



THE RIVANNA RAIL

Newsletter of the Rivanna Chapter, National Railway Historical Society

MARCH/APRIL 2005

VOL. 31 NO. 2

Meetings are held at the Golden Corral Restaurant, Rt. 29 N, Charlottesville, VA. unless noted*. Meetings are held on the Second Monday of each month. Meet for dinner at 6:00; business and program at 7:00.

MEETING SCHEDULE

March 14, 2005

April 11 2005

MEMBERSHIP

Annual dues of \$35.00 (individual), plus \$9 for each family member desired, by check made payable to the Rivanna Chapter NRHS provides membership in the National as well as our local chapter.

Rivanna Chapter
National Railway Historical Society
c/o Ron Gareis
1625 Brightfield Place
Charlottesville, VA. 22901-0902

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President	Ken Moss
Vice Pres.	Ron Herfurth
Secretary	Vacant
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Please address comments, contributions and exchanges to the Rivanna Rail to the Editor at 1625 Brightfield Place, Charlottesville VA 22901, or <mailto:rongareis1@earthlink.net> All opinions expressed are those of the writers, and do not necessarily reflect any official position of the Rivanna Chapter or the National organization. Website: <http://avenue.org/nrhs> Internet bulletin board: http://groups.yahoo.com/group/nrhs_rivanna

Chapter Activities

Meetings

March meeting – Buckingham Branch Railroad

Our program for the March meeting will feature a special guest speaker, **Mr. Steven C. Powell, General Manager, Buckingham Branch Railroad**. Mr. Powell will discuss the current operations of the Buckingham Branch Railroad on the former Chesapeake and Ohio rail line through Charlottesville, which BBRR has recently leased in an agreement with CSX Transportation. This line, which includes the Piedmont, Washington and North Mountain Subdivisions of CSX's Allegheny Division, runs from Richmond through Doswell, Mineral, Louisa, and Gordonsville to Charlottesville before continuing on through Blue Ridge Tunnel to Staunton, then over North Mountain (second highest point on the former C&O) to Clifton Forge. The Washington Subdivision includes a line linking Gordonsville and Orange. Amtrak's *Cardinal* operates three times per week over the Washington and North Mountain Subdivisions. Buckingham Branch refers to the entire line as the Richmond & Allegheny Division of the BBRR.

Mr. Powell was named to the position of Assistant to the President effective September 1, 1998, in which capacity he assisted in daily management activities and long range planning and development to meet economic needs. He currently serves as Assistant Vice President and General Manager of Buckingham Branch Railroad.

After graduating from Virginia Tech, Magna Cum Laude with a BS in Mechanical Engineering in 1988, he was employed by Goodyear Tire & Rubber Company. After a one-year

management training program in Lawton, OK, concentrating on communication skills, systems development, team development, conflict resolution, and tire manufacturing, he served in various management positions in Lawton, OK, until promoted to Goodyear's Asheboro, NC Wire Plant in 1992, as Technology Team Leader / Technical Service Engineer.

His personal interests include family, gardening, home improvement, woodworking, hunting, and fishing.

Please join us in welcoming Mr. Powell to our March Chapter meeting.

April Meeting – Norfolk and Western Theme Night

The April meeting will be our first "**Theme Night**" event, with the theme, quite naturally, being Norfolk & Western. The idea is to bring any N&W items you may have for display and to share with others. So if you have any photos, prints, books, timetables, models, clothing, hats or other N&W memorabilia...please bring them! A table will be set up for display of such items. We hope this will be a fun event and, if successful, we will do it again for other railroads.

The evening's program we will view two vintage video films produced by the Norfolk & Western Railway:

Operation Fast Freight- Produced by N&W in 1949. Norfolk & Western's dedication to on-time delivery is celebrated in this superb documentary recorded when steam still powered the fleet. The sights and sounds of steam locomotives built in Norfolk & Western's shops fill the screen with nonstop action. Follow boxcar #50450 eastbound from Columbus, Ohio to Norfolk, Virginia as part of N&W's "time-freight 86." Then watch from onboard and trackside as cargo is loaded and hurried to destinations throughout the six state areas of Ohio,

West Virginia, Virginia, North Carolina, Kentucky, and Maryland. From engineers and brakemen to inspectors, local station agents, dispatchers, and loaders, you'll see the people who ran the railroad. Crews are seen building a new double track tunnel through Elkhorn Mountain, making major repairs in the shops, and readying the train for its run. With Norfolk & Western teamwork, precious cargo is delivered safely and on time.

Power Behind the Nation- Produced by N&W in 1943. The Norfolk & Western's fleet of powerful steam locomotives haul the vital resource of coal from the mountains of West Virginia and Kentucky to the great ports and factories of America's cities. This presents a panorama of the uses and vital importance of coal to the Nation's economy in the early 1940's.

Chapter News Meeting Minutes

January Attendance:

Members- Ken Moss, Richard Lear, Ken Derby, Denis Mason, Eben Smith, Ernee Edwards, Stan and Linda Brother, Frederick Terry, Eleanor Dickerman, Ron Herfurth, Becky Stone, William Clark, Steve Robbins, Jens Clark, Don Wells, Ann Harrod, Sam and Kathy Ranson, and Ron Gareis,

Guests- Chuck and Louise Ward, Garth Groff, Sally Sanford

January Minutes-

President Ken Moss introduced and welcomed visitors Chuck & Louise Ward and Garth and Sally Sanford.

Ken asked for any older pictures anyone might have of the Charlottesville Southern and C & O stations for our Chapter website

Ken then presented Chapter Secretary Becky Stone with a Certificate of Appreciation. Vic Stone was given his Certificate on January 1, 2005, at a slide show given in the Orange, VA train station.

President Ken Moss reviewed the options for the meeting venue. He remarked that the Golden Corral management was anxious to keep us, and was willing to turn off the background sound system during our meeting. This was done during this meeting, to good benefit. The issues about sounds transferring over the meeting area wall, and the inability to turn off lights for slide or video presentations remain. It was mentioned that the more limited menu selections and added travel distances for some were disadvantages for the alternate locations. There was a very short discussion, with only Moss expressing concern about the program environment. Sam Ranson motioned to remain at the Golden Corral. It was seconded and passed by a large majority.

