

## Tidewater Division

# CALLBOARD

Volume 2018, Issue 4

NMRA MEMBER

April, 2018

### “From the Caboose”

**Pat Mahoney, Superintendent**

.....As much as we all enjoy model railroad operations, there is more to our reason for being.

As members of the NMRA we work to advance the scale model railroad community thought education, standards, advocacy, and fellowship. We will accomplish this through communication within the Division, the Mid-eastern Region, and with other model railroad clubs. We will work to recruit new members and retain current members. We will work to improve Division programs that will give members more opportunities to increase their knowledge and skills, and provide opportunities for fellowship.

I encourage all members to let the Board know your opinions, ideas, and recommendations. I embolden more members to lead a clinic to educate us and our guests. I encourage more members to participate in our contests, especially our upcoming “People’s

*continued on page 7*

### **BILL OF LADING – APR 2018**

- 2** Railroad Art Hosted by Old Dominion University
- 3** The Janney Knuckle Coupler (a Virginia Native)
- 4** Death of a Railroad Legend
- 6** National Train Day & Division Meeting
- 6** “Hot Beans on the Stove” Rail Stories from early 1900’s
- 7** California High-Speed Train Facing Audit

### **The Club Car**

Division Meeting  
12 May 2018, 10am  
Denbigh Community Center, Room #144  
15198 Warwick Blvd  
Newport News, VA

### **This Month in Rail History**

April 9, 1851: 2nd B&O RR Station opens at New Jersey Ave & C St NW, across from the present day Teamsters Headquarters.

April 11, 1846: the Pennsylvania Railroad is officially chartered for business.

April 11, 1944: Washington, D.C. Chapter, NRHS chartered.

April 15, 1935: Last Chesapeake Beach Railway train leaves "resort" at 11:50 AM. Only 2.9 miles of inner line kept & reorganized as East Washington Railway for switching coal to Pepco at Benning power plant via Capital Transit Steeple cabs and the B&O Railroad.

April 18, 1934: Burlington Zephyr dedication ceremony.

April 23, 1866: Westinghouse patents first air brake.

April 29, 1851 First electric railroad car in history runs from Washington to Bladensburg round-trip-decades ahead of its time.

“The Callboard” is the newsletter of the Tidewater Division of the Mid-Eastern Region of the NMRA and any opinions found herein are those of the authors thereof and of the Editors and do not necessarily reflect any policies of this organization. The Tidewater Division, as a non-profit organization, does not endorse any position. Your comments are welcome! Please direct all questions or concerns to: [tw-nmra@cox.net](mailto:tw-nmra@cox.net)

# Old Dominion to Host Train Art Collection

Submitted by Sharon & Steve Prescott

Old Dominion University's Baron and Ellin Gordon Art Galleries presents The Art of Trains, an exhibition of 64 works: 50 paintings, prints and photographs primarily from the collection of noted collectors Susan and David Goode, with 14 additional contributions from the collections of Christina Goode, Jay Althouse and Sally Albrecht, photographer Matthew Malkiewicz, the Dügrae Collective, and the Baron and Ellin Gordon Collection of Self-Taught Art at Old Dominion University.

The Art of Trains will be on view from Oct. 14 to July 15, 2018 with a free public reception on Friday, Oct. 20, from 7-9 p.m. David Goode, retired chairman and CEO of Norfolk Southern Corp., will make brief remarks at 7:30 p.m. Photographer Matthew Malkiewicz, whose works are featured in the exhibition, will also be present.

The exhibition explores the influence of the train, especially the steam engine, on the growth of America as a nation: connecting its coasts, linking its urban centers to small towns and small towns to each other, creating and embedding the sense of one country that has regional identities but is united by shared national experiences.

The grand metaphor of journey-taking is a major motif in the myths and literature of many cultures and is underscored by the train, which barrels across the landscape carrying cargo and passengers, each with a journey to make and a personal narrative to tell. As one photographer in the exhibition notes, "all of life" is contained on trains.

