



BLUE RIDGE DISPATCHER

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C&O train No. 4, The Sportsman, stopped at Clifton Forge, Va. in 1961. Photo by Gene Huddleston.

Chapter member Thomas W. Dixon, Jr., Chairman and President Emeritus of the C&O Historical Society, will be presenting the show at the regular March meeting of the BRC. His program will consist of a PowerPoint presentation showing color photos of C&O passenger trains between 1960 and 1971, and a comparison between C&O's passenger service operations in 1960 and what they consisted of at the end just before the Amtrak takeover on May 1, 1971. Photos were taken by Tom Dixon and the late Gene Huddleston, who was the premier C&O photographer for many decades.

As with all of Tom's presentations this promises to be another great show. Plan to attend.

Wednesday, March 13, 2019. 6:00 p.m.
Charley's Restaurant 707 Graves Mill Rd. Lynchburg, VA



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



**Blue Ridge Chapter, NRHS
Minutes of Meeting
February 13, 2019**

President Rick Johnson called the meeting to order at 7:30 pm at Charley's Restaurant and welcomed guests Elizabeth Lipscomb and Dona Duval and 18 chapter members. Minutes of the January meeting were approved as corrected and John Tanner presented the treasurer's report for January and February combined. Rick expressed the condolences of the membership to Tim Witt on the death of his wife; to John Siegle on the death of his brother and to Mollie Ledford who lost her mother. Rick was pleased to report that Derek Wimberly was recovering and out of the hospital and that Jean Raas was doing much better but was still in rehab.

Under old business: 12 attended the Fun Meeting on January 23rd and programs for 2019 are still needed. Under new business: the newly formed Rail Day committee met on January 16th with 11 members attending. Barry Moorefield will be chairman, Jerry Hampton vice-chairman and John Tanner treasurer. August 10th is confirmed for the event, the Ruritan Hall is paid for and the fliers are now ready. Norris Deyerle and Fred Mayer will work on publicity.

There were no reports from the Vice-president or the National Representative, however Bob Leslie reminded members that the deadline for applicants for this year's Rail Camp was fast approaching. Rick thanked Garland Harper for this month's newsletter and then announced that the chapter's new Webmaster will be Tim Witt. He thanked John Siegle for his many years of excellent service in that position and congratulated him on a job well done.

The program for the evening was presented by Ed Fielding and covered most of the northeastern anthracite railroads prior to Conrail. Rick reminded members that the program for the March 13th meeting will be Tom Dixon's rescheduled C&O program. The 50/50 drawing was won by a Charley's employee and the meeting adjourned at 7:50pm.

Thomas G. Ledford, Secretary

Member News – Sympathy is extended to Lee and Jan Hawkins upon the death of Jan's mother Maxine Smith Seyfried on March 6.

Maxine Smith Seyfried, 90, of Lynchburg was born on February 13, 1929, in Meigs County, Ohio. Mrs. Seyfried worked and retired from Lynchburg City Schools. She was a devoted Christian to our Lord Jesus Christ, wife, mother and grandmother. Moma loved each one of the family very much. She was a member of Memorial Christian DOC and sang in its chancel choir for a number of years. Mrs. Seyfried, along with her husband, was a member of the Ageless Wonders of Lynchburg. Also, Mrs. Seyfried was a longtime member of the Scottish Rite Women's Axillary.

We're happy to report that Derek Wimberly is doing much better, having recently spent a stretch in the hospital. Jean Raas home now, too, and doing better.

Former President and CEO of Amtrak, Joe Boardman, dies.

Joseph H. Boardman, former administrator of the Federal Railroad Administration (FRA) and former president and CEO of Amtrak, died March 7 after suffering a stroke. He was 70 years old.

Amtrak Board Chair Tony Coscia and Amtrak President and CEO Richard Anderson issued a joint statement, "We are deeply saddened to learn of the passing of Joe Boardman. Joe, during his tenure as FRA Administrator, Amtrak Board Member and Amtrak president and CEO, was a tireless advocate for passenger rail and the nation's mobility. During his eight years at the helm, Joe helped the company make significant progress in reducing our debt, improving our infrastructure and raising our cost recovery performance. He leaves a lasting legacy that includes public service and making passenger rail transportation better for millions of people."

Rail Passengers Association President and CEO Jim Mathews said, "Joe Boardman believed in his bones that all Americans should have the ability to choose to travel by train. He was a passionate defender of the National Network and a passionate believer in Amtrak. He was also very gracious with his time and his insights, always willing to meet with us to hear about the concerns of passengers and always willing to meet with me to talk about rail policy. We will all miss him very much."

Amtrak first selected Boardman for a one-year stint as president and CEO in November 2008. He held the role until September 2016, the second-longest tenure of any Amtrak president. Boardman was named "Railroader of the Year" in 2014 by Railway Age magazine.

