



The

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NEWSLETTER FOR RESIDENTS AND FRIENDS OF THE LODGE AT OLD TRAIL

Train Service to Crozet?

Maybe. The Commonwealth of Virginia is buying the railroad tracks going through Crozet to preserve the possibility of eventual east-west, cross-state passenger rail. Acquisition of the rail line through Crozet will allow the state to eventually establish service between Norfolk and Roanoke.

In a \$1.8 billion agreement involving Virginia, CSX, and Amtrak, the state will take over control of 225 miles of existing track owned by CSX Transportation and build another 25 miles of new track. Another \$1.9 billion will finance a new Potomac River bridge crossing that could end the freight and passenger service conflict that often delays trains. Hourly service between Richmond and Washington and expanded service to Newport News and Norfolk is envisioned to be completed by 2026.

The track in Crozet extends from Richmond to Clifton Forge and is currently owned by CSX. The line was on the verge of abandonment in 2004 when it was no longer declared a core holding of the company and instead leased to Buckingham Branch Railroad. Buckingham will continue maintaining the rail system and running its freight trains on the line when it is transferred to state ownership later this year.

Passenger train service to Crozet ended in 1968. Three round-trip Amtrak trains pass through Crozet weekly on their way between New York City and Chicago, stopping for passengers in Charlottesville and Staunton. The Amtrak service is expected to continue.

In announcing the agreement, Virginia Governor Ralph Northam said it is “. . . a once-in-a-generation opportunity to make our rail system work better for everyone, both in Virginia and along the entire East Coast.” Business leaders hailed the agreement as “. . . one of the biggest achievements for passenger rail in the United States since Amtrak was created almost 50 years ago.”

Virginia officials say the rail project will relieve grid lock on I-95 at one-third the \$12.5 billion cost of adding an additional lane on the interstate highway.



CSX route to be acquired by Virginia, a Buckingham Branch freight leaving Crozet, and an Amtrak train approaching Crozet



RESIDENT FOCUS

Addie Lou Warner and her husband John have lived in so many places in the U.S. and foreign countries that she lost count of them. A good guess would be a dozen states and half as many countries. Husband and wife for 59 years, they moved from place to place as he was ordered for duty by the U.S. Air Force at bases around the world. John's death in 2014 precipitated her move to The Lodge, briefly interrupted by residency at another senior living community, before returning to The Lodge in 2018. A veteran of both the Korean and Vietnam conflicts, John is buried at Arlington National Cemetery.

Addie was born in Farmhaven, Mississippi, an unincorporated community near Jackson, and spent most of her youth in Mobile, Alabama. Her father was a wood worker and her mother tended to house chores, raising her and her brother and three sisters. Due to a family crisis, Addie dropped out of high school to support her mother and two sisters by working as a sales clerk in a clothing store in Mobile.

Her girl friends introduced her to John who was stationed at Maxwell Air Force Base in Montgomery, Alabama. She and John married in 1956.

A series of military transfers took the couple to a number of states during which time they parented a daughter and two sons. The entire family moved to Germany and later to England. While there, Addie visited most of the countries in western Europe.

After serving 27 years, John retired in 1976 with the rank of Master Sergeant and moved Addie and their youngest son to Saudi Arabia where he worked for a contractor as an instructor. Addie served as the telephone operator at the compound for

Cont'd next pg



Resident Focus (cont'd)

foreign contractors, answering all incoming calls and redirecting them to the called parties. She and her friends would always play the Canasta card game at her home so she could stay close to the phone.

During Addie's working career, she was a receptionist for H & R Block, managed apartment complexes, and cashiered for Harrah's Casino in Reno.

One of her most memorable experiences was visiting the pyramids of Egypt. "There were not many things to see inside the pyramids," says Addie, "but climbing to the top and peering down is an experience I will never forget." Touring in Saudi Arabia, says Addie, was done with caution, although she says they never had any safety problems in their travels. John had learned enough Arabic to communicate with the locals.

Addie's son Michael says his mother loves flowers and "maintained a wonderful yard and garden wherever she lived, raising exotic flowers from cuttings from all over the country and re-establishing them in her gardens." At Christmas time, she and John were well known for the cookies they would make, containerize, and distribute to family and friends in the neighborhood, as well as for the hundreds of Christmas cards they sent to friends they met during their many moves.

While in England, Addie developed a mastery of bronze rubbing, an art form from Victorian days and still a popular craft in the UK. She and the other women of the wives club on Woodbridge Air Force Base toured the churches and castles of England in search of commemorative brass plaques from which they reproduced the brass etchings by rubbing on paper overlaying the plaques.

Many of her rubbings were given as gifts, but two are wall hangings in her apartment. One is a six foot reproduction of a knight in armor. The other, a noble lady in lace dress.

The Warners finally settled in Yorktown, Virginia where they lived for 30 years.