Herfurth mentioned the re-enactment on Jan 21st of Winston Link's first N&W photograph at Waynesboro sponsored by the Link Museum in Roanoke. Information was published in the January Rivanna Rail.

Moss encouraged members to purchase Amtrak tickets for a Chapter excursion to Washington and back on April 17th.

Ken then presented two Southern Pacific videos of Southern Pacific operation. The first video, Snow on the Run, was an overview of the SP's snow removal equipment and practices, and the second video, Clear Signal, was about the safety practices of this railroad. Both videos were produced in the 1950's, so a lot of terrific shots of steam and vintage diesels were shown

February Attendance:

Members- Ken Moss, Ron Herfurth, Linda and Stan Brother, Steve Robbins, Fred Terry, Eleanor Dickerman, William Clark, Jens Clark, Don Wells, Richard Lear, Ken Derby, Jerry Deily, Ron Gareis, Denis Mason, Sam and Kathy Ranson

Guests- Jim Moore

February Minutes:

Ken Moss announced:

Happy Valentines day!

Introduced guest Jim Moore

Web Page <http://avenue.org/nrhs> update:

- ·O. Winston Link 50th Anniversary Reenactment in Waynesboro in January
- ·This Month in Railroad History
- ·Central Virginia Railfan Resources

A membership list was discussed and decided to make it available by hard copy to members only.

Incorporation- Ken has been advised the best approach is to close out present bank account and reopen a new one in the Chapter's name. We can then apply for a tax ID number and Incorporation. The incorporation will cost and initial \$75 and an annual fee of \$25.

Ken will appoint a committee to review the chapter by-laws.

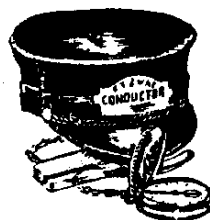
Kern will appoint a committee to do a financial audit.

Programs- We have purchased eight Kalmbach videos. An inventory of chapter owned videos and books will be done and published, and a chapter loan process implemented.

Contributions of upcoming events and suggestions for articles for the *Rail* were requested.

It is hoped that our March meeting with the Buckingham Branch Railroad management will be the beginning of a continuing relationship with the "Richmond and Allegheny" division of the railroad.

From the Conductor...



Let's start with a short history lesson. The Rivanna Chapter of the NRHS was founded in 1974 by a group of local citizens galvanized into action by a momentous event in regional railroad circles. The Chessie System (Chesapeake &

Ohio) had decided to abandon the Virginia Air Line between Lindsay (just east of Charlottesville) and Strathmore, connecting the C&O's Washington Subdivision (original Virginia Central, which passes through Charlottesville) with the Rivanna Subdivision (James River line). This group of founding visionaries had a bold plan...they intended to purchase the VAL and preserve it! In an impressive display of grass roots effort, financial maneuvering and organizational skill, they almost pulled it off, too! The unfortunate undoing of the deal was the untimely escalation of steel prices in the mid 1970's, with the value of the scrap rail from the VAL ultimately worth more to the Chessie System than a potential sale to the Rivanna Chapter. Thus, the VAL was torn-up and scrapped. Oh, to think of what might have been...

Many NRHS chapters have been very successful in acquiring, preserving, displaying and even using railroad equipment and artifacts. Just in Virginia, both the Old Dominion Chapter (ODC) in Richmond and the Roanoke Chapter own many passenger and freight cars, several operable locomotives and a former railroad station (Southern's old Hull Street Station in Richmond is the site of ODC's museum).

The Roanoke Chapter was fortunate enough to share a city with a railroad (N&W and later Norfolk Southern) that honored its past and had a keen sense of community and public relations. Roanoke Chapter excursions during the "era" of the Norfolk Southern steam program were things of legend. The ODC, likewise, at one time had a healthy working relationship with the railroads that called Richmond home. Annual fall excursion trips on the C&O (Autumn Leaf Special), December Santa Claus trains on the RF&P, picnic excursions to Keysville on the Southern, and the occasional steam excursion were all staples of ODC outreach to the public (not to mention a lot of fun!). Of course, those chapters had access to significant resources, based on their location and demographics, which allowed them to flourish in their formative years in a way never available to the Rivanna Chapter.

Alas, the halcyon days of Class I railroad cooperation with railfan excursions are long behind us...at least in our part of the country. But those chapters didn't strike camp and fold the tent when they lost their access to the Class I railroads. The ODC, for example, searched for and found a relationship with short line Buckingham Branch Railroad in Dillwyn, with which they now operate successful spring, fall and Santa Claus excursions. They have even published several books on regional rail history. They have taken what was available to them, made the most of it and successfully marched forward. Their vision has remained constant...it is just their methods that have changed. They adapted to the times and the situation.

The point, then, is that the founders of this Chapter also had a vision. The VAL episode didn't come to fruition, nor did a later effort to purchase and preserve the C&O coaling tower in downtown Charlottesville. A promising relationship with the Virginia Central's steam excursions in 1993 was cut short by insurance and access problems with host CSX. But these

activities were, by themselves, simply manifestations of the fundamental vision of our Chapter's founders...they could better be described as tactical objectives or milestones on the way to the broader strategic vision. The vision of preserving America's railroad heritage is still with us, and we have survived, though perhaps somewhat resigned to more limited ambitions, prematurely accepting the fate of those who have tried, but failed. Admittedly, the Chapter has gone through both fat and lean years. Yet our shared fascination with trains continues to inspire us, individually and collectively. We still dutifully meet monthly to dine and share a rail-oriented program among friends. The spark is still there...you can still see the twinkle in the eye of a member as they recall railroad memories, or the smile as one recounts a cherished rail anecdote, or the intense interest when one's favorite railroad or locomotive is mentioned.

