



BLUE RIDGE DISPATCHER

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The 1976 formation of Conrail also saw a lively growth in interest in one

The 1976 formation of Conrail also saw a lively growth in interest in one of the few remaining independent railroads, the New York, Susquehanna & Western RR in New York State and upper New Jersey. The subsequent marketing strategy by the president, Walter Rich, saw the initiation of run thru service and Sea-Land stack train service in cooperation with Guilford-D&H and Chessie System. Later NYSW was made the designated operator of the bankrupt DAHL, which resulted in NYSW power being seen here in Lynchburg. NS trains 341 & 342 were created from Binghamton, NY to Salisbury, NC using CSX trackage rights to Potomac Yard, which resulted in CSX power also being seen on these trains.

The sale & breakup of Conrail in 1999 saw NS and CSX siphon of the stack train traffic, but NYSW is still an active carrier. One of the active followers of the NYSW is a young railfan, Louis Lokuta, of Franklin, N.J. He has created an excellent website for NYSW fans <www.TheChaselsOn.biz> and a series of DVDs covering NYSW operation since 2000.

The program will be excerpts from his two most recent DVD creations. The first "Susquehanna 2010-2012 Severe Weather Edition" will show operations in snow, heavy rain & hurricane aftermath. The second DVD is entitled "The Susquehanna Detour Extravaganza". It shows various NYSW with CSX and NS detours and NYSW newly acquired SD60s, along with the 4 tunnel motors and 2 ex NS units, SD40-2 3018 and SD40 3022.

I think you will find Louis' work entertaining and informative. I was unable to present this program in February due to heavy snow, so I hope to see you May 14.!

Wednesday, May 14, 2014. 6:30 p.m. Charley's Restaurant. 707 Graves Mill Rd. Lynchburg, VA.



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



Blue Ridge Chapter, NRHS Minutes of Meeting - April 9, 2014

President Rick Johnson called the meeting to order at 7:30 pm at Charley's Restaurant and welcomed 20 members and 4 guests. Rick reported that Gordon Watkins was recovering from hip replacement surgery. Buckingham Branch schedules for 2014 were distributed and Rick stated that he had been able to attend the party in Richmond honoring Dale Diacont's retirement from CSX. March minutes were approved as distributed. Treasurer John Tanner then reported.

Under old business Rick stated that a check for \$1,000 had been sent on March 19th in support of the Boone's Mill Station relocation and that a thank-you letter had been received. Under new business, Skip Hansberry reported on the progress at the Amherst Station restoration.

Vice President Ed Fielding had no report, nor did Chapter Representative Bob Leslie. Norris Deyerle, Regional Heritage Representative reminded members of the Fishersville Train Show on May 4 and that the C&OHS show was re-scheduled to June. Rail Day brochures were being distributed and they still needed someone to help Jean Raas with the model contests. He also mentioned that former member Bill Cabble was out of the hospital and back in the nursing home. Chuck Hladik was back in the VA hospital. Thanks were offered to the Newsletter Editor for another excellent issue. No report from the Webmaster.

The evening's program was presented by Wayland Moore on the Cass Scenic Railroad. The 50/50 was won by Fred Terry. Next regular meeting is scheduled for May 14. Meeting adjourned at 7:45 pm.

Thomas G. Ledford, Secretary

Detailed program notes - Louis Lokuta is a life-long rail-fan originally from Butler, NJ. Since the age of three, he has shown a profound interest in all aspects of trains. He grew up along the New York, Susquehanna, & Western railway, at its western terminus since the early 1970's, when the line was severed by Hurricane Agnes at Smoke Rise (Kinnelon, NJ). Train movements were scant and unpredictable at best, but would occur about once a month at the Butler yard. Therefore, most of his early rail-fanning, occurred along the D&H Sunbury Line (Now the CP Sunbury Line) through northeastern Pennsylvania while visiting his grandmother's house. It was here, where he first started audio recording passing trains on cassette tape, so that he could play them back while falling asleep at night.

