

THE MAIL POUCH

VOLUME 36

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May 2024



MEETING NOTICE

The next meeting will be held on Thursday, May 9th, 2024. The meeting will begin promptly at 7:00pm and will be held at The Museum's Taylor Annex. For directions or additional information, please contact James Taylor at (540) 295-2974.

May Meeting Agenda

- Brief Update on recent progress at the Museum's cars and displays.*
- Discussion of upcoming Projects.*
- Entertainment TBD.*

Cover Image: Richmond, Fredericksburg & Potomac No. 328 is a class 325 4-6-2 "Pacific" type steam locomotive built in 1926 by Baldwin and was part of an order of four engines built for the Richmond, Fredericksburg & Potomac Railroad. In 1947, it was sold to the Chesapeake & Ohio Railroad who Reclassed the engines as F-20, and No. 328 was renumbered to 489. It was retired, and sold for scrap in November 1952

A monthly publication of the Rappahannock Railroad Museum

Opinions expressed in *The Mail Pouch* are those of the editor and contributors and do not necessarily reflect the views of the Rappahannock Railroad Museum, Inc.. Please send all correspondence to the following address:

Rappahannock Railroad Museum, Inc.
P.O. Box 9088
Fredericksburg, VA 22403-9088

Museum Officers and Staff

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First Vice President:	Leo Zerhusen	Museum Liaison:	Theodore Barker
Secretary:	Frank Schimmenti	Newsletter Editor:	James Keehner
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Museum Curator:	James F. Taylor	Chairman B.O.D.	Mike Thomas
Webmaster:	Dennis Overcash		

Web Site: www.RRMuseum.org

THE PRESIDENTS PAGE

Welcome to May all. All those April showers are now bringing May flowers which tells me we are going to have a great spring. We have updated a lot of our displays and our equipment is ready to roll. You never know for sure but at this time our future looks good. As long as our members keep doing a great job on supporting their Museum and make sure our visitors feel welcome. On Saturday April 27 proved families still come to see us on Rainey days and enjoy displays and family time with us. Our train excursions are a great hit with visitors but the time we have spent on improving inside displays has been well worth it. WELCOME ALL!

James (Jake) Taylor
President
Rappahannock Railroad Museum

EDITOR'S NOTE

The Museum and the Editor can use your help to fill the pages of the Mail Pouch. If you have a subject you would like to share, photos or just about any other information, please consider submitting it for publication in our Mailpouch. There are a lot of exciting things happening at the Museum, I would be glad to publish personal notes from those who are making the changes and updates at the museum. All submissions will be included in the Mail Pouch (unless restricted by copywrite laws).

Thank you all for your support.

Jim Keehner
Editor
Rappahannock Railroad Museum



A very colorful Amtrak day at main line.

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UPCOMING EVENTS

Rappahannock Railroad Museum EVERY SATURDAY MORNING TRAIN RIDE – EXCURSION. Ride the rails along Historic Deep Run Creek in Spotsylvania Co. on open rail maintenance cars and experience how the railroad workers of the mid 20th century rode to their worksites. Every Saturday 9AM to Noon – weather and conditions permitting. To ensure you get aboard the last train run, please be at the museum by 10:30AM. We attempt to board all parties on a first come basis but boarding is conducted on the platform by our station conductor and train crew so first come first aboard may not always occur. All children under 12 or those needing intensive supervision must be accompanied by a responsible adult. They must be seated together. Departing from the Rappahannock Railroad Museum, 11700 Main Street, Fredericksburg, Va. 22408. Donations accepted.

Monthly Meetings:

May 9, 2024

June 13, 2024

July 11, 2024

NMRA NATIONAL CONVENTION

2024 Long Beach August 4 - 11, 2024 Westin Long Beach 333 East Ocean Blvd Long Beach, CA USA. <https://surfliner2024.org/>

NATIONAL NARROW GAUGE CONVENTION

44th National Narrow Gauge Convention September 11-14, 2024 — Pittsburgh, PA. <https://www.44nngc.com>

GREENBERG TRAIN SHOWS

Jul. 13-14 - Oaks, PA

Aug. 3-4 - Monroeville, PA

Aug. 10-11 - Edison, NJ

Aug. 17-18 - Chantilly, VA

Nov. 2-3 - Monroeville, PA

Nov. 16-17 - Wilmington, MA

Nov. 23-24 - Edison, NJ

Dec. 7-8 - Timonium, MD

Dec 21-22 - Chantilly, VA

Dec. 28-29 - Hampton, VA

Prince William County Model Railroad Club Schedule - PWMRC.org

1st Saturday of each month - Open House Quantico Railroad Station

RAPPAHANNOCK MODEL RAILROADERS

May 18 *Open House, 406H Hudgins Rd Fredericksburg VA 22408*

July 26 - Aug 4 *Fredericksburg Agricultural Fair, Fairgrounds Home Economics Building*