So what is the Rivanna Chapter's vision? The concept of preserving railroading's heritage and educating ourselves and the broader public on the importance of rail transportation, from both an historic and a current perspective, is still just as valid now as it was in 1974. That hasn't changed. Nor has our pleasure in being together to share our interest (this important social aspect of our activities, of course, is what truly makes us a "society"). Sure, some exciting opportunities have passed us by...but if we aren't too shortsighted to notice it, there is currently a wealth of opportunity available to us...and right under our noses!

There are plans to develop Augustus Crozet's original Blue Ridge Tunnel at Afton under Rockfish Gap into a recreational walking trail...we should be involved in projects such as this to insure that the historic aspects of the tunnel story are accurately told from a railroading perspective. There are historic pieces of railroad equipment out there that still need saving, such as a former Southern Railway/Virginia Blue Ridge caboose in Rapidan, which is in desperate need of restoration. The former VBR right-of-way in Nelson County is also being turned into a walking trail and could use our input. Jack Showalter's Virginia Central steam program continues to actively seek operating rights, and has recently hinted at a breakthrough. Plans for future Old Dominion Express and Virginia Railway Express service through Charlottesville are actively being discussed in Richmond. And perhaps most momentous of all, if you haven't noticed, we now have a new, railfan and community friendly railroad operating right in our own backyard, with Buckingham Branch Railroad's lease of CSX's former C&O line through Charlottesville. The potential of that alone presents a world of intriguing possibilities for the future of our Chapter.

All of these activities go hand-in-hand with our initial charter as a railroad historical and educational organization. The vision is still there, within us all...we just need to strive to keep the vision in focus! The opportunities are all around us. The future is bright! The dream is still alive!

All Aboard!

Administrative Housekeeping

By Ken Moss, Rivanna Chapter President

I consider my responsibility as your president to go well beyond that of organizing meetings and planning excursions. The goal I have set is to realize the potential of this organization to the best of our collective abilities. My intent, as your president, is to move this Chapter into a position where it can take advantage of not just the myriad of opportunities that are now before us, but also prepare us to be able to capitalize on the unknown opportunities which will present themselves in our future.

In my last "From the Conductor" column I mentioned "tidying up our administrative foundation" as one of our objectives,

and that is what one of our major behind-the-scenes efforts is right now. It's not sexy, but in order to position us to be able to take advantage of present and future opportunities it needs to be done sooner rather than later.

As President, I am in the process of renewing our corporate status with the State Corporation Commission and preparing a subsequent application for 501(c)(3) non-profit status with the IRS. I have asked Don Wells to chair a committee to review the Chapter By-Laws.

I have also asked Ron Herfurth to chair a committee to conduct our annual audit as specified by the By-Laws. Any member wanting more information on these matters, or to volunteer your help, please contact a member of the Executive Committee

Articles

Tracks Through Time

By Ken Moss, Rivanna Chapter, NRHS

California Zephyr

One of the more storied routes, which Amtrak currently offers, is the California Zephyr (the word "zephyr" is refers to "the west wind"), which operates on a daily Chicago to Emeryville (Oakland), California schedule. The highlights of the trip are daylight crossings of the Rocky Mountains and the Sierra Nevada in both directions. The spectacular mountain scenery is a huge draw for this train, and many passengers travel for the scenery rather than the eventual destination, considering the train somewhat of a "land cruise".

As inspiring as the scenery is, the pedigree of this Amtrak train is quite impressive as well. One early event, which was to open the way for the eventual California Zephyr, involved the momentous 1928 opening of the Moffat Tunnel in Colorado by the Denver and Salt Lake Railroad. The D&SL, however, ran out of money at Craig, Colorado, and never reached its

intended terminus at Salt Lake City. Meanwhile, the Denver and Rio Grande Western operated over its mainline Royal Gorge Route over Tennessee Pass and through Grand Junction to Salt Lake City. This circuitous route, however, was more than 400 miles longer than Union Pacific's Overland Route, with which it competed for transcontinental traffic...a decided disadvantage. This situation was largely rectified with the 1934 completion of the Rio Grande's Dotsero Cutoff, finally linking the D&SL's Moffat Tunnel Route to the D&RGW's Grand Junction to Salt Lake City line. This important construction project cut the distance between Denver and Salt Lake City by 175 miles and enhanced competition with the Overland Route.

The 1939 San Francisco Golden Gate International Exposition prompted the Chicago, Burlington and Quincy, the Denver &

Rio Grande Western and the Western Pacific to cooperate on a Chicago to San Francisco train, the Exposition Flyer, which proved quite popular. Meanwhile, the Burlington had been at the forefront of the streamlined, diesel-powered train concept for several years with their Pioneer Zephyr. In 1944, GM's Train of Tomorrow demonstrated the new Vista-Dome cars, which proved to be wildly popular with the public. The restrictions imposed during World War II postponed streamliner development along the route, but by 1945 the three railroads had agreed to jointly sponsor and build a streamlined, Vista-Dome equipped, diesel-powered passenger train from Chicago to San Francisco. Six ten-car train sets (including five Vista-Domes each, more than any other name train) were ordered from the Budd Manufacturing Company. This order was increased to thirteen cars per train prior to final delivery.

On March 19, 1949, the new train was inaugurated in a ceremony at San Francisco's Embarcadero. Warner Brother's actress Eleanor Parker proclaimed "I christen thee the California Zephyr" as she cracked a bottle of champagne across the nose of Western Pacific F3 #802, witnessed by the Mayor of San Francisco, the Lieutenant-Governor of California and the President of the Western Pacific. The train began service the next day, March 20, with service between San Francisco and Chicago. Both the Pennsylvania Railroad and the New York Central provided through-car service between Chicago and New York. Later, the Santa Fe became involved, providing bus service between the terminus in Oakland and San Francisco.