Addie's daughter, Carmen, lives on the Eastern Shore of Virginia. Her son Stephen is a master electrician living in Louisa and her older son, Michael, is a Dominion Electric retiree living in Cedar City, Utah. She has five grandchildren and nine great grandchildren.

After moving to The Lodge in 2015, Addie, longing to be back in Yorktown, relocated to a senior community there. Realizing The Lodge was of greater attraction, she returned in 2018.

When you see a woman of tall stature with a sprightly step to her gait, she will likely be Addie Lou Warner. Her son Michael says his mother is "a proud positive woman who was of such great strength to the family during the challenges of being a military bride."

We are so glad, Addie, that you rejoined us here at The Lodge.



As early as the 13th century, persons of nobility were memorialized in etchings made on brass plaques known as monumental brasses. Besides being of historical significance, the brasses embodied a record of period armor and costume. Common in Great Britain, the brasses are typically installed in the stone floors of churches. Reproducing the designs of the plaques on paper by rubbing is a popular pastime in Britain. Brass rubbings are created by laying special paper, often black in color, on the brass and rubbing with colored wax or chalk crayons to transfer etching details. The finished products make interesting wall hangings. Because of damage by repetitive rubbings, many churches now prohibit the craft. As a result, there are centers in Britain where rubbings can be made on replicas of the original brasses.

Addie's brass rubbing of the lady in lace dress, Addie and John at their 50th wedding anniversary in 2006, and Addie and John with their daughter Carmen and sons Stephen (front) and Michael in 1979.

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The More the Merrier

The Lodge Family Singers is looking to add more voices to its ensemble. Membership requires no more than the joy to sing. The Singers practice each Monday at 11 a.m. in the Lodge lobby and provide recitals from time to time for all Lodge residents. Call either Fred Lach at extension 3073 or Frances McDaniel at extension 3031 for more information.



Railway Modelers Display Their Craft

Bells, whistles, and the dim sounds of tiny wheels on miniature railroad tracks are part of the atmosphere inside the 5,000 sq. ft. space next door to the Belk Department store in Staunton. The former Hallmark store in the Staunton Mall was transformed into a fascinating museum of steam and diesel model trains passing through realistic towns, cities, and country. Created and operated by the Augusta County Railroad Club, the Railroad Museum is open free to the public on Friday evenings and Saturday afternoons.

The mission of the Augusta County Railroad Museum is to encourage interest in the history of railroading and to promote the hobby of model railroading. Many people go there to just enjoy and marvel at the life-like renditions of tracks and trains weaving through urban and rural settings. In addition to the model train “layouts,” the museum displays dozens of railroad artifacts and memorabilia.

Make no mistake. The museum layouts are not toys. They are as close to the real thing that model builders can get. The model builders are fastidious in their efforts to replicate every detail. They even “weather” the trains and structures to simulate the wear that comes from exposure to the weather.

Some of the models are assembled from purchased kits, but others were built by club members from scratch in cardboard, soft woods, and plastic. Locomotives, train cars, and tracks are produced by scores of manufacturers including Bachman which started making model trains in 1833. Beginning as carpet models that ran on living room rugs, trains are now exact replicas that are electronically controlled. Equipped with sound, they can toot their whistles, ring their bells, and emit the chug of steam or the drone of a diesel.

The size of the exhibits depends on the scale. The several scales used at the museum range from “N” scale to “G” scale. A six foot man in N scale measures 3/8 inches tall. In G scale, he would measure 2.75 inches tall. N scale is growing more popular among modelers. The small scale allows it to fit in apartments and other tight spaces.

The club got its start with a newspaper article in 1993 inviting people interested in starting a model train club to attend a meeting at the library in Fishersville. That attempt to organize fizzled until one of the club proponents found a vacant building in Staunton where modelers could run and test their trains on layouts built as



One of several N scale museum exhibits.



interconnected modules. The small band of modelers would disassemble, transport, and reassemble the modules to display the railroad setups at public places as far away as Richmond and Harrisonburg. The club established the museum at its current location in Staunton in 2011.

Railroad modeling is a world-wide hobby that involves people of every walk of life. Actor Tom Hanks is reported to be working on a layout of a Southern Pacific line. Tom Brokaw, Warren Buffet, and Fred Rogers are or were railroad modelers. Club member and meteorologist Eric Pritchett of Charlottesville TV Channel 29 will sometimes be seen at the museum tending to exhibits. His interest is in O scale modeling and he says his favorite cars are cabooses.



Weatherman Eric Pritchett runs O scale trains at the museum.

Club board member Brian Day says the broad club membership includes retired professors and teachers, high school students, a sheep farmer, and construction workers. Day is an environmental communication consultant and a resident of Crozet.

Often considered a “guy thing,” model railroading appeals to both men and women. Four women have been named Master Model Railroaders by the National Model Railroader Association. Two of the club’s women modelers are active at the museum, one of whom is a past club president.