September 14 *Open House, 406H Hudgins Rd Fredericksburg VA 22408*

October TBD *Historic Appomattox Railroad Festival, (N gauge only), See Festival Website*

October 14 - 15 *National Museum of the Marine Corps, 1775 Semper Fidelis Way, Triangle VA, See USMC Museum website*

October 26 *Shannon Harvest Festival Fly-in, Shannon Airport See 10th Annual Harvest Festival Fly In at Shannon*

November 9-10 *Spotsylvania Towne Centre, Next to the Food Court*

November 22-24 *46th Annual Model Railroad Show, Science Museum of Virginia (N gauge only), See WRIC publicity for event*

December 7-8 *Annual Train Show, Fraternal Order of Eagles Lodge #4123, See 2023 RMR Christmas Train Show highlights*

Editor's Note: *If anyone has any other Organizational information that they would like to see in the "Upcoming Events", please forward that information to the Editor for inclusion. I try to get a spread of regional and National events, but I cannot research every organization that is out there, so if you belong to or are interested in something that is not included here, please send me the information.*

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MONTHLY RECAP

04-06-2024 - SUNNY windy DAY! Long day for some as the Board held their meeting starting a 1:00 meeting was productive. The morning went well also with est. of at least 67 people attending morning actives . Our excursion train made three successful trips to Main line. Not bad for 3 hour volunteer Museum morning, that is going to get even better.

Monthly Meeting This Thursday. April 11 at 7:00 PM in the Taylor annex. Attend if you can and learn more of what is happening at your Museum, ask questions. Board will be giving report from their meeting, Updates on improving operations this summer and how you can help. Also good social time and a video on railroading. Weather should be good and staying light longer now, you can take time to look around your Museum. ENJOY presenting living history at your family museum together.

04-13-2024 - MUSEUM OPENED TO A SUNNY DAY. We finally got a sunny day so we will be cancelling the Boat Museum. We had good attendance with an estimated of at least 66 people stopping by. All equipment ran well except battery dead on the 92 but that was soon corrected. Battery will soon be completely healed and ready for next Saturday. Thanks to members working together, work continues on building more passenger cars. Several senior members had other obligations and could not attend but that gave new members a chance to learn more about our operations first hand under the senior members guidance. Good job ALL.

Inside displays were very busy at times and all models ran find, member Sterling was able to upgrade Thomas displays due to a nice donation by another member, Thomas is important to our Museum as the kids really like Thomas and if kids are happy the parents are happy. Also were glad member Richard came to visit us all the way from Texas. We are always glad to meet our distance members, but when you arrive please let us know you are a member so we can get to know each other and give you and your family a great tour.

We are starting to update our “operation manuals”. I am assigning “Dept. Heads” Leaders for different areas, if they ask for help, assist them as they update, write up, label ALL equipment, operation instructions and safety rules. This is a very important project. Preparing for a busy summer so all will enjoy your living history family Museum.

04-20-2024 - ALL AROUND GOOD DAY. Operations continue to improve as we grow and prepare for a busy summer. With est. of 86 people at Museum we were able to give 4 runs to Main line, work on telegraph display in B-60, building continues on new passenger cars, mail box mounted (operational soon), We getting visitors from many states if you talk with any please let me know what “state or country” they from. Couple from Orlando, FL. this Saturday.

Note: We have mounted new mail box, it is being checked out now. Please do not try to send mail to new box, continue with normal address. I will post new address when I get the word.

Question: Has any member seen the CSX “RF&P” Heritage engine passing local area? Sure would like to see photo of it passing MP 57. Note do not trespass to get photo, want CSX to know we respect their property with safety at all times. SAFETY FIRST ALWAYS!

04-20-2024 - GREAT RAINEY END TO APRIL! Yes, we ended April with another rainey Saturday. It was not to heavy so we got in two trips to CSX Main. Second trip riders got wet, but not to cold so all had fun. After train put away most everyone gather in the Taylor Annex (members and visitors) and enjoyed a LOT of fun talking and kids really had fun with Thomas layout.