In the mid 1980's, when the New York, Susquehanna, & Western railway reactivated its Southern Division mainline for SeaLand double stack service, Louis' rail-fanning opportunities grew! Louis' late father, Bernard, would take him out almost every night of the week and sit by the tracks in Butler, waiting for the evening's parade of westbound stack trains. Louis continued his audio recording endeavors and began to dabble in editing the recordings to make them "better". It wasn't until the early 2000's when Louis decided to start video documenting NYS&W train movements, since the future of the line was in question due to the loss of all intermodal traffic to CSX because of the Conrail breakup. The stack trains were already gone, but "regular" detours would traverse the NYS&W, and CSX still ran its daily empty auto-rack train, Q-271, up the NYS&W to alleviate traffic congestion along the CSX River Line (former Conrail "Water Level" route). He started compiling hours and hours of video footage and decided to dabble into DVD movie editing. After many long hours of trial and error, Louis produced his first NYS&W DVD "Susquehanna 2003: The Chase is ON!!!" (his famous tag line), really at a "whim" to see if he could do it. After many people expressed interest, and sales flourished on E-bay, Louis began regularly creating new DVD's as the years went by. Louis has sold DVDs across the country to buyers in states such as Virginia, Texas, Washington, and Illinois.

Louis currently has 7 DVD's available for purchase on his website, www.TheChaselsOn.biz. Feel free to browse and purchase from his expansive selection! Most of his DVD's are based on themes such as Detour movements or operations post severe weather events such as Hurricane Irene. He also maintains a YouTube.com channel at the following link: <http://www.youtube.com/user/TheChaselsOnDVDs> and posts additional bonus footage on there from time to time. You can also see a short preview of each of his DVD's on his YouTube channel. Subscribe today!

Louis is 37 years old, and is married to his lovely wife Bethanne. He currently resides along the former Lehigh and Hudson River Railroad (now NYS&W Southern Division mainline) at milepost 76 in Vernon, NJ - where the railroad bisects an 18 hole golf course at the 9th hole. Louis affectionately calls this location "the ninth hole" when reporting train movements to the NYS&W YahooGroups.

Blue Ridge Chapter, NRHS 2014 Calendar of Events
56th 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 updated or added events since last month printed in "Bold Italics".

Notice: I urge our friends with the other railway historical groups and museums to take advantage of www.trainfinder.com, www.trains.com or RHICalendar@nrhs.com. There is no cost to promote your train show on these websites. It's simple to add your event to their website and your event approval is fast and efficient. This is a website that will help us all get the word out about our events!

Are you interested in learning more about the historic Norfolk & Western Railway "High Bridge" in Farmville, Va.? Please check out the following links for more info:

Friends of High Bridge Trail:

<https://sites.google.com/site/friendsofhighbridgetrail/>

High Bridge Trail State Park:

http://www.dcr.virginia.gov/state_parks/hig.shtml

<http://www.virginia.org/Listings/OutdoorsAndSports/HighBridgeTrailStatePark/>

Historical USGS Topographical Maps: A great research tool for locating abandoned railroad lines, etc.

<http://nationalmap.gov/historical/>

Virginia Department of Rail and Public Transportation – Free Official State of Virginia Railroad Map, 600 East Main Street, Richmond, Va. 23219

Phone: 804-786-4440

www.drpt.virginia.gov

Tennessee Valley Railroad/Norfolk Southern 21st Century Steam Train Excursion Schedule Info:

<http://www.tvrail.com/pages/21st-century-steam> Note: Find more railroad related info on other websites at the end of this Calendar Of Events.

May 2014

05-14-14: {Wednesday} BRC Monthly Meeting, Ed Fielding Presentation, This new date is to make up for the presentation that he planned to do for us in February that was cancelled due to ice and snow.

05-16-18-14: {Friday thru Sunday} Cass Railfan Weekend 2014

"Return to Spruce and Beyond Geared Steam Photo Spectacular", Cass, WV. Info: www.msrlha.org/rfw/index.html

05-28-14: {Wednesday} BRC "Fun Meeting"

05-29-06-1-14: {Thursday-Sunday} NCTM Historic Spencer Shops "Streamliners at Spencer", Spencer, NC. The N&W Class J #611 is scheduled to be there! I'm not 100% sure it will be. Both passenger and freight trains will be running on site, pulled behind the historic diesels and allow you multiple opportunities to photograph or video these locomotives. Special nighttime photo sessions are being held Thursday through Saturday nights. Advance tickets for the four day event and the nighttime photo sessions are available in advance. Online at <http://nctrans.org/Events/Streamliners-at-Spencer> or call 704-636-2889 ext. 237 or ext. 257. This is quickly turning into the railfan event of the Summer! Website: www.nctrans.org

June 2014

06-07 & 6-08-14: {Saturday & Sunday} C&OHS George Washington's Train Show, This is the makeup train show for the one in February that was cancelled due to snow. These new dates will be the same as the C&O Railway Heritage Festival.