The visual narrative of The Art of Trains is told by a broad range of artists, trained and self-taught. Each is notable in their media. Man Ray, Alfred Stieglitz, Berenice Abbott, Romare Bearden, Thomas Hart Benton, O. Winston Link, Whitfield Lovell, Jimmy Lee Sudduth, Grandma Moses, and John "Jack" Savitsky are some of the artists featured in the exhibition who have contributed to the iconography spawned by their form, function, and cultural relevance. Many works were created between the world wars, but the allure of trains continues today in the work of such artists as photographer Matthew Malkiewicz, who is also an activist for preserving the historic legacy of the last extant steam trains. Exhibiting the work of trained and untrained artists together on this rich topic allows viewers to contemplate what skills and purpose make an artist and what role the artist plays in society.

The Baron and Ellin Gordon Art Galleries exhibit works by nationally and internationally recognized self-taught artists, contemporary artists working in all media, and local and regional artists connected with Old Dominion University. Free and open to the public, with parking in the 45th Street garage. Hours: Tuesday - Saturday, 11 a.m. - 5 p.m.; Sunday, 1 p.m. - 5 p.m. For more information contact senior curator Ramona Austin at (757) 683-6272 or [raustin@odu.edu](mailto:raustin@odu.edu), and visit [odu.edu/gordongalleries](http://odu.edu/gordongalleries).



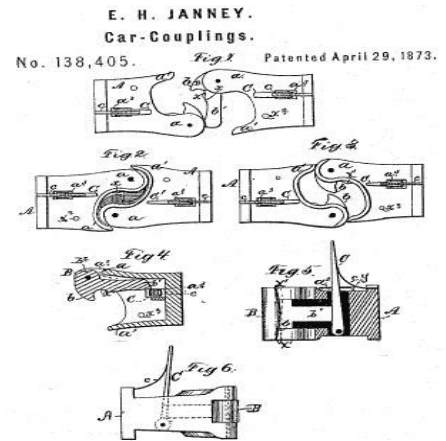
# The "Janney" Knuckle Coupler

## Drastically Reduced Railroad Accidents

Eli H. Janney was born in Loudon County, VA, on November 12, 1831. Prior to the Civil War, Janney was a small-time farmer, ran a small shop in Loudon County, and also served as the local postmaster. When war broke out, he enlisted in the Confederate Army, where he rose to the rank of major. After the war, Janney settled in Alexandria, VA, where he worked as a clerk in a dry goods shop. During this work, he devoted his spare time to developing a safer and more efficient coupler system for railroad cars.

For most of the 19th century before the Janney coupler was patented in 1868, rail workers performed the dangerous task of connecting rolling stock with link and pin couplers. This system, which resulted in many severe injuries including loss of limbs and even death, required the brakeman to be between the cars while holding the link in position to slide into the receiver of the car being coupled as it was pushed by an engine.

What distinguished the Janney coupler from other such devices then used in the railway was its vastly improved design and easy-to-use method. One day as he was deeply engrossed in his work, Janney hooked his fingers together and envisioned a safer coupler similar to the clasping of two hands in a vertical position with the knuckles bent, which forms a strong link, but can be easily unclasped. In recognition of his invention, the U.S. government awarded him the first patent on **April 21, 1868**, for "constructing an automatically working car coupling, in such a manner that the coupling and uncoupling are performed without endangering the operator's life by going between the cars."

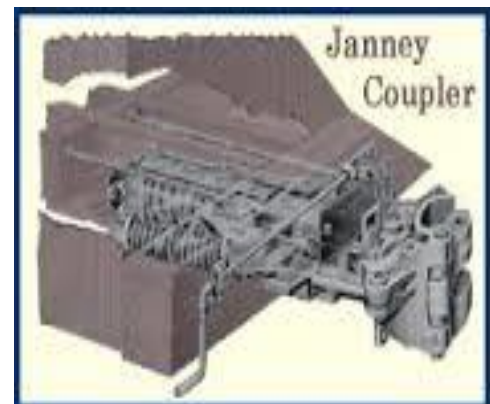


In 1873, the Patent office awarded Janney his second patent for this coupler design. In his patent application, Janney extolled the benefits of his design: "The advantages of the described construction are numerous. It will couple readily under all circumstances if one of the hooks is open, but will not if both are closed. It is adapted for use upon cars of different heights. It has no lateral or longitudinal play, but moves freely vertically. It is impossible for it to become uncoupled unless the cars leave the track."