Did not get a lot of project work done but we saw a good looking Cab forward running on HO layout with a full load. Our layouts continue to be entertaining to visitors, several members continue improving layouts.

RRM web page: Take a look at it when you get a chance, Jim has been updating it. Good job Jim. rrmuseum.org. Healing well hope to be riding rails before long.

Saturday May 25th will be a planned work afternoon for the museum membership, lunch will be supplied. The planned activities will include getting fresh paint onto the B-60 and sundry other items. Please get with Justin D. if you are planning to lend a hand.

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OLD RAILROAD NEWS

SUBMITTED BY JAMES "JAKE" TAYLOR

Editor's Note: No grammatical or punctuation errors in the article have been changed or corrected to retain the period feel of the article.

Fredericksburg, VA. The Political Arena . December 17, 1833

The Enquirer, of Saturday, contains a long letter from G.W. Featherstonhaugh, Esq to Mr. Madison, on the Mineral resources of Virginia, which, as a paper of great interest to our community and the State at large, we shall find room for, in our next.

POTOMAC CREEK AND RICHMOND RAILROAD

The party of Engineers, who have been, for some weeks, engaged in an examination of the route between Richmond and Fredericksburg, with reference to its adaptation to a Rail Road have completed their work. We have not had an opportunity of conversing with either of the gentlemen, but learn that the face of the country is highly favorable to an improvement of the kind contemplated. There will be no deep cutting and no serious obstacle of any kind. Mr. Robinson left here on Thursday and will himself make a reconnoissance of the country and then proceed to Richmond to join his Assistants, where the necessary calculation, maps, & c. will be prepared to accompany the Report which will be presented at an early period.

We have been surprised to find this improvement excite so little attention and interest among our own citizens. We believe the opinion is pretty generally held, that it will not benefit--indeed that it will prove injurious to--the trade of Fredericksburg. We believe this opinion unfounded and that experience will prove it so. Rail Road as the means of transport for the bulky products of the country, never can enter into competition with water communication, whether natural or artificial. There is not the slightest danger of a barrel of flour passing the vessels at our wharves to proceed to Richmond, on the Rail Road, in the hopes of getting a few cents more. The cost of transportation on the Rail Road will always exceed the difference of price. It may be, that a small portion of the produce south of this, which now finds a market here, will be diverted to Richmond. But this trade is of no great importance at any time and will be more than counterbalanced by many advantages to accrue to us from the projected work. We have not space at command to enable us to enter into details on this branch of the question, We may, however, refer to the examples of other towns. Albany, will be remembered, was thought by many to be much interested in the defeat of the grand Canal of New York.--Many of her citizens laboured very conscientiously to prevent that great work from there joining the Hudson, it is difficult now to conceive the grounds of their hostility.--Yet was that hostility manifested in many a long essay. The Canal was finished and Albany not only survived the shock but is more benefited by the canal than any city in the State.--This local jealousy--these evil auguries--attend every work undertaken in our country: and every work, when completed and in successful operation proves how unfounded they are. We see among our own citizens nothing more than a manifestation of that spirit, which has characterised every other place similarly situated.

The work, however, will go on, in spite of our lukewarmness or active hostility--that is, provided no short sighted policy characterises the present Legislature, with reference to a rival--we may say, antagonist, enterprise.--Virginia has it completely in her power to secure to herself the vast fertilizing stream of travel, between the North and South. All the improvements, projected or completed, in North and South Carolina, Georgia, and Alabama, form but links in the grand chain and could not more completely serve our purposes, had we suggested them. These works will bring to our southern boundary an immense and constantly increasing travel. It depends upon the Legislature to say, whether this shall be diverted through one corner of the State, to the Bay, or be conducted through the interior, passing along the excellent Road already completed to Petersburg and thence through the Capital of the State to Fredericksburg by the improvement now under consideration. It would be an easy task to show that the legislature by incorporating the Portsmouth and Roanoke Rail Road Company, committed and act of injustice to the Petersburg and Roanoke Company--and still easier to demonstrate, that an appropriation or subscription, in behalf of the former, would be a breach of faith on the part of the State, the final effort of which would be felt for years. Petersburg, with an enterprise not unusual in southern town, projected the important work which was to draw to her port the trade of the southern counties of the State and of the northern part of