Location: Clifton Forge Armory, Clifton Forge, Va. Saturday 10:00 am to 4:00 pm, Sunday noon to 4:00 pm. Info, phone: 540-862-2210, www.cohs.org

06-10-14 Thru 06-14-14: {Tuesday Thru Saturday} NRHS 2014 Annual Convention, Springdale, Arkansas, Info, www.nrhs.com

06-11-14: {Wednesday} BRC Monthly Meeting, Norris Deyerle Slide Presentation

06-21-14: {Saturday} North Carolina Rail Fair 11th Annual Model Train & Railroad Artifact Show & Sale, Metrolina Expo Trade Center, Charlotte, NC. Info: www.gserr.com

06-26-14 Thru 06-29-14: {Thursday Thru Sunday} N&WHS 2014 Annual Convention, Roanoke, Va. Info, www.nwhs.org

06-27 & 28-14: {Friday & Saturday} N Scale Enthusiast 22nd Annual 2014 National N Scale Convention Public Train Show, Roanoke, Va. Info: www.nationalscaleconvention.com

July 2014

07-09-14: {Wednesday} BRC Monthly Meeting, Derek Wimberly Presentation

07-23-14: {Wednesday} BRC "Fun Meeting"

07-28-14 Thru 08-01-14: {Monday Thru Friday} C&OHS 44th Annual Conference, Pipestem, WV, Info, www.cohs.org

August 2014

08-09-14: {Saturday} BRC, NRHS "Lynchburg Rail Day 2014", New show times are 9:00 am till 3:00 pm, Info: LRD 2014

Chairman, Barry Moorefield, Phone: 434-821-2174 before 9:00 pm nightly or email rockdalefarm@live.com, or Norris

Deyerle, Phone: 434-237-4912 or email railcow@msn.com. Table Registrar John Tanner, Phone 434-525-1318 or email

flytrains@yahoo.com. Note: LRD 2014 Vendor Registration Forms and White Elephant Table Guidelines are now available on our website, www.blueridgenrhs.org

08-13-14: {Wednesday} BRC Monthly Meeting, Dale Diacont Presentation

September 2014

09-10-14: {Wednesday} BRC Monthly Meeting, Brad Dobbins Slide Presentation

09-21-14: {Sunday} This is the day that we normally schedule our Blue Ridge Chapter Summer Picnic in Altavista to celebrate the ongoing success of our Lynchburg Rail Day Train Show. It's always been open to BRC members and their guests, LRD Train Show workers and vendors. Attendance has dropped off so much in the past several years that your BRC picnic organizers have not reserved this date at the park in Altavista. If any member or members are willing to organize our Summer picnic in a new location please contact BRC President Rick Johnson or Norris Deyerle. It's OK to set it up on the date the organizer chooses. The BRC will still pay for the fried chicken or other meat and beverages. Please be safety conscious when you choose a location since this is a family event and small children may be attending. I would hate to see this BRC family outing end.

09-24-14: {Wednesday} BRC "Fun Meeting"

October 2014

10-08-14: {Wednesday} BRC Monthly Meeting, Kurt Reisweber Presentation

10-11&12-14: {Saturday & Sunday} Appomattox Railroad Festival, Appomattox, Va. Contact info: TBD

10-12-14: {Sunday} BRC member Dale Diacont's cookout at "Red Dog Manor" in Waynesboro, Va. BRC members and their guests are invited. Contact Dale for more info. Space may be limited since this is Dale and Audrey's home. Info: daled1acont@yahoo.com to get more details and make sure the cookout is still scheduled.

November 2014

11-02-14: {Sunday} 37th Annual Gaithersburg Railroadiana & Transportation Show, Montgomery County Fairgrounds, Gaithersburg, MD. Info: www.gserr.com

11-08-14: {Saturday} 13th Neuse River Valley Model Railroad Club Trains & Railroadiana Show and Sale, Raleigh, NC. Info: www.nrvshow.org

11-12-14: {Wednesday} BRC Monthly Meeting, Wayland Moore Presentation

11-25-14: {Wednesday} NO BRC "FUN MEETING" DUE TO THE THANKSGIVING HOLIDAY

December 2014

12-06-14: {Saturday} BRC Annual Christmas Banquet, Altavista, Va.

