Day for the new exhibit: Thoroughbreds of Steam: N&W 611 and C&O 614, the Pinnacle of Steam Locomotive Technology. These rival passenger locomotives have never before been seen together; in fact, the C&O 614 has not been publicly displayed anywhere in a decade.
- Special guest, renowned railroad artist Andrew Fletcher from California, will display a collection of his work. His prints will be on sale and he will be available to sign prints for visitors, 10am – 3pm.
- Kids' activities: 10:30am – 1:30pm.
- Roanoke Valley Model Engineers Open House: 10am – 1pm, featuring an HO track that kids can run, plus a model sale. The group's ON3, HO, and N scale layouts are only open a few times each year, located in the Museum's basement. The entrance is on the back of the Museum just off the Rail Walk and around the corner from the Jupiter Rocket.
- Shop for your train lover's valentine gift: all rail-related merchandise in the Museum Store is 15% off all day.

Both Norfolk & Western J 611 and Chesapeake & Ohio J-3a 614 were among the last steam engines to pull passenger trains in America. Both share the same 4-8-4 wheel arrangement, both represented the crowning technological achievement of their respective builders, and both are the last remaining examples of their class. The Museum's Norfolk & Western Class J 611 was designed and built in 1950 by the N&W in its Roanoke Shops, while the C&O 614 was the last commercially manufactured 4-8-4, built by Lima (OH) Locomotive Works in 1948.

The exhibit is a joint project of the Virginia's Rail Heritage Region partners. Thanks to Greenbrier Express Company for the loan of the 614, and to Norfolk Southern for moving the locomotive. The 614 will travel to the C&O Railway Heritage Center in Clifton Forge, VA at the end of April.

**New sign of welcome goes up at Kemper Street station, but...** A huge WELCOME TO LYNCHBURG sign was mounted underneath the upper level at the Kemper Street Station toward the end of January. It's a nice looking sign in the daytime, especially as the sun starts because of the shadow it casts onto the building. It is placed, however, above most of the outdoor lighting behind the station making it nearly impossible to see at night when most people arrive in Lynchburg.



## **Blue Ridge Chapter, NRHS Outing! The Second Circle Tour Around Virginia. Lynchburg-Richmond- Washington (or Alexandria)-Lynchburg. Celebrating National Train Day. Saturday, May 7, 2011**

Blue Ridge Chapter Outing on National Train Day!, Announcing "The Second Circle Tour Around Virginia: Lynchburg – Richmond – Washington (or Alexandria) – Lynchburg". Once again the Blue Ridge Chapter, NRHS, is planning a charter bus / train circle trip around the Commonwealth of Virginia, similar to what we did last year. All Blue Ridge Chapter members and their friends are invited

Here is the itinerary:

Leave from Kemper Street Station at 6:15 a.m. via chartered bus for Richmond's Main Street Station arriving about 8:45 a.m. Spend about 90 minutes in the downtown / Shockoe Bottom neighborhood of Richmond near the famous Triple Crossing. Board Amtrak train #194 at 10:17 a.m. from Main Street Station traveling over the former RF&P. See from the train ACCA Yard, Staples Mill Rd. Station, Ashland, Doswell, Ruther Glen, Penola, Guinea (where Stonewall Jackson died), Meade's Marker, Fredericksburg, Rappahannock River Bridge, Aquia Creek Bridge, Quantico, Powell's Creek Bridge (near the power plant), Neabsco Bridge, Occoquan River Bridge, Lorton - Auto Train terminal, Southern Ry. connection right into Alexandria Union Station. Arrival in Alexandria at 12:40 p.m.

If you wish to detrain in Alexandria have lunch, perhaps, at Joe Theismann's Restaurant next to station. Other restaurants close by include Five Guys and Hard Times Café. Tour King Street - free street shuttle every 10 minutes to the Potomac River and back; or the George Washington Masonic National Monument; or just hang out at Alexandria's Union Station and watch trains. Catch NEC Regional train #147 in Alexandria at 4:17 p.m. arriving in Lynchburg at 7:39 p.m.

OR, if you wish, you might want to book your train ticket into Washington rather than Alexandria. Amtrak will be celebrating National Train Day in a big way this year at Union Station. Amtrak is 40 years old in 2011 and many exhibits and equipment displays will be open to the public commemorating this milestone event on May 7. Many, many restaurants are available in the Food Court in the station. Our train is due into Washington at 1:05 p.m. The train to Lynchburg departs Washington at 4:00 p.m.

Right now the cost to travel on the two trains via Alexandria is \$44. To go via Washington is \$52. These fares could go up if bookings on one or both trains begin to increase. You will be responsible for booking your own rail transportation. Our Chapter rail travel consultant, Garland Harper, can assist you in booking. He is on duty at Kemper Street Station Wednesday thru Sunday 4pm – midnight. If you are internet savvy, book on-line at [www.amtrak.com](http://www.amtrak.com).

The Chapter is reserving the chartered bus to Richmond. This portion of the trip will cost \$35.00 per person. The cost will be non-refundable unless the trip is canceled. The Blue Ridge Chapter, NRHS, will make every effort to sell enough bus tickets to have the trip and not put a financial burden on the chapter.