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OLD RAILROAD NEWS

N. Carolina. The money was raised and the work commenced, upon the implied faith of the state, that no other scheme would be sanctioned which would essentially injure it. And yet, no sooner is the Road completed and in successful operation--no sooner are the anticipations of its friends realized and a fair prospect presented of their enterprise being well rewarded, than the Legislature, as if regardless of good faith incorporated a Company for the purpose of constructing another Road, commencing at the Southern termination of the Petersburg Road, the necessary consequence, of which is the divert the trade to a rival city. Nor was this all the House of Delegates passed a bill, Making and appropriation to the new company, and placing it, in every respect on an equality, as to State patronage, with the other. The Senate, fortunately, rejected the bill. An attempt, however, will doubtless be made to preclude its passage this session, which if successful, may be considered as vitally effecting the Petersburg Road, and as destroying all hope of its extension to this place.

Let any one cast an eye upon the map and he will readily see the difference in importance to this state between the two works. The Portsmouth road would traverse some 50 miles of an extreme part of the state and conduct the traveller to a port of embarkation, where he would leave Virginia. The Petersburg Road is the finished part of the route, connecting three or indeed four (for Alexandria is essentially Virginian,) of the chief towns including the Capital and stretching for more than 200 miles through our territory. We will not stop here to show the importance of such a means of intercourse, in a military point of view, in case of another war. In this respect it is worthy of most attentive consideration. But we let that pass.-- The question is shall we conduct the stream of travel, which must flow to our Southern boundary, through the State and avail ourselves of its rich deposits or divert it into the Chesapeake and derive from it little, if any benefit. The one improvement is purely local --Norfolk and a very small portion of the State only are interested in its completion--the other may truly be called national in its importance.

The moral influence of a subscription to the Portsmouth Road deserves serious consideration. We do believe, that it would destroy all confidence in the Legislature and prevent capitalists, whether at home or abroad, from embarking in any of our enterprises. What inducement can there be to invest money, when the implied faith of the State is so little respected. It is true there was no clause in the charter to that effect, there may not have been such a thing hinted at in the house, but every one, who subscribed to the Petersburg Road, did so, upon the presumption that the State would not encourage a rival work. Will any one pretend to say, that the Stock would have been taken, had it been foreseen that the Portsmouth enterprise was to meet with the patronage of the State?-- Virginia is largely interested in the Petersburg Road and just at the moment when she is about to enjoy rich dividends upon her stock, she is, instead of rallying her energies to extend the work, preparing to foster another enterprise, which will prove ruinous to what is already accomplished and fatal to the hope of ever extending it northwardly.

We have penned these few remarks from a sense of duty, and may revert to the subject at another time. We believe it a question of great importance to our own immediate interest, and the character of the State. We hope the application of the Portsmouth Company for a subscription will be strenuously opposed, To grant it would be, as we before said, injurious to the Petersburg Company, and in violation of the good faith of the State.



All three images above are uncredited photos of Fredericksburg.

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MOTORCAR INCIDENT

Submitted by Justin Duffus

Glimpse into Fredericksburg Railroad History

ONE DEAD, 5 HURT IN MOTOR CAR AND HANDCAR CRASH ON VIRGINIA CENTRAL

The Free Lance Star, 20 April 1928, Fredericksburg, Virginia [edited for brevity and clarity]

One man was killed and five injured in varying degrees, one perhaps fatally, when a motor car on the Virginia Central Railway crashed into the lever-car [i.e., handcar or pumpcar] being pushed by it when the latter jumped the tracks fifteen miles west of Fredericksburg this morning shortly after 8 o'clock.

William Williamson, 40 years old, of Brock Road, was killed outright in the accident. Moses Jones, of Chancellor, received a fracture of the skull and had not fully recovered consciousness this afternoon at 2 o'clock; H.D. Craig, Chancellor, was badly hurt about his shoulders and hips; Steve Williamson, of Brock Road, a brother of the dead man, received serious injuries to his left leg; William Powell, of Chancellor, had his right knee cap badly fractured, and W.M. Lane, of Chancellor, foreman of this group of workmen, was severely injured about the back. Five other men, whose names could not be learned, jumped at the moment of the crash and were not hurt.

Injured Rushed to Mary Washington Hospital

The injured men were rushed to the Mary Washington Hospital as soon as possible after the accident where they were given emergency treatment by Drs. S. L. Scott, J.N. Barney and T.W. Dew. After the first treatments more thorough examinations were given to the injured. All of them, with the exception of Jones, probably will recover, physicians stated today. Jones has a dangerous fracture and his condition is bordering on the critical though he has a very good fighting chance for life. Physicians stated today that they were unable to operate on him because of his weakened condition.