Traveling west from Chicago, the newly established California Zephyr followed Burlington trackage across Illinois, Iowa and Nebraska before connecting with the Rio Grande in Denver. From Denver the train headed west over the Moffat Tunnel route, through Grande Junction to Salt Lake City, where it was handed over to the Western Pacific. Skirting south of the Great Salt Lake across Utah, the WP took the train across Nevada and crossed the Sierra's via the Western Pacific's famed Feather River Route through Portola before passing through

Sacramento and arriving in Oakland, where cross-Bay bus service was provided to San Francisco.



The beauty of the scenery and the Vista-Dome equipped train proved popular, but America's shift toward automobile and airline travel eventually caught up with the California Zephyr and ridership dropped through the 1960's, causing the train to become a significant financial burden to the railroads involved. Ridership between 1962 and 1968 dropped by over 50% and the decrease continued at an increased rate through 1969. Application for discontinuance of the train was made to the Interstate Commerce Commission several times during the 1960's, but rejected. Approval was finally granted for Western Pacific to discontinue service in 1970, and the last complete run was made on March 22, 1970...twenty years and two days after service had begun. But the story doesn't end there.

Rio Grande and Burlington continued to run the train from Chicago to Salt Lake City until the newly created Burlington Northern opted out upon the creation of Amtrak on May 1, 1971. Rio Grande elected to continue Denver to Salt Lake City service, independent of Amtrak, despite WP and Burlington dropping the western and eastern legs of the CZ route. This remnant of the train was christened the Rio Grande Zephyr, and the D&RGW continued to operate it with pride. Ownership of the California Zephyr's cars had been distributed among the three original railroads on a route mile basis, so Rio Grande continued using their share of CZ equipment, though this only allowed for tri-weekly service. Rio Grande operated the train independently until 1983, well into the Amtrak era.

With the nationwide inauguration of Amtrak on May 1, 1971, service under the banner of the San Francisco Zephyr commenced. This provided Chicago-Oakland service, but due to the Rio Grande's refusal to join Amtrak the route was altered. From Denver, westbound trains went north to Cheyenne, Wyoming, and then continued west on the Union Pacific's Overland Route and crossed the Sierra Nevada's on Southern Pacific's line over Donner Pass, completely bypassing both the Rio Grande and the Western Pacific's Feather River Route.

The D&RGW finally threw in the towel on the Rio Grande Zephyr, which made its last run on April 24, 1983. Amtrak then resumed service over the popular Denver to Salt Lake City Moffat Tunnel line, diverting the San Francisco Zephyr from the less scenic Overland Route and brought back the original California Zephyr name. Service over Western Pacific's original Feather River Route, though, was not resumed, and the train continued to follow Southern Pacific's route west of Winnemucca, Nevada, over Donner Pass. In 1983, Amtrak's Chicago-Salt Lake City segment of the California Zephyr schedule was actually shared with two other name trains which split off in Utah. The Desert Wind continued southwest to Los Angeles from Provo, while the Pioneer traveled northwest from Salt Lake City to Seattle. Amtrak, with only the California Zephyr continuing in service to this day, eventually discontinued these two trains.

Today's California Zephyr features reserved seat coaches, First Class Superliner sleeping cars, a full service dining car and a Sightseer Lounge car offering magnificent mountain vistas. The California State Railroad Museum provides narrators between Reno and Sacramento, while a cooperative effort of the National Park Service provides narration of the trip between Denver and Grand Junction (Spring and Summer only).

In comparing the schedules of the two trains we will consider the October 1956 California Zephyr and the present day Amtrak train of the same name. Following a westbound train departing Chicago's Union Station over the Burlington Route, the original CZ departed at 3:30 PM, while Amtrak departs at 2:20 PM. Essentially the same route is followed by both trains, using former CB&Q (now BNSF) tracks all the way to Denver. The 1956 train arrived at 8:20 AM the next morning, with Amtrak arriving in Denver at 7:50 AM. The current Amtrak schedule thus adds 40 minutes to the 1956 running time of 16 hours 50 minutes, over a distance of 1,038 miles.

From Denver to Salt Lake City the original Rio Grande trackage is followed. The 1956 departure from Denver was at 8:40 AM, with Amtrak now leaving at 8:20 AM. Both trains thus offered a daylight crossing of the Rocky Mountains, an important marketing advantage. Arrival in Salt Lake City in 1956 would have been at 10:00 PM, while Amtrak arrives at 11:47 PM. The older train thus traveled this segment in 13 hours 20 minutes, while Amtrak requires 2 hours 7 minutes more time over the 570 mile Moffat Tunnel route.

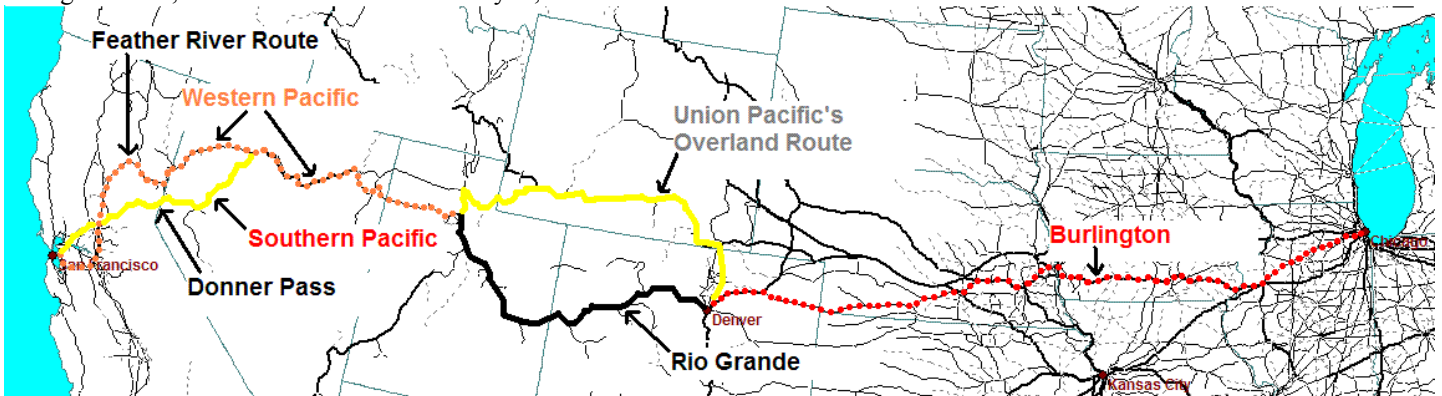
Between Salt Lake City and Winnemucca, Nevada, essentially the same trackage is used for both trains...though there is a