12-10-14: {Wednesday} BRC Monthly Meeting, Skip "Groundhog" Hansberry Presentation

12-20-14: {Saturday} BRC Annual Kemper Street Station Holiday Gathering

Check Out This New Addition!

Norfolk Southern Locomotives – The Diesel Shop, NS Loco roster with professional quality photographs. NS Heritage Locos included. www.thedieselshop.us/NS.HTML

"Fallen Flag" railroad of local interest:

Franklin & Pittsylvania Railroad, "The old fast and perfect" railroad that ran between Gretna and Rocky Mount, Va.:

www.fandprailroad.org

Locomotive Search Tool And Railroad Photos Link: www.railbaron.rpicturearchives.net

Railroad Related Events Information: Visit: www.varailheritage.org, www.vmt.org, www.linkmuseum.org, www.nctrans.org,

www.roanokenrhs.org, www.dcnrhs.org, www.odcnrhs.org, www.nwhs.org, www.cohs.org, www.csxthsociety.org,

www.thecrhs.org, www.theruralretreatdepot.com, www.srha.org, www.rfandp.org, www.vatraincollectors.com,

www.traincollectors.org, www.railroadcollectors.org, www.nhvry.org, www.norfolksouthernrhs.org, www.RailServe.com,

www.gsmr.com, www.trains.com, www.TrainFinder.com, www.gserr.com, www.wghshow.com, www.drpt.virginia.gov

Blue Ridge Chapter, NRHS Website: www.blueridgenrhs.org

Norfolk Southern/TVRM Steam Excursion Website: <http://www.21stcenturysteam.com> OR <http://www.tvrail.com/pages/21st-century-steam>

Steam Train Events in the United States and Canada: www.diary.svsfilm.com

Steam Locomotive Locations: www.steamlocomotive.com

Railroad Historical Information and Related Photos: www.hawkinsrails.net

Railroad Photos: www.railsinvirginia.com, www.railfirephotography.com

Key Lock & Lantern Railroad History and Preservation Organization, www.klnl.org

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>



Obituary - It is with great sorrow that we report to you the passing of a very colorful and very talented retired local N&W railroader. Fred Reburn died May 7 at age 88. He served his country during WWII and worked for the N&W for 32 years, and probably would have worked much longer had he not been involved in an accident on the job. Fred was known for his ability to tell many stories about life on the railroad, and for his incredible woodworking talent which resulted in the creation of many large models of railroad cars and engines. The things he made are truly amazing. We will miss you greatly, Fred.



Thinking about THE WRECK! -How can one begin to reflect on the spectacular train wreck that occurred in downtown Lynchburg on April 30, 2014? I guess the most common reaction has been, "It could have been a LOT worse!" Not since March 31, 1998, when a cut of cars ran away from NS's Montview Yard, collided with train 155 parked just north of Kemper Street Station, caught fire and burned down the City of Lynchburg's brand new salt barn has the railroad industry locally received such negative attention in the media.

Your Editor had just come home after running some errands the afternoon of the derailment. Soon after my arrival I heard an eastbound train approaching, went out on the back porch and noted the BNSF power. "Oh! Another oil train," I thought to myself and posted its passage on the two yahoo groups that would be interested in it. "Oil train EB Reusens 1:45pm. BNSF 7485 leading. 432 axles."

The oil trains have become so commonplace now, running almost daily since the first one in early December 2013, that I did not bother to watch the entire train go by, but, rather, went outside to my shed to do some chores. What a shame! I'm sure I missed some hair-raising radio traffic as a result!

When I came into the house thirty minutes later both of my phones were ringing. People were asking me if I knew about what was going on downtown. I must have received twenty calls! I turned on the TV and, like everyone else, was dumbfounded. Oil train derailment?!? Here? IN LYNCHBURG?! NO WAY! But, there it was. On fire and sending up a column of smoke resembling that of a volcanic eruption. One of my friends and fellow church members, Chris Howell, was having



lunch at the Depot Grille, just yards away from the derailment site when the train went on the ground. Here is a picture she snapped as she was getting away from the "occurrence". "A very intense moment", she described it. (Many, many images of the wreck and fire are on the internet. Simply google "Lynchburg derailment images") The fire lasted about an hour and all was calm again, except for the smoldering trees surrounding the wreck site and a pile up of tank cars at and in the river.