Attempts to obtain an exact detailed account of the accident failed this morning when members of the administrative force at the Virginia Central Railway offices here said they had not received any official account of the accident and that they did not know the names of all those on the car. The injured men could not be interviewed and none of those who escaped injury could be located in town.

Cars Jammed Together

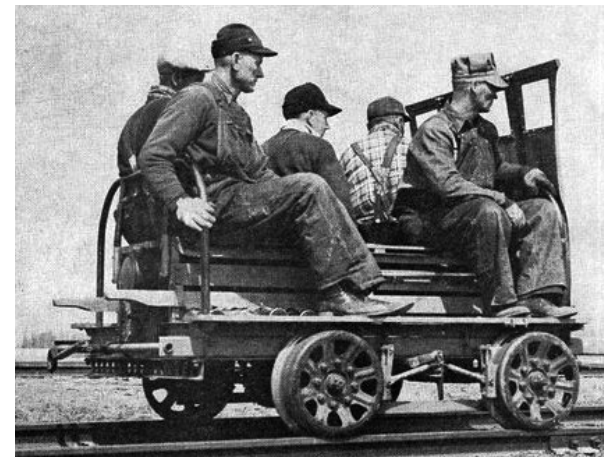
From unofficial sources, however, it was learned that the accident happened just beyond the fifteen-mile post, halfway between Brock Road and Parkers Station. The men, in charge of foreman Lane, were proceeding west on two cars, a lever car attached to and preceding a motor car which was pushing it. The lever on the old type of car was not being used but the car merely was in service to provide sufficient room for the gang of workmen.

The two cars, it was said, had picked up members of the force at various points along the route and were traveling at a nominal rate of speed when the accident happened. Just what caused the accident is not known, but it may have been due to defective or spreading rails, although this had not been absolutely ascertained this afternoon.

Something, however, caused the lever car to leave the rails and immediately the wheels caught on the ties or in the gravel between them, its acceleration was sharply reduced, and the motor car crashed heavily into the rear of the car in front. The two cars buckled, it is said, and Williamson was thrown off, falling directly under the motor car which crushed down on him. He was killed instantly.

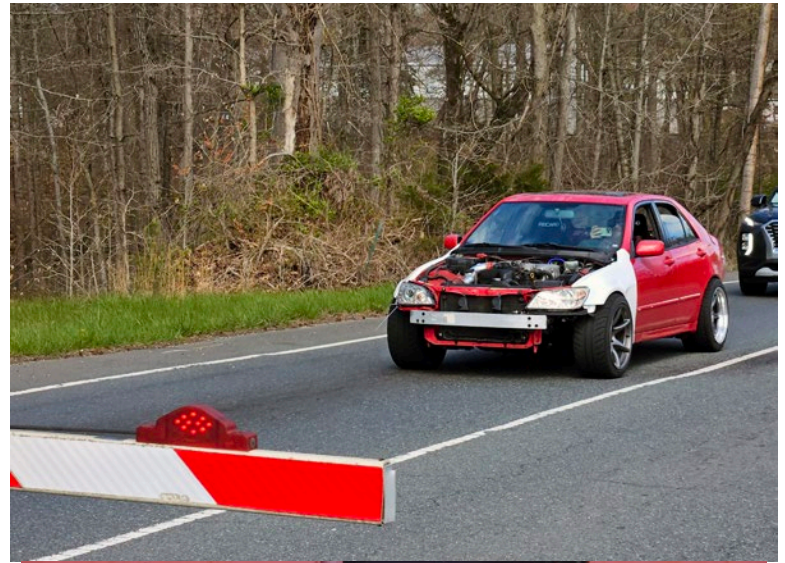
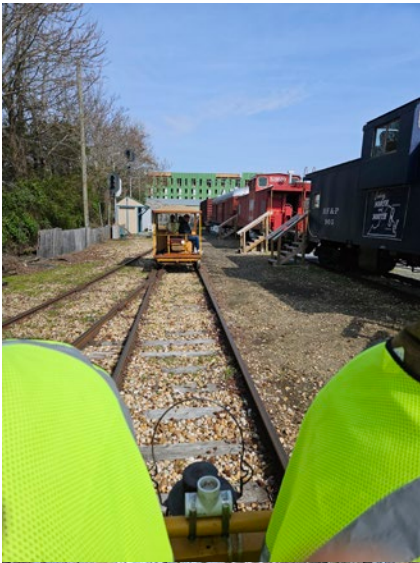
The other men were thrown off the colliding cars at different angles and in different ways. The injured men were picked up and placed on the side of the road by fellow workmen. As soon as possible after the accident the injured were rushed to the local hospital where they received treatment. Due to the distance at which the accident happened it was nearly 11 o'clock before the men reached the local institution.