twist. Since as early as 1918, with only a few short lapses in the agreement since, relatively parallel Western Pacific and Southern Pacific (both are now Union Pacific) single track lines between Wells, Nevada and Winnemucca have been joined into a virtual double track territory, with each line dedicated to one direction of travel. Currently, the former Western Pacific tracks are used for all eastbound traffic, while the former Southern Pacific trackage serves westbound movements. Between Salt Lake City and Wells, Western Pacific trackage south of Great Salt Lake is used. The 1956 train departed Salt Lake City at 10:15 PM and Amtrak departs at 11:59 PM. The older train arrived in Winnemucca at 3:50 AM, while Amtrak's scheduled stop is at 6:19 AM. The 1956 train covered the distance in 5 hours 35 minutes, while Amtrak's schedule allows for 6 hours and 20 minutes...45 minutes more time over today's 405-mile segment.

West of Winnemucca, the two trains follow completely different paths on their way across the Sierra Nevada Mountains on the way to the San Francisco Bay area. The original CZ continued westward on Western Pacific's line through Portola, the famed Feather River Canyon,

Sacramento, and Stockton before arriving in Oakland from the south. The present day Amtrak California Zephyr follows the former Southern Pacific line southwest from Winnemucca to Reno, then traverses the Sierra Nevada over Donner Pass, through Truckee to Sacramento and Davis before arriving in Oakland from the north. The 1956 train departed Winnemucca at 3:53 AM, while Amtrak's schedule reflects only the previously mentioned 6:19 AM stop. As with the passage through the Rockies, both trains featured a spectacular daylight crossing of the Sierra Nevada. The original California Zephyr arrived in Oakland at 2:50 PM while Amtrak's version arrives in Emeryville (eastern terminus of the SF-Oakland Bay Bridge) at 5:09 PM. The 1956 train via Western Pacific thus required 10 hours 57 minutes from Winnemucca on a 525 mile segment, while the Amtrak train covers the 425 mile distance via Donner Pass in 10 hours 50 minutes.

The 1956 California Zephyr therefore covered the 2,538 miles between Chicago and Oakland in 47 hours 20 minutes, with Amtrak scheduled for 50 hours 49 minutes, 3 hours and 29 minutes longer on a 2,438-mile route.



Route of the California Zephyr showing associated railroads

Re-creating a picture with 100 photographers

By Jonathan D. Jones Richmond Times-Dispatch

WAYNESBORO —The hundred or so photographers, amateur and professional alike, lugged their tripods and cameras down onto the Norfolk Southern tracks.

They went down an old wooden staircase on a cold January night. They crossed the rails onto a gravel path, freshly laid just for them. All so they could take a look at, and a few frames of, a brightly lit train sitting in the same spot where a Norfolk & Western steam engine passed 50 years earlier.

The spot that O. Winston Link froze with a picture of station agent Troy Humphries holding out a message loop for the passing engineer.

Gone was the steam train. In its place stood a 4,000 horsepower Norfolk Southern diesel.

Gone was Link's elaborate, homemade lighting kit. In its place were bright, generator-powered lights of Ostram Sylvania, the

company that made Link's favorite flash bulbs. Gone too, was the Waynesboro train station, which was torn down in 1986.

But it didn't matter to the Link admirers, or the train buffs, who came out to commemorate the anniversary of an adventure. Link's Waynesboro photograph was the first of what became a five-year project chronicling steam trains on the N&W.

The series was largely ignored until the 1980s when it gained international renown in the art community. Link's work captured a vibrant vision of rural America in the late 1950s and made its way to museums in England, Japan and across the United States. He eventually published two books from his N&W pictures.

"It's a once-in-a-lifetime opportunity," said Gary Mullis, 42, of Staunton, who met Link once years ago in Roanoke and became a fan. "How often do you see two big corporations coming together to do something like this? None of them had to do this."

The lecture and photo shoot were organized by the O. Winston Link Museum in Roanoke to commemorate the 50th



anniversary of the first photograph in Link's N&W series. Link passed away in 2001 at 86.

The photo session followed a brief lecture by Link historian Tom Reeve, a faculty member at the University of

North Carolina at Chapel Hill. More than 100 people attended.

After everyone took their chance to recreate Link's photograph, organizers provided a little bit of an encore performance.

An engine from the Buckingham Branch Railroad rolled across the CSX tracks overhead the Norfolk Southern train and came to a halt.

Flashes pierced the night and the two trains, for a moment, were like a pair of movie stars posing on the red carpet while their admirers froze the moment.

"Some people call us crazy," Simmons said. "I call us dedicated."

Review of movie 'The Station Agent'

By Don Wells

Some weeks ago somebody suggested to me that I might like to see the movie 'The Station Agent'; it may have been a Rivanna Chapter member at one of our meetings. If so, I say 'thank you!'

This movie was released to theatres in 2004, and was released in DVD form recently. Copies are available at the Blockbuster stores in Charlottesville, where I rented it.

The main character is a railfan. Movies that deal with the idea of people who care about railroad history, operations and equipment are certainly rare; this might even be the only one. At the beginning of the movie the main character is working in a hobby store, repairing model train equipment. He is bequeathed the ownership of an abandoned rural station in New Jersey, and decides that he will live in it. The movie is really about his interactions with several characters that he meets in the area around the station, but the railroads, their equipment, and their history are a theme which keeps coming up in the story.

At one point the character attends what looks somewhat like an NRHS chapter meeting, viewing a video about Canadian steam. At another point the main character is seen crawling under an abandoned caboose on a siding, and he says that he wants to read the foundry name on the truck castings!