**MAKE SURE YOU ARE CONFIRMED FOR A SEAT ON THE BUS FROM LEE HAWKINS BEFORE MAKING YOUR AMTRAK RESERVATIONS.....**

If you have any questions about the trip please contact me, Lee Hawkins, at [railhawk46@aol.com](mailto:railhawk46@aol.com) OR [ilhawkins@babcock.com](mailto:ilhawkins@babcock.com).

### **Digital Photography vs. Kodachrome Black And White by Norris Deyerle**

I thought that the title may get your attention! No, I haven't fallen off of the caboose. As many of you know December 31, 2010, was the playing of taps for our beloved Kodachrome slide processing. I merely thought that due to the increase in popularity of digital photography that Kodak simply ceased production of Kodachrome slides and the end of its processing procedure was due to the fact that the slides were no longer being produced.

I placed a call to Dwayne's Photo in Parsons, Kansas to check on my Kodachrome slide processing order. I mailed three rolls of slides off to them prior to this past Christmas. It was around mid-January and I was getting a little worried about my processing order. The lady that answered the phone was very kind. She informed me that my order was shipped on the previous day. I asked her why they stopped processing Kodachrome slides. She told me that the chemicals needed to develop Kodachrome are no longer made. I asked her what photographer's options are if they still had Kodachrome slides that were not developed. She quickly answered Film Rescue. Their North American Phone number is 800-329-8988. Their internet site is <http://www.filmrescue.com>.

On their site you will find the following written: "Kodachrome Film cannot be processed in color in any circumstance. It can be processed in Black and White! The chemicals Kodak used to develop their Kodachrome slides are no longer in production. Kodachrome slide processing ended 12-31-10".

Film Rescue can develop most types of film even very old undeveloped film. They even will give you an idea of their chances of developing your old film. So if you find an undeveloped roll of film of any type in an old chest in the attic don't discard it if you wanted it developed.

The lady at Dwayne's Photo that referred me to Film Rescue also gave me a coupon number to get a discount on an order from Film Rescue. To possibly get your own coupon number, contact Dwayne's Photo by calling 800-522-3940. Visit their website <http://www.dwaynesphoto.com> to get information on developing other types of film than Kodachrome.

Digital photography appears to be the wave of the future. I even see digital images being sold on eBay. I would be hard pressed to develop a digital image. I like the idea of purchasing an original Kodachrome slide that I can hold in my hand.

You may see slides make a comeback. While watching the hours of Super Bowl 45 TV coverage leading up to today's game I saw a segment where "vinyl" full size albums are making a comeback! Maybe one day my 8 track tapes will be worth something! Not!

**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".**

**February 2011:**

02-09-11: {Wednesday} BRC, NRHS Monthly Meeting, Dale Diacont

***02-26 & 27-11: "George Washington's Train Show", Clifton Forge Armory, Clifton Forge, Va. Admission: \$6.00 Adults, \$4.00 Children, Information or to register for a sales or display table, call 540-862-2210***

**March 2011:**

03-09-11: {Wednesday} BRC, NRHS Monthly Meeting, Wayland Moore

03-13-11: {Sunday} Virginia Train Collectors, Inc. Spring Train Meet, Chesterfield County Fairgrounds, Exhibition Hall, 9:00 a.m. to 1:00 p.m., \$6.00 at Door {Members \$5.00} Spouses and children under 17 {with adult} admitted free.

Contact: Stuart Gordon {804} 798-3739.

03-23-11: {Wednesday} BRC, NRHS "Fun Meeting"

**April 2011:**

04-13-11: {Wednesday} BRC, NRHS Monthly Meeting, Tom Dixon Of TLC Publishing

04-14-16-11: {Thursday-Saturday} Train Collectors Association, Spring York Train Meet, York, Pa. Info: [www.tca.org](http://www.tca.org)

**May 2011:**

05-11-11: {Wednesday} BRC, NRHS Monthly Meeting, Kurt Reisweber

05-25-11: {Wednesday} BRC, NRHS "Fun Meeting"

**June 2011:**

06-08-11: {Wednesday} BRC, NRHS Monthly Meeting, Steve Hutchison

06-20-26-11: {Monday-Sunday} "Cascade Rails 2011" NRHS Convention, Tocomo, WA. Info:

[www.cascaderails2011.com](http://www.cascaderails2011.com)

**July 2011:**

07-13-11: {Wednesday} BRC, NRHS Monthly Meeting, Fred Mayer

07-27-11: {Wednesday} BRC, NRHS "Fun Meeting"

**August 2011:**

08-10-11: {Wednesday} BRC, NRHS Monthly Meeting, Dale Diacont

08-13-11: {Saturday} Lynchburg Rail Day 2011 by the BRC, NRHS

**September 2011:**

09-14-11: {Wednesday} BRC, NRHS Monthly Meeting, Norris Deyerle

09-18-11: {Sunday} BRC, NRHS Annual Chapter Picnic {Pending}

09-28-11: {Wednesday} BRC, NRHS "Fun Meeting"

**October 2011:**

10-12-11: {Wednesday} BRC, NRHS Monthly Meeting, Kurt Reisweber

10-13-15-11: {Thursday-Saturday} Train Collectors Association, Fall York Train Meet, York, Pa. Info: [www.tca.org](http://www.tca.org)

**November 2011:**

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

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

**December 2011:**

12-03-11: {Saturday} BRC, NRHS Annual Christmas Banquet

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

12-17-11: {Saturday} BRC, NRHS Annual Kemper Street Station Christmas Gathering. Kemper Street Station, Lynchburg, Va.