Boardman is survived by his wife, Joanne, and their three adult children, Joe Jr., Emily and Philip.



Your Editor (second from left) is pictured with Joe Boardman next to Train #50 in Charlottesville. August 2009.



Joe Boardman in Lynchburg on Sep. 30, 2009, for the start-up ceremony of Regional train service here. Above left: Seated with Governor Tim Kaine. NS CEO Wick Moorman at the lectern. Above right: Joe in the ribbon-cutting line.

West Virginia's New River Trains are history by [Chris Lawrence | clawrence@wvradio.com](mailto:clawrence@wvradio.com) | February 27, 2019.

HUNTINGTON, W.Va. — Although it's been sold out for the past 20 years and has been running for over 50 years, the New River Train, regrettably, has reached end-of-track.. The Collis P. Huntington Railroad Historical Society today officially announced the wildly popular fall excursion train was forced to end operation. The termination was blamed on increased costs charged by Amtrak.

"We've run this successfully for 52 years," said Joe Rosenthal who is the Society's Assistant General Manager. "We had good cooperation with CSX, the host railroad. We've had good cooperation with local businesses and hotels. We've had over an \$8 Million impact to the state of West Virginia."

The two weekends brought nearly 5,000 visitors into Huntington with an economic impact of \$2.3 million for the city and \$5 million to the state of West Virginia. In addition, Railroad Days in Hinton, which benefits the area's nonprofit organizations, relies on the passengers from the train.

The train was always sold out. The trains for decades have ferried riders from Huntington to Hinton and back through the New River Gorge during the peak of the fall colors in some of the most scenic territory of West Virginia. According to Rosenthal it had become impossible to set the budget because of Amtrak's ever-increasing costs.

"Last year we based our budget on the 2017 rates and when the new policy came out we had a raise of over \$120,000," he explained. "We had the rug pulled out from under us."

The abrupt change in the 2018 rates left the society operating \$140,000 in the red. Amtrak raised its rate for 2019 again in January and according to Rosenthal it has changed twice since then both times with a dramatic increase. The current Amtrak policy would allow the rate to increase with a 60-day notice. With no guarantee of what the rate for a private train would be in October, it was impossible to plan for the excursions in the fall.

U.S. Senators Joe Manchin and Shelley Moore Capito both attempted to work with Amtrak to save the popular excursions, but to no avail.

"Until things change in the upper management at Amtrak, the train will not run," said Rosenthal.



Colorful consist of the New River Train. October 2008.

Rough runs for Amtrak.

This is one of those when-it-rains-it-pours horror stories. On Sunday night, March 3, a teenage driver and three passengers escaped injury and with their lives when a passenger train and a freight train struck the vehicle they were in Sunday night near Bealeton, VA, about milepost 52 on the ex-SOU mainline.

A 2008 Honda Civic was crossing the railroad at a private crossing when it became stuck on the tracks. Amtrak's Crescent, train No. 19, was approaching from the north and the Norfolk Southern freight train, coal empties Q77, from the opposite direction. The Amtrak train struck the car first. Seconds later the northbound NS train hit the car. The vehicle got stuck between the two trains, traveling on separate tracks. Photos provided by Virginia State Police showed a crumpled piece of silver metal, not recognizable as a car.

Amtrak spokeswoman Kimberly Woods said on Monday that none of the 180 passengers or crew were injured on the train that travels from New York to New Orleans. Train #19 sustained about a 5-hour delay on the scene while damage was assessed and the car removed. #19 encountered the usual delays on its trip to New Orleans, arriving there over 8 hours late.

The late arrival of #19 meant the next day's northbound Crescent, #20, left late, over four hours to be more precise. Regrettably, the 4-hour late train struck and killed an individual near Hattiesburg, MS, which practically doubled its delay. By the time #20 arrived in Lynchburg it was 12 hours late. See below.



The remains of the Civic battered at Bealeton.



Amtrak #20 at dusk (NOT dawn) in Lynchburg, 12 hours late.

Blue Ridge Chapter, National Railway Historical Society 41ST Annual

LYNCHBURG RAILROAD DAY 2019

Saturday, August 10, 2019

CELEBRATE 41 YEARS! OLDEST MODEL TRAIN & RAILROADIANA SHOW IN CENTRAL VIRGINIA

9 a.m. – 3 p.m.

BOONSBORO RURITAN CLUB

1065 Coffee Road {Va. St. Rt. 644} Lynchburg, Va. 24503

Admission: \$6/person, Family admission: \$10. Children 12 & under free w/paying adult. Your ticket purchase helps towards paying for area railroad preservation projects!