A key fact about this main character is that he is unusually short, only about four feet tall. This makes him 'different', and most of the story involves how he and the other characters deal with this fact.

Length 1 hour 29 minutes. Although the movie has an 'R' rating, and I suppose that this is technically correct, I consider

it misleading: the movie is a dramatic comedy for adults, and the adult characters act like adults.

Funding cuts could doom beloved Western Md. line

By Stephanie Desmon

Sun Staff

February 23, 2005, 9:03 PM EST

The Western Maryland Scenic Railroad, considered one of the country's top tourist trains, will haul its last load of passengers from Cumberland to Frostburg this year -- and a budget cut may mean the end of this historic train ride through the mountains altogether.

Officials are holding out hope that the full-size 1916 steam locomotive can find a different rail to ride on, but those with the railroad say it will be difficult to find an affordable alternative to shutting down. State transportation officials say there is still an opportunity to find a new route, though it would be much shorter and a very different experience.

"A lot of people are going to miss this thing," said Doug Beverage, chief executive officer of the railroad.

Money is one factor -- a longtime state Department of Transportation subsidy for track maintenance runs out at the end of the year, and a recent study says that in the next five years, repairs of up to \$25 million would be needed to keep the train operating on its current route.

Another issue is competition with hiking and biking trail under construction that will eventually run 415 miles from Pittsburgh to Washington, D.C., with one leg mirroring the railroad from Cumberland to Frostburg. It will bring an estimated 300,000 tourists a year -- a percentage of that to the Allegany County portion.

"The trail is the clear winner, a proven winner," state Transportation Secretary Robert L. Flanagan said Wednesday. The railroad hasn't proved to be financially viable, he said.

Meanwhile, officials were growing concerned about the wisdom of having the trail and railroad share space, including the 914-foot Brush Tunnel. Shutting the railroad down there would mean that officials could save \$3 million that was to be spent on safety measures for joint use of the tunnel. "When you put a train and hikers and bikers through a tunnel, you have to be concerned about safety," said Barbara Buehl, executive director of the Allegany County Chamber of Commerce.

The scenic railroad, an excursion that runs from May through December, with leaf-peeping trips in October making it the most popular month, has operated on one-time Western Maryland Railway tracks since 1989.

FreightCar America to build railcars in Roanoke, VA

Chicago, IL - January 14, 2005 – FreightCar America, Inc. (formerly operating as Johnstown America) has leased production facilities from Norfolk Southern Corporation to build railroad freight cars in Roanoke, Virginia. FreightCar America has commenced preparations for operating the facility, with the first deliveries of new railroad freight cars expected in the second quarter of 2005.

FreightCar America plans to produce a variety of types of freight car designs in Roanoke, including aluminum, steel, and stainless steel railcars. Initially, the company plans to produce aluminum railcars at the Roanoke facility.

Roanoke's 'Lost Engines' might be on track to a new and better home

An article in the Roanoke Times on February 9th indicates that a number of locomotives that have been rusting away in a Roanoke scrap yard for up to 50 years have been offered for free to the Virginia Museum Of Transportation by the estate of the owner. The scrap yard's owner, Sam Golden, died in 2003, and the property is likely to be condemned by the city for its future biomedical research park.

Hidden among the creepers at the Virginia Scrap Iron and Metal Co. yard on South Jefferson Street in Roanoke, VA, are four steam engines that time forgot. Norfolk & Western locomotives 917, 1118, 1134, and 1151 have been there awaiting their fate since they were sold for scrap in 1950.

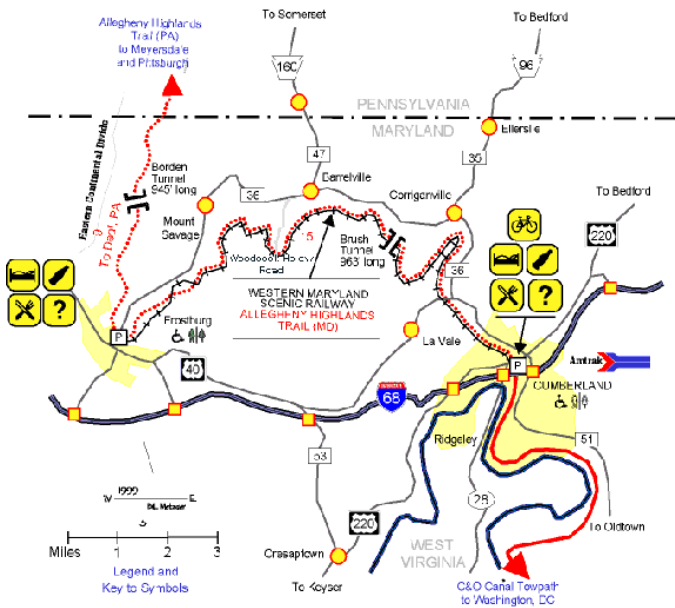


The engines are missing many parts, including the tenders. Some of that may have been retained by the N&W because they were still operating steam at the time.

The museum has indicated they want them, but past negotiations had failed due to the high price asked. Even now, there are questions about asbestos abatement and moving them.

Complete text of article at: <http://www.roanoke.com/extra/18047.html>

Web site: <http://lostengines.railfan.net/>



The vistas are breathtaking, with steep mountain climbs and sharp curves as the train chugs from a recently renovated station in Cumberland to a historic depot 16 miles away in Frostburg, where the train is placed on a turntable and visitors can watch it repositioned for the trip back. The attraction is a major anchor of Cumberland's \$57 million downtown redevelopment project called Canal Place.

It is considered one of the top 10 tourist trains in the country in terms of the thrill of the ride, said Rob McGonigal, editor of Classic Trains magazine, a quarterly publication based in Milwaukee. "A lot of rail fans like to hear the locomotive working at its hardest," he said.

There are several dozen tourist trains in the nation, but few are using steam locomotives anymore, he said.

"Steam locomotives are such a part of the American psyche, almost like sailing ships and baseball and Conestoga wagons," he said.