Admission to the museum is free, although as Day puts it, “donations are truly appreciated.” The club also sponsors an annual train show at Expoland in Fishersville that features layouts by several train clubs and a huge sale of model trains and railroad memorabilia. This year’s show is scheduled for Sunday, May 17. Admission is \$5 for adults and free for children under 12.

You don’t have to be a modeler to be impressed by the Augusta County Railroad Museum. Go watch the trains and be sure to see the interactive HO scale house fire complete with lights, smoke, and sound—and the N scale ski gondola lift.

More photos next page

HOURS

Fridays 5-8 pm
Saturdays 1- 5 pm

LOCATION

Staunton Mall
90 Lee Jackson Hwy
(Route U.S.11)

WEBSITE

acmrrc.org

Railway Modelers (cont'd)



The museum exhibits are built in five different scales.

BRIEFS

THE 12-INCH FOOT IS GETTING SHORTER. But don't panic. The change will be infinitesimal on a yard stick. You won't see it unless you are measuring long distances. The new, or international foot, is shorter than the U.S. foot. If you were to measure the width of the United States using the international foot instead of the U.S. foot, it would be 28.3 feet wider. Surveyors and others using exact measurements were experiencing confusion with bi-state projects where one state used the U.S. foot and the other used the international foot. As of the year 2022, the U.S. foot will be abolished, making the length of a foot in America the same as in the rest of the world.



ANNUAL RAINFALL RECORDS WERE TOPPLED IN VIRGINIA and eight other eastern states in 2018. Annual rainfall of 94.43 inches at Sperryville, Virginia in Rappahannock County set a new state record, exceeding the previous record of 86.06 inches set in 1996 at Philpott Dam. The dam is in Franklin and Henry Counties near the North Carolina border.



Total rainfall of 139.94 inches broke the annual rainfall record in North Carolina and West Virginia set a new record with 96.99 inches.

Rainfall data in Sperryville were collected by a National Weather Service Cooperative Observer. As explained in the December/January issue of *The Lodger*, over 8,000 volunteer Cooperative Observers report temperature and rainfall data to the Weather Service every day from every corner of the United States.

The Sperryville observer is a music teacher "with a keen interest in meteorology." Inspection of his instruments was required to insure all standards were met before the rainfall record of almost eight feet could be certified as acceptable. In addition, the observer earned an "extremely meticulous" ranking from the Weather Service for his written records.

EXPANSION OF THE CAMERA MUSEUM IN STAUNTON WAS DEALT A BLOW when one of the museum's prime benefactors died in early 2019. The

museum has had its eye on purchasing the vacant P. Buckley Moss museum building adjacent to the Target Mall in Waynesboro to display more of its holdings. The loss of a generous monthly stipend for



operating costs from the deceased donor, according to museum founder and curator David Schwartz, has not deterred interest in the acquisition, but it has delayed raising the funds needed for grant fund eligibility.

The museum is the nation's only public display of cameras and accessories representing over 150 years of photographic history. Schwartz says the museum just added an 1854 Daguerreotype camera to its collection, an extremely rare artifact representing the world's first photographic process. The camera was used to expose highly polished silver coated copper sheets that were treated by chemical processes to make the images visible. The images were so delicate that they had to be protected by glass to prevent smearing.

Nine years of vacancy is taking its toll on the sought-after building. The roof will need replacement, says Schwartz, "but it is solid and not going to fall down." Donated to Virginia Tech by the artist, the building has been put up for sale by the university for over six million dollars. Schwartz is determined to raise enough seed money to qualify for a grant to purchase and repair the building. Tax-free donations can be made by using the form available at cameraheritagemuseum.com.

THE SIZE OF MIGRATING BIRDS IS CHANGING, believed to be a result of climate warming according to a new study. Based on measurements of over 70,000 bird bodies he has taken since 1978, David Willard, ornithologist at Chicago's Field Museum of Natural History, says birds are getting smaller, losing weight, and growing shorter legs and longer wings.

Analysts of the measurement records conclude that hotter temperatures are pressuring birds to become smaller to stay cooler. The large surface-area-to-volume of small birds causes a more rapid loss of body heat. Reduced size can counteract that loss. Shorter legs go hand-in-hand with smaller bodies, but the longer wing spans were unexpected.

Measuring birds starting 40 years ago had nothing to do with climate change. Willard was adding to the museum's bird collection with birds that died from collisions with Chicago buildings. The majority of the birds were common species such as dark-eyed juncos although a total of 59 species is included in his measurements.

An ecologist who was not a member of the study team said it was amazing that a single scientist measured such an extensive collection, removing the "noise in the data set" that can occur by variations in methodology among researchers. Even though retired now, Willard says he plans to continue measuring birds for as long as he can.