Needless to say, the derailment made national news quickly and with the news came calls from many in authority for tighter controls on the movement of crude by rail. Indeed, it could have been a lot worse. Downtown Lynchburg got off mighty easy, all things considered.

Happily, the one tank car that was compromised and caught fire had slid down the bank into the river, and I bet that shielded the nearby structures in downtown from the most intense heat, and, instead of spreading over any land areas, the burning Bakken crude was taken downstream by a James River that was running a bit higher than normal. Then, too, there was no wind to speak of that day and the smoke rose straight up from the inferno.

Clean up began immediately. The thought came to mind that this train sure picked a convenient place to derail as far as recovery efforts were concerned. Acres of flat, easily-accessible land to stage heavy equipment for starters. Imagine if this had occurred upstream on the James with a towering cliff on one side and the river on the other. Clean up would have been a long, drawn out nightmare.

As it was, the derailed cars, still with oil inside, were lined up between the CSX main line and the NS interchange track. Empty tank cars were spotted on the NS line and oil was then transferred to them from the wrecked cars. The derailment occurred on a Wednesday afternoon. By late Saturday night CSX had the line reopened and trains were running, albeit very slowly through the derailment site. The transfer process ended eight days after the wreck occurred and the cars with the transferred oil went on to the facility in Yorktown, VA, I assume, and the wrecked cars were removed from the site for disposal.



It's two weeks later now and everything has been picked up from the wreck site. But the debate will continue on for a long time about what caused it (The National Transportation Safety Board will post its findings on its website eventually. www.nts.gov), what effects will the wreck have on the health of the James River, and how can oil be moved by rail more safely. I dare say this event will rank as a good contender for the #1 news story for Lynchburg for the year 2014!



TALES OF THE GROUNDHOG
Searching for Spring on the Crescent – Part I
by Skip “Groundhog” Hansberry

With the seemingly never-ending onslaught of polar vortices this winter, my wife and I decided to pay a visit to family in San Antonio and search for the end of winter. She opted for USAir – I viewed this as an opportunity to take the Crescent to its namesake city, then rent a car for the balance of the trip. The opportunities this presented were actually a series of firsts and lasts: my first trip in a Viewliner sleeper; amazingly, my first trip south of Lynchburg on the “Southern”; and my last chance to savor the experience of a Heritage dining car.

For me the chosen day was March 22, two days following the vernal equinox. I contacted friend and agent Garland Harper, who for \$263 provided me with a roomette to New Orleans on the selected date –since this fare was all-inclusive for transportation, room, and board and airfare alone was in roughly the same price range, I felt that in today’s world this was a relative bargain.

The final plan called for me to rent a car in New Orleans, pay a visit to my 92-year-old uncle in Alexandria, then pick up Jane in Houston on Tuesday March 25th. From there we would drive to San Antonio and spend four days with son William before she flew back to Lynchburg. This would give me the opportunity to spend four days visiting some railfan venues I had read about in eastern Texas and Louisiana before returning the rental car to New Orleans.

Finally the chosen day arrived. My wife dropped me off at Kemper Street Station at 9:30, half an hour prior to the schedule arrival time of #19. Since it was Saturday, the “Regional” was comfortably tucked in the siding for the night.

I checked my large bag with Miranda, the “new kid in town”. She was both efficient and pleasant, but I was still disappointed that Garland was not there...he had promised me a ride back to the sleeper and a quick photo of my boarding “for the record”. As I was walking the platform looking over the Regional, a form appeared...it was Ricky “Dash-2” Johnson who quickly agreed to be my photographer for the night.

Just before the scheduled train time there was a rumble and a headlight on track 2 as three Thoroughbreds with both GE and EMD bloodlines eased container train #203 to a stop. Minutes later P42’s 86-182 led nine cars between the stacks and the Amfleet coaches. I had one hand on my carry-on suitcase; with the other I stabilized the camera against a fence post for a few pix. Somehow I managed to record the engine numbers in my notebook while looking to see where the sleepers were stopping – I knew that the stop would be very brief since it was a few minutes behind schedule.