The railroad, though run by a nonprofit group, is subsidized by the state, county and the two cities it links. The rest of its \$1.4 million annual budget comes from ticket sales. The railroad is debt-free, said Jim Stafford, president of its board. Operating costs might be covered, Flanagan said, but maintenance is not.

"We don't want to see it go, but it's tough financial times," said James J. Stakem, president of the Allegany County Board of Commissioners. Allegany County gives the railroad \$170,000 a year, while the state's maintenance subsidy ran \$250,000 for the current fiscal year and will be \$120,000 through the end of 2005.

At the peak of its season, the scenic railroad runs trains of up to 13 cars at a time, Stafford said. The cars themselves are in high demand -- the railroad has rented them out for events such as the Super Bowl, the Masters and the Kentucky Derby. Locally, the railroad runs dinner train excursions, murder mysteries, Halloween trips and the North Pole Express for children at Christmastime.

Port plans to double rail capacity at cargo terminal

By CHRISTOPHER DINSMORE , The Virginian-Pilot

© February 20, 2005 (abridged version)

NORFOLK — The Virginia Port Authority is developing plans to double its on-dock rail capacity at Norfolk International Terminals (NIT) to meet growing demand.

Direct-to-rail movements of international shipping containers grew twice as fast as the port's overall cargo growth of 9.9 percent last year. "Norfolk Southern is obviously our bread-and-butter railroad in the port," said Thomas D. Capozzi, the port authority's senior managing director of marketing services.

It's a business that ties together two of Hampton Roads' largest transportation entities – the port and Norfolk Southern Railway Co., which is headquartered here. Cargo containers are unloaded from ships in the port and carried inland by the railroad, or delivered by the railroad to the port for export. The two have shared interests in adding capacity to each other's infrastructure. Both are lobbying Congress, for example, to fund the Heartland Corridor. The \$266 million project would increase the capacity of Norfolk Southern's rail lines through the West Virginia coalfields, its most direct route to the Midwest.

The shipment of containers and truck trailers by rail, known as "intermodal," is an important and fast-growing business for Norfolk Southern, accounting for \$1.5 billion of its \$7.3 billion in revenue last year. The railroad reported in January that its overall intermodal business saw volume grow 17 percent last year. Its movements of international shipping containers, the largest piece of its intermodal business, grew 15 percent last year. It is a business that is the fastest-growing part of our business."

As global manufacturing consolidates in Asia, more and more goods are being imported into the United States. With congestion growing at West Coast ports, shipping lines are adding more direct services to the East Coast from Asia.

Cargo volume is also growing to and from South America. "Both of those are moving a lot of cargo inland by rail," Capozzi said.

The port's economic development efforts are paying off, too, as more and more retailers locate distribution centers in Virginia. Last year was the first full year of operation for a Home Depot Inc. distribution center near the port authority's Virginia Inland Port in Front Royal.

As a result, the inland port's rail volume doubled last year to 28,401 containers. In all, the port shipped out 208,574 containers by rail in 2004, up from 174,241 the previous year.

And cargo growth hasn't slacked off. The port hit its first 4,000-container week just six months ago, but now that many rail moves are routine. Two weeks ago, about 4,800 containers went in and out of the port by rail. "With the amount of rail

that we're handling, we need to increase our capacity on the terminal," Capozzi said.

In the past several months, the Virginia Port Authority has developed plans to increase its rail capacity and improve the operations of what it calls the Intermodal Container Transfer Facility at NIT.

The project will be completed in several phases as more capacity is needed and the money is available, said Jeff Florin, the authority's chief engineer and director of port development. It would more than double NIT's rail capacity to 600,000 units a year. The project would fill in the space between the two primary ramps with rail lines, creating a large on-dock rail terminal. "We decided to consolidate all of our rail in one place," Florin said.

The first phase calls for tearing down the remainder of one warehouse by the end of this year and adding two sets of two lines of tracks in the space that opens up, Florin said. He estimated that would cost between \$7 million and \$8 million.

Now, most intermodal trains arrive via a line that parallels Terminal Boulevard, and most depart NIT via a rail line near its Greenbrier Avenue entrance.

The port of Virginia is Norfolk Southern's busiest intermodal port, said Jeff Heller, assistant vice president-international marketing in the railroad's intermodal group.

It has been since well before Norfolk Southern's 1999 merger with Conrail Inc., which gave it access to New York. Local port officials feared then that Norfolk Southern might shift its focus to the larger Port of New York & New Jersey, but those fears proved unfounded.

"We serve the ports, and the shippers decide where to put the ships," Heller said.

While New York remains the port of Virginia's biggest rival for Midwest cargo, the local port's Midwest traffic continues to grow rapidly. And the port remains an important focus for Norfolk Southern because the railroad has additional capacity on its lines between the port and Chicago, its biggest destination, Heller said.

Recognizing the importance of its international business, Norfolk Southern added the phrase "serving every major container port in the eastern United States" to how it describes itself in press releases in mid-2002.

The railroad runs six intermodal trains a day into and out of NIT – three in and three out. Containers from or going to other terminals are switched at its Portlock intermodal terminal in Chesapeake.

One train runs north to the railroad's large yard in Rutherford, Pa., near Harrisburg, Pa., stopping at the Virginia Inland Port in Front Royal. From Rutherford, containers can be shipped west to Detroit and Chicago. The trains can carry two containers stacked on top of each other, known as double-stack, the most efficient way to move containers. Another train runs the same route in reverse.

Another double-stack route heads west to and from Knoxville, Tenn., offering connections to Kansas City, St. Louis, Cincinnati and Chicago.

And, finally, Norfolk Southern runs a single-stack train between NIT and Chicago, stopping in the retail distribution hub of Columbus, Ohio.

That is its fastest train on the most direct route to the Midwest. Containers loaded aboard it on a Tuesday, for example, are available for pick up first thing Thursday morning in Columbus and Friday morning in Chicago.