Ed. Note: The VCR ceased operations on January 1, 1938 except for a one mile segment in Fredericksburg.



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PHOTOS



Top Left: the 401 arriving at Deep Run Station, followed by Museum Train.

Top Right: You never know what you will see when crossing Tidewater Trail.

Center Left: Conductor signaling engineer to stop for Tidewater Trail crossing.

Center Right: Flash back April 14, 2014 received model N&W caboose and put it in our N&W Caboose, April 22, 2014.

Bottom Left: Members use our NYC crane to set Cross Bucks.

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PHOTOS



Top Left: a second very colorful Amtrak day at main line.

Top Right: Leo putting tools away after mounting our NEW mail box with help from other members.

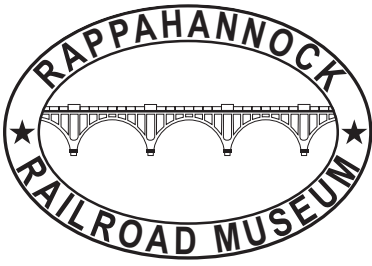
Center Left: riders starting to get wet on way back to Station.

Center Right: Don tries to cover seats in case we have another run.

Bottom Left: Cab Forward passing another freight as it curves around the Farmers home.

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MEMBERSHIP APPLICATION



Membership Application/Renewal Form

Rappahannock Railroad Museum, Inc.

Please type or print legibly

New _____ Renewal _____ if renewal Updated information Y N

Name: _____

Street Address: _____

City: _____ State: _____ Zip: _____

Phone: _____

Email: _____

Family Membership(S) if Joining: _____
Membership

Regular \$15.00 _____

Family \$1.00 each _____

Museum Donation _____

Total: _____

Please mail to the following address or hand in at meeting.

Rappahannock Railroad Museum, Inc.
P.O. Box 9088
Fredericksburg, VA. 22403-9088

I agree to be a member in good standing and follow safety rules of
the Rappahannock Railroad Museum, Inc.
Membership dues for January 1, 2024 to December 31, 2024

Signature: _____ Date: _____

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MAY MONTHLY MEETING AGENDA

- Saturday May 4th Meet at our Museum Site 9:00am to 12:00pm for tours and train rides, construction and upgrades(weather permitting). Members continue to improve displays and area.
- Thursday May 9th **MUSEUM MONTHLY MEETING IN THE TAYLOR ANNEX.** Monthly meeting starting promptly at 7:00pm. Important discussion on Museum future activities.
- Saturday May 11th Meet at our Museum Site 9:00am to 12:00pm for tours and train rides, construction and upgrades(weather permitting). Members continue to improve displays and area.
- Saturday May 18th Meet at our Museum Site 9:00am to 12:00pm for tours and train rides, construction and upgrades(weather permitting). Members continue to improve displays and area.
- Saturday May 25 Meet at our Museum Site 9:00am to 12:00pm for tours and train rides, construction and upgrades(weather permitting). Members continue to improve displays and area.
- Saturday May 25 Remain at our Museum Site 12:00pm to ? to get needed work done on Museum equipment and displays.*

Additional work days may be scheduled on an as needed basis.

April Showers have certainly brought May Flowers,
Our Museum is really showing it's powers;
Visitors are coming from near and far,
Our little group has got to keep raising the bar.

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SUBMISSIONS NOTE: Any items that you wish to have published in *The Mail Pouch* must be submitted as a complete package, articles must have all supporting images and diagrams at time of submission. Items to be published that are “borrowed from other publications” must have the proper credits noted to avoid copyright violations. Any items that you wish to have published in *The Mail Pouch* must be submitted to the Editor in electronic format (Text Files for articles and separate Digital Photos) prior to the **20th** of the proceeding month. Items not in an electronic format (items needing scans or typesetting) must be submitted prior to the **15th** of the proceeding month. Articles, Photos and other items may be submitted in person on Saturday mornings at the Museum, or electronically at jkeehner67@hotmail.com, **subject line EDITOR.** *All items submitted after the deadlines of the month will be held for publication in the following months Newsletter.*