Sleeper attendant Patrick bounded down the steps and greeted me warmly. He willingly posed with me for the requisite photo taken by Dash-2 Johnson, then I hustled aboard and plopped down in the cubicle I would call home for the next 22+ hours. A gentle lurch and we were accelerating toward Montview Yard where we met a northbound with a pair of CP units.

I quickly made my way next door to the diner which had stopped serving, but the workers were still there. With the lights on low the car possessed an ambience that I doubt any new replacement can match. I explained to the woman who appeared to be in charge that I wanted to take a few pictures because I knew these cars were not long for the world. I added that I knew she would be happy to have a more modern car – she said she really liked these cars and was quite cordial about my taking a few pictures. She said something to the cook who went to the trouble to put his white jacket back on and pose proudly in the galley. One of those great moments I won’t soon forget!

I returned to my roomette, got ready for bed, and opened my sleep-aid for the night, a mini-bottle of Courvoisier. I turned on the scanner, opened the curtains, and lay there drinking in the experience. My sleeper was the seventh car, close enough to hear the Nathans periodically, but not close enough to be annoying. Occasionally on a curve I could see a clear signal flick to red. Although this was my first train ride south of Lynchburg, the places were all quite familiar as we sped through the darkness: Altavista, Gretna, Chatham, then the station stop at Danville was the last place I was aware of before we can to a rather abrupt halt. My watch said 2:00 a.m. – I peered out the window – Charlotte, fifteen minutes ahead of schedule.

I figure being stopped would be a good opportunity to get some really sound sleep, but, ironically, I couldn’t go back to sleep. I studied my surroundings and made use of my in-room plumbing – so much better than having to walk down the corridor and get wide awake. I have read that, sadly, the Viewliners now under construction will not possess this amenity. What a pleasant existence this was. Yes, the room would be cramped for two, but for me it was more than adequate. Amtrak even provided two bottles of drinking water and an informative pamphlet enumerating interesting facts about the stops along the Crescent route. Actually, my “cocoon” had everything needed except for food and I had brought along some “Nabs” for that contingency.

At 2:45 I heard two shorts, felt a gentle lurch, and we were again on the move. With the rhythm of the rail I quickly fell back asleep. It was vaguely aware of a meet or two and one very rough stretch of track where I feared we had been diverted up an industrial spur, but I wasn’t fully awake until Gainesville, Georgia at 7:05. I was surprised to see a “classic” Southern cantilever signal still in service here.

It was a gray, overcast day, but I did spot my first sign of spring: the brilliant white blossoms of a Bradford Pear tree. Seeing these in bloom always evokes thoughts of my railfanning jaunts to Ashland, Virginia, where these trees put on a splendid show along the RF&P tracks every spring. We passed a Southern bay window caboose on display in some small town, then I was very surprised to catch a glimpse of a very old locomotive, perhaps a 4-4-0, behind a chain link fence. This must’ve been the railroad museum in Duluth, Georgia. Might be worth a look sometime.

As we approached suburban Atlanta the rural landscape gradually transitioned to one of neighborhoods with houses of mixed vintages, schools, and light industry. It was certainly a far cry from what one sees on a trip up the Northeast Corridor. I was surprised at how little activity there was...I had to remind myself it was still early on a Sunday morning.

At 7:45 an announcement was made about the diner’s being open for breakfast. Soon afterward we had come to a stop in Atlanta. Peachtree Station is certainly no grand structure, but it was a chance to stretch one’s legs and grab a few photos. The first order of business was to walk the train and record the consist. There was quite a throng getting off in the capital city and, accordingly, a beehive of activity at the baggage car. I took a number of pix here, because, like the Heritage diner, this car is living on borrowed time. The car was Amtrak 1708, built by Budd for the Santa Fe in 1953....I’d say it has served far longer than anticipated when it was ordered.

As I was finishing up my photos, the person driving the tractor pulling the baggage cars yelled at me, “They don’t want you taking pictures of the baggage car.” I had my ticket...if I had not been done I could’ve been in a confrontational mood. At this point it was much simpler to visit the diner for breakfast.

To be continued next month....

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Lynchburg Rail Day 2014. Saturday, August 9, 2014.