A man of modest means, Janney sold his patent rights to the McClonway & Torley Company of Pittsburgh in 1878. Nine years later, the Master Car Builder Association chose the Janney coupler over 40 other proposals as

the railroad industry standard. Before widespread adoption of the Janney coupler, nearly 40% of rail yard injuries and deaths were attributed to coupling accidents. By 1902, only 4% of railroad accidents were due to car coupling.

The career of this remarkable man came to an end when he died at his home in Alexandria on June 16, 1912, at the age of 81. Although Janney never became wealthy off of his coupler design, the old Confederate soldier certainly would be pleased that his design has stood the test of time with only some minor modifications over the years.



# Death of A Railroad Legend

## Engineer John Luther Jones

Jonathan Luther Jones was born on March 14, 1863 in Jackson Tennessee. As a young boy, his parents moved from Jackson to Cayce Kentucky, where he acquired the nickname of "Cayce" which he chose to spell as "Casey." Jones went to work for the Mobile & Ohio RR and performed well and was promoted to brakeman. In the summer of 1887 a yellow fever epidemic struck many train crews on the neighboring Illinois Central Railroad, providing an unexpected opportunity for faster promotion of firemen on that line. He was finally promoted to engineer, his lifelong goal, on February 23, 1891.



Jones was also famous for his peculiar skill with the train whistle. His whistle was made of six thin tubes bound together, the shortest being half the length of the longest. Its unique sound involved a long-drawn-out note that began softly, rose and then died away to a whisper, a sound that became his trademark. The sound of it was variously described as "a sort of whippoorwill call," or "like the war cry of a Viking."

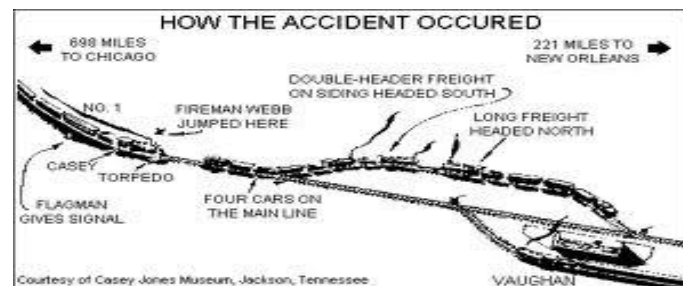
Jones was issued nine citations for rules infractions in his career, with a total of 145 days suspended. However, in the year prior to his death Jones had not been cited for any rules infractions. Railroaders who worked with Jones liked him but admitted that he was a bit of a chance taker. Unofficially though, the penalties were far more severe for running behind than breaking the rules. He was by all accounts an ambitious engineer, eager to move up the seniority ranks and serve on the better-paying, more prestigious passenger trains.



On **April 29**, 1900 Jones was at Poplar Street Station in Memphis having driven the No. 2 from Canton. Normally, Jones would have stayed in Memphis on a layover; however, he was asked to take the No. 1 back to Canton, as the scheduled engineer had called in sick with cramps. Jones loved challenges and was determined to "get her there on the advertised" time no matter how difficult it looked. Although it was raining, steam trains of that era operated best in damp conditions. However, the weather was quite foggy that night (which reduced visibility), and the run was well known for its tricky curves.

Nevertheless, due to the delays with the change in engineers, the No. 1 did not leave Memphis until 12:50am, 95 minutes behind schedule. By the time he got to Durant (155 miles into the run) Jones was almost on time. He was quite happy, saying at one pint to Fireman Simeon Webb "the old girl's got her dancing slippers on tonight" as he leaned on the Johnson Bar. Unbeknown to Jones, three separate trains were vying for rail and side space at Vaughan with at least four freight cars overlapping the main line. Meanwhile, Jones was almost back on schedule, running at about 75 mph and unaware of the danger ahead, since he was traveling through a 1.5 mile left-hand curve that blocked his view. Webb yelled, "there's something on the main line," to which Jones yelled, "jump Sim, jump!" Jones reversed the throttle

And slammed the airbrakes into emergency stop, but engine #382 quickly plowed through a wooden caboose, a car load of hay, another of corn and half way through a car of timber before leaving the track. He had amazingly reduced his speed from about 75 miles per hour to about 35 miles per hour when he impacted with a deafening crunch of steel against steel and splintering wood.