OPERATING MODEL TRAIN LAYOUTS ON DISPLAY IN AIR CONDITIONED HALL HANDICAPPED
ACCESSIBLE - FREE PARKING - FRESHLY PREPARED FOOD/ BEVERAGES SOLD

Model Train Items and Railroadiana "For Sale/Trade" from vendors from around our area

Sales tables available to the general public, advance registration/payment required

8 foot sales tables: \$33.00 each with no charge for two attendees per table

"WHITE ELEPHANT TABLE" – OUR NO. 1 ATTRACTION! Available to train show attendees, the Blue Ridge Chapter N.R.H.S. will sell your model trains and Railroad Memorabilia for a 20% commission. If your consignment items don't sell then it costs you nothing! "White Elephant Table Guidelines" forms are available on our website.

For additional LRD 2019 train show information and to rent Vendor/Sales Tables contact: LRD 2019 Vendor Table Registrar: John Tanner – C. {434}841-6669 flytrains@yahoo.com, LRD 2019 Chairman: Barry Moorefield – Home {434}821-2174 Before 9 p.m. rockdalefarm@live.com, LRD 2019 Assistant Vendor Table Registrar: Jerry Hampton – C. {434}841-8272 tennham@aol.com

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NEWS RELEASE

From the John Emery Rail Heritage Trust. February 26, 2019.

Blue Ridge Chapter members may find this of interest. The JOHN EMERY RAIL HERITAGE TRUST has announced their grants for this year. John Emery was a long-time Chicago resident who was an avid rail enthusiast who loved to ride trains around the world, and wanted to help preserve rail equipment and infrastructure that will allow future generations to share his experiences during what he considered the "Golden Age" of railway travel, from 1920 to 1960. Thanks to Wayland Moore for this tidbit.

Thirty-seven applications were received requesting in excess of \$800,000. After much careful research and consideration by the Trust, 29 grants were awarded totaling \$500,000.00. This amount doubles the amount that was given last year. The John Emery Rail Heritage Trust is the largest trust in the US that makes 100% of its awards solely for railroad restoration purposes.

- Watauga Valley Railroad Historical Society: \$1,000 for work on the Clinchfield 100.
- Bluegrass Railroad Museum, Inc: \$8,000 for restoration on coaches C&NW 3478.
- Wiscasset, Waterville, and Farmington Railway Museum: \$8,000 for track work.
- Berkshire Scenic Railway Museum, Inc.: \$9,000 for work on RDC car, ex-NH #42.
- Cincinnati Scenic Railway: \$9,000 for electrical upgrades to car #104.
- Colebrookdale Railroad Preservation Trust: \$10,000 for coach work.
- Cuyahoga Valley Scenic Railroad: \$10,000 for NYS&W RDC M-3.
- Leatherstocking Railway Historical Society: \$10,000 for D&H coach #233.
- National Railroad Museum: \$10,000 for power car NADX 50143.
- Pennsylvania Trolley Museum, Inc.: \$10,000 for station canopy.
- Railroaders Memorial Museum: \$10,000 for PRR K4 tender project.
- Railways to Yesterday, Inc.: \$10,000 for CA&E car #315.
- Rochester & Genesee Valley Railroad Museum: \$10,000 for NYC RPO car.
- Pacific Southwest Railway Museum, Inc.: \$13,000 for SP GP-9.
- Iowa Railroad Historical Society: \$14,000 for track work.
- Colorado Railroad Heritage Foundation: \$14,000 for RGS #20
- Black River Railroad Historical Trust: \$15,000 for SW9 #438.
- Heart of Dixie Railroad Museum, Inc.: \$15,000 for generator for the Alabama Club.
- Midwest Railway Preservation Society: \$18,000 for passenger car restoration.
- Oregon Rail Heritage Foundation: \$20,000 for turntable installation.
- Engine #557 Restoration Company: \$21,000 for continued work on #557.
- Roanoke Chapter, NRHS: \$24,250 for coach #512.
- NM Steam Locomotive & Railroad Hist. Society: \$25,000 for PTC for AT&SF 2926.
- Nevada Northern Railway Foundation: \$29,750 for locomotive #81.
- Railroading Heritage of Midwest American: \$30,000 for PTC for locomotive #261.
- Fort Wayne Railroad Historical Society, Inc.: \$30,000 for PTC for locomotive #765.
- Illinois Railway Museum: \$30,000 for DC Line Stabilization.
- Western Maryland Scenic Railroad: \$40,000 for continued work on C&O #1309.
- Kentucky Railway Museum: \$46,000 for new boiler tubes for C&O #2716.

Applications for the next round of grants will be due not later than February 1, 2020. Check for details at <http://emeryrailheritagetrust.org/WP/>.

Geometry train scenes... Your Editor spotted this CSX geometry train twice in February. First, eastbound next to the hydro facility at Reusens. Look closely and you'll see CSX train H750 immediately ahead of him. Then again as it headed west a few days later with April 15 tornado damage visible in the foreground.



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