**Upcoming Railroad Related Events Information: Visit: [www.varailheritage.org](http://www.varailheritage.org), [www.vmt.org](http://www.vmt.org), [www.linkmuseum.org](http://www.linkmuseum.org), [www.roanokenrhs.org](http://www.roanokenrhs.org), [www.nwhs.org](http://www.nwhs.org), [www.cohs.org](http://www.cohs.org), [www.vatraincollectors.com](http://www.vatraincollectors.com), [www.RailServe.com](http://www.RailServe.com), [www.trains.com](http://www.trains.com), [www.TrainFinder.com](http://www.TrainFinder.com) or [www.gserr.com](http://www.gserr.com). Railroad Historical Information And Related Photos: [www.hawkinsrails.net](http://www.hawkinsrails.net) Additional links to other NRHS Chapters, Railroad Historical Societies and Museums available at [www.blueridgenrhs.org](http://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 2011 {Saturday} August 13, 2011**

**Lynchburg Rail Day 2012 {Saturday} August 11, 2012**

## **SIGHTINGS**

Feb. 3 – New VRE unit V53 spotted northbound on NS train P98 at Kemper Street Station

Feb. 3 – Union Pacific SD70Ace #1982 spotted NB leading NS train 212 at Kemper Street Station. UP 1982 is painted in a special scheme honoring UP predecessor railroad Missouri Pacific.

Feb. 3 – Amtrak engine #71 spotted dead-in-tow on NS train 12R at Kemper Street Station.

Feb. 4 – UP 4206 on the lead of a SB train at Kemper Street. (Norris Deyerle, Lee Hawkins)

THE CHESAPEAKE AND OHIO  
HISTORICAL SOCIETY

PRESENTS

*George Washington's*  
TRAIN SHOW

*Featuring*

INTERACTIVE MODEL LAYOUTS

BROUGHT TO YOU BY THE

ATLANTIC COAST S GAUGERS

AND THE

QUEEN CITY HIGH RAILERS (O GAUGE)

ALONG WITH HO & N SCALE LAYOUTS, MODEL, TOY, AND COLLECTIBLE VENDORS

*Bring your railroad antiques and old trains!*

WE WILL HAVE APPRAISERS ON HAND AND A CONSIGNMENT SALES TABLE

FEBRUARY 26 & 27, 2011

9AM TO 5PM

THE CLIFTON FORGE ARMORY

CLIFTON FORGE, VIRGINIA

ADMISSION: \$6 ADULTS \$4 CHILDREN

FOR INFORMATION OR TO REGISTER FOR A SALES OR DISPLAY TABLE,

PLEASE CALL 540-862-2210

## CHAPTER OFFICERS AND STAFF

President	Rick Johnson, 104 Mowry Ln. Lynchburg, VA 24502 434-660-1113 notch8@aol.com
Vice President	Charlie Long, 106 Pacos St., Lynchburg, VA 24502 434-239-3521 cwlongjr@mindspring.com
Secretary	Tom Ledford, 2186 Woodcrest Dr., Lynchburg, VA 24503 434-384-2013 tomledford@hotmail.com
Treasurer	John Tanner, 209 Pocahontas Dr., Forest, VA 24551-1235 434-525-1318 flytrains@verizon.net
National Director	Earl Guthrow 1909 Quarry Rd. Lynchburg, VA 24503 434-384-2583 meguthrow@verizon.net
Editor	Garland R. Harper, 3920 Harbor St. Lynchburg, VA 24503 434-384-7210 GRHarper@aol.com
Historian	Rick Johnson, 104 Mowry Ln. Lynchburg, VA 24502 434-660-1113 notch8@aol.com
Webmaster	John Siegle 1225 Krise Cir. Lynchburg, VA 24503 434-384-6951 jas65@comcast.net
Editor Staff	E. Norris Deyerle, Jr. 744 Chinook Pl., Lynchburg, VA 24502 434-237-4912 railcow@msn.com

**The BLUE RIDGE DISPATCHER is published by the Blue Ridge Chapter, National Railway Historical Society. Opinions expressed are those of the editor and contributors and do not necessarily reflect the views of the Blue Ridge Chapter or the National Railway Historical Society unless otherwise stated.**

Blue Ridge Chapter, NRHS  
P. O. Box 11731  
Lynchburg, VA 24506-1731  
[www.blueridgenrhs.org](http://www.blueridgenrhs.org)

LYNCHBURG RAIL DAY 2011. SATURDAY, August 13, 2011.