Because Jones stayed on board to slow the train, he no doubt saved the passengers from serious injury and death (Jones himself was the only fatality of the collision). His watch stopped at the time of impact: 3:52 AM on April 30, 1900. Popular legend holds that when his body was pulled from the wreckage of his train near the twisted rail, his hands still clutched the whistle cord and brake.

The final I.C. accident report was released on July 13, 1900 by A.S. Sullivan, General Superintendent of the I.C., and stated that "Engineer Jones was solely responsible having disregarded the signals given by Flagman Newberry." John M. Newberry was the flagman on the southbound No. 83 that Jones hit. According to the report he had gone back a distance of 3,000 feet where he had placed torpedoes on the rail. He then continued north a further distance of 500 to 800 feet, where he stood and gave signals to Jones's train No.1.

But doubt still lingers about the official findings and some wonder where Newberry was positioned that night. Some feel he wasn't there at all. Some say Jones was "short flagged," but Newberry was an experienced man and he had flagged No. 25 a short time before. In the report Fireman Sim Webb states that he heard the torpedo explode, then went to the gangway on the engineer's side and saw the flagman with the red and white lights standing alongside the tracks. Going then to the fireman's side, he saw the markers of the cabooses of No. 83 and yelled to Jones. But it would have been impossible for him to have seen the flagman if the flagman had been positioned 500–800 feet before the torpedoes as the report says he was. Once the torpedoes exploded the train would have already been too far past the flagman's reported position for him to be visible.



So if Webb did see the flagman at this point, he had to be out of position at about 3,000 feet north of the switch, not 3,500–3,800 feet north as stated in the report, which means Jones was indeed "short flagged." It's possible that after the flagman flagged the No. 25 freight through, he heard the commotion as No. 72's air hose broke and everything got jammed up with No. 83 fouling the main line. He may have gone to No. 83 to find out what the situation was, assuming he had time before Jones arrived. He then headed north along the tracks and placed the torpedoes, but by then Jones may have come roaring out of the fog before he made it to his reported position. If this is what happened, Jones lost a good 500–800 feet of stopping distance, which might have prevented the collision. In any event, some railroad historians have disputed the official account over the years, finding it difficult if not impossible to believe that an engineer of Jones's experience would have ignored a flagman and fusees (flares) and torpedoes exploded on the rail to alert him to danger. Contrary to what the report claimed, shortly after the accident and until his death Webb maintained that "We saw no flagman or fusees, we heard no torpedoes. Without any warning we plowed into that caboose

In a closing note, those members who are considered "baby boomers" are likely to remember the TV show from the 1957-58 season "Casey Jones" starring Alan Hale Jr. in the title role and Hollywood veteran Dub Taylor as fireman "Wallie" Webb. Don't recognize the Star? Well after the Jones series ended, Alan Hale Jr. moved from being a train engineer to skipper of his own yacht in "Gilligan's Island.



**• NATIONAL •  
TRAIN DAY  
SHOW**



**Saturday  
May 12  
10 AM - 3 PM**



**- FEATURING -**  
Model Railroaders • Vendors • Children's Activities  
Door Prizes • Fun • Free and open to the public

**Denbigh Community Center**  
15198 Warwick Blvd. • Newport News, VA

SPONSORED BY THE LEE HALL TRAIN STATION FOUNDATION  
[www.leehalldepot.org](http://www.leehalldepot.org)

**GET ON BOARD**

## **National Train Day Denbigh Community Center**

My thanks to you for the Tidewater Division TMRC's participation in this year's celebration on Saturday, May 12 at the Denbigh Community Center in Newport News. The event runs from 10 am to 3 pm. You may set up on Friday, May 11 from 3-8 pm and day of show from 8-10 am. Most displays are in the gymnasium; a few are judiciously sprinkled in the halls leading to the gym to draw visitors there. Attached is the layout indicating the number of tables, chairs and nearest power source. Be sure to bring an extension cord or two.