That route to Chicago is 1,000 miles, 200 miles shorter than the other two. But it is restricted to single-stack containers because it passes through the West Virginia coalfields and numerous low-clearance tunnels designed for coal hopper cars.

Both the railroad and the port are lobbying Congress to help change that by funding the Heartland Corridor, which would increase clearances in 28 tunnels along that route to allow double-stack trains.

“We need more capacity for speed to serve some of our points in the hinterland,” Heller said. “As intermodal volume grows, this will become more important.”

The Heartland Corridor also includes the Western Freeway Rail Corridor in Portsmouth, which would relocate a rail line to the median strip of Interstate 664 and State Route 164 from

where it runs through several neighborhoods in Portsmouth and Chesapeake. The new rail corridor would support operations at the APM Terminal in Portsmouth, scheduled to open in 2007, and the state’s proposed fourth terminal at Craney Island.

Both projects have a significant rail component that would further boost Norfolk Southern’s intermodal volume from the port of Virginia.

“If we ever get the Heartland Corridor, the rail volume would really take off,” Florin said. Norfolk Southern welcomes the port authority’s plans to add capacity at NIT. What’s good for the port is good for the railroad, and vice versa.

“We’re really in lockstep on a lot of our infrastructure issues,” Heller said. “We design our services around each other’s capacity. ... They’re building for the future and they’re very fortunate they can, because not all ports have the capacity to do that.”

Lending Library

The material listed below is available for loan by members. Contact Steve Robbins at the meeting or

<mailto:zrobbins99@hotmail.com> to request.

Let us know if you would like any of these videos shown at the meetings.

NRHS - RIVANNA CHAPTER LENDING LIBRARY

----- VHS VIDEOS -----

All Aboard: 150 Years on the Right Track	Reader's Digest	1 hr 30 min	1996
Amazing Alco's	Kalmbach	60 min	
America's Historic Steam Railroads: Georgetown Loop RR	Goldhil Video	30 min	1993
Best of 1991	Pentrex	2 hr	1991
Big Power: High-Tech Diesels on Today's Railroad	Kalmbach	60 min	
F Units in Action: The Diesels That Did It	Kalmbach	60 min	
GM's Geeps in Action: The General Purpose Diesel	Kalmbach	60 min	
Great Locomotive Chase, The	Walt Disney Home Video	1 hr 27 min	----
Hot Rails Through the Twin Cities	Pentrex	1 hr 45 min	1998
Locomotion - Part 1 and 2	Home recording	???	----
Locomotion - Part 3 and 4	Home recording	???	----
Love Those Trains	National Geographic	60 min	1984
Making and Moving Steel on the Rails	Kalmbach	60 min	
Railroads and Coal	Kalmbach	60 min	
Railroads and Intermodal	Kalmbach	60 min	
Santa Fe Vintage Diesels	Pentrex - Fallen Flag Series	50 min	1997
Steam on the Horseshoe Curve	Home recording	???	----
Those Incredible Alcos - Volume 3	Pentrex	1 hr 57 min	1998

Thunder on the Rails	Skyfire	30 min	1990
Union Pacific 8444 - 1987	Pentrex	60 min	1987
UP Historical Society: Last of the Giants - Volume III	Pentrex	1 hr 10 min	1993
Washington Centennial Steam: By Daylight to Wenatchee	Pentrex	60 min	1989
Wreck at Milepost 249	Home recording	???	----

----- **BOOKS** -----

American Locomotives: An Engineering History: 1830-1980			
American Railroads	John F. Stover	302 pp	1961
American Railroads (2nd Edition)	John F. Stover	306 pp	1997
Canadian Pacific	Jim Lotz	128 pp	1985
Civil War Railroads	George B. Abdill	192 pp	1961
Color Treasury of Model Trains	N/A	64 pp	1972
Everyone's Book of Trains	Brian Haresnape	80 pp	1981
Explore Britain's Steam Railways	Anthony Lambert	160 pp	1995
Famous Railroad Stations of the World	Adele Gutman Nathan	100 pp	1953
Golden Years of Trains: 1830 - 1920, The	Peter Kalla-Bishop	128 pp	1977
Great American Train Stations	Hans & April Halberstadt	192 pp	1997
Great Railway, The	Pierre Berton	412 pp	1974
History of the Baltimore & Ohio, The	Timothy Jacobs (ed.)	128 pp	1989
History of the Southern Pacific, The	Bill Yenne	128 pp	1985
Hi-Tech Trains: The Ultimate in Speed, Power & Style	Arthur Taylor	128 pp	1992
Lancashire Railways	Mike Hitches & Jim Roberts	126 pp	1996
Lore of Steam, The	C. Hamilton Ellis	256 pp	1984
Modern Locomotives	(Wordsworth Handbook)	96 pp	1994
New York Central	Aaron E. Klein	128 pp	1985
Pictorial History of Trains	O.S. Nock	128 pp	1977
Principles of Locomotive Operation	Arthur Julius Wood	315 pp	1925
Railroads Triumphant	Albro Martin	428 pp	1992
Rogers Locomotive Catalog - 1876, The	John H. White (intro)	149 pp	1983
Spirit of Steam, The	William L. Withuhn	144 pp	1999
Steam Locomotive, The	W.A. Tuplin	158 pp	1974

Events

Excursion

Our event **Amtrak To Washington** is on **April 17th**. To obtain tickets contact Amtrak at **1-800-USA-RAIL (1-800-872-7245)** or visit Amtrak's website at <http://www.amtrak.com>.

We will depart at 7:05 am in the morning (don't worry, the sun will be up!) from Charlottesville's Amtrak Station (former Southern Railway station) onboard Amtrak's Crescent.. After dining (large food court in the station as well as a full service restaurant) and visiting Union Station and its environs (train watching from the deck of the integral parking garage?) we will have an early afternoon departure aboard the Cardinal at 1:05 pm.



California Zephyr on the Denver and Rio Grande Railroad

The Rivanna Rail
c/o Ronald E Gareis
1625 Brightfield Place
Charlottesville, VA 22901

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