The event is much larger than in years past. New elements include a miniature train offering free rides in the parking lot, live entertainment featuring the Singing Conductor, an expanded children's area, more vendors, selfie stations, informational spaces for historical displays and workshops on RR heritage topics. In addition to the center's café offering hamburgers, hot dogs, fries, pizza and beverages, we hope to have an additional caterer serving BBQ and stew.

Mary Kayaselcuk  
Historic Site Coordinator  
Lee Hall Depot

## **Hot Beans on the Stove New Hampton (Iowa) Gazette, 5 Jun 1918**

"I was riding on a freight train through Kansas," a Santa Fe official relates. "I was up in the cupola of the caboose. Downstairs the conductor and the rear brakeman watched carefully a pan of beans 'warming over' on the old coal stove. They waited only the return of the head brakeman before 'putting away' their luncheons, which they were taking from their full dinner pails. The pan of beans was a partnership dish. I could see the head brakeman coming down the train from the engine. Suddenly there was a jerk, a shock, and I saw freight cars begin to pitch from the track and pile up in heaps. I had a hasty vision of the head brakeman sailing through the air and landing in a cornfield, clear of the right of way.

"Bill's killed," I shouted as I clutched wildly to retain my seat. "He's been thrown clear over into the field. As the caboose finally came to a standstill, about the only car left on the track, the conductor and the rear brakeman rushed forward to gather up the remains of Bill. But as they ran to him 'Bill' picked himself up in a dazed sort of way and was brushing the dirt from his eyes and his clothes when they reached him. "There was at least \$75,000 worth of cars and freight piled up there in that wreck, probably \$100,000--a total lost. But the question 'Bill' asked as his rescuers reached him was: "Boys, how's them beans back there?"

## Hobby Shop News

### [HobbyTown USA](#)

4000 Virginia Beach Blvd  
Virginia Beach, VA  
(757) 306-4760

### [Denbigh Hobby Center](#)

14351 Warwick Blvd  
Newport News, VA  
(757) 874-5708

### [Engine House Trains](#)

3900 Bonney Rd, Ste 107  
Virginia Beach, VA  
(757) 463-1240

### [Dales' Trains](#)

5880 Poplar Hall Dr.  
Norfolk, VA  
(757)461-3636

*"From the Caboose" continued from page 1*

Choice" contest during our Annual Show this Fall. John Roby has the kits provided by the Division.

Finally, I encourage more interaction with the other model railroad clubs within the Division boundaries.

In the next month, I will say more about clinics. In the meantime, "All Aboard!"

# Pat



*"Advancing the worldwide scale model railroad community through education and standards as well as advocacy and fellowship."*

## High-Speed Train Update Project Facing Audit

California's high-speed rail project is facing an audit from the US Dept of Transportation's as costs continue to climb.

The inspector general's audit will examine the Federal Railroad Administration's oversight of nearly \$3.5 billion in federal grant money awarded to the project.

It comes as the plan to bring travelers between Los Angeles and San Francisco in less than three hours.

## On the Advertised Division Meeting Schedule for 2018

March 17 – St. Matthew's School (Cafeteria)

May 12 – Denbigh Community Center, Newport News VA

June 16 – Tentative: Transportation Museum, Ft. Eustis.

August 18 – TBD

September 15 – TBD

November 17 – Virginia Beach (Main) Library

## NMRA News

For the latest updates, news, clinics and anything model railroad related to the NMRA, click on the link and be connected. [NMRA](#)

## Callboard Subscribers

The Callboard is available for free via e-mail or at the Tidewater Division web-site: <http://www.nmar-mer-tidewater.org/>. Printed copies in B/W are available on request, contact the CB editor at [sorcerer54@cox.net](mailto:sorcerer54@cox.net) for details.