



Tidewater Division

CALLBOARD

Volume 2018, Issue 2

NMRA MEMBER

February, 2018

“From the Caboose”

Pat Mahoney, Superintendent

The caboose was the operating headquarters and office of freight trains. At his table/desk the conductor tended to the paperwork, the waybills, car listings, and was responsible for safe and efficient operation of his train. A brakeman on the rear platform would signal “OK” to a passing train and a brakeman in the cupola watched for any trouble on the train or signals from the head-end brakeman or the locomotive crew. Kind of what the BoD will be doing.

I started in this hobby in 1955. My first locomotive was a B&O Dockside switch engine followed by two B&O GP-9s with the famous Hi-F rubber band (which seemed to have 2 speeds – stop, and very fast). My hometown in Connecticut had a 4-track mainline but the local hardware/hobby store never seemed to have New Haven locomotives. So, I became loyal to the B&O. But I also have and enjoy S (NYC) and N (B&O) scale trains.

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The Baggage Car

Division News

Division superintendent Pat Mahoney would like the following information shared with division members. The February 17, 2018 division meeting will be held at St. Matthews Catholic Church, 3314 Sandra Lane, Virginia Beach beginning at 10am. PLEASE NOTE the following. The meeting location has changed due to a scheduling conflict. Instead of the school cafeteria, the new location is the school **library**. With this change, there will no lunch served at this time. The plan is to provide coffee and donuts.

The Club Car

(Upcoming Events of Interest)

CB&W Open House/White Elephant Table
March 17-18, 2018
Sat: 10am to 4pm – Sun: Noon to 4pm

This Month in Rail History

Feb 7, 1908: Washington, Baltimore and Annapolis Electric RR opens between the cities of Washington & Annapolis.

Feb 14, 1855: Chicago, Burlington & Quincy Railroad is formed.

Feb 14, 1845: James Polk becomes first President-elect to travel by train. He rode from Relay, Md. to Washington prior to his inauguration.

BILL OF LADING – FEB 2018

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“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!

On the Advertised

Division Schedule for 2018

February 17 – St. Matthew's School (Library)

March 17 – TBD

May 12 – Denbigh Community Center, Newport News VA

June 16 – TBD

August 18 – TBD

September 15 – TBD

November 17 - TBD

The Paper Car

Division Meeting News – Annual Mtg

At the January 2018 annual business meeting and auction, election results were announced to those in attendance. The following is the division board of directors for 2018: Superintendent – Pat Mahoney, Assistant Superintendent – John Fallon, Time Keeper – Bob Cook*, Paymaster – John Robey, Director's at Large – John Cryderman, Roger Bir* and Fred Humphrey*. (* denotes new member)

Also announced were the 2017 division award winners. Modeler of the Year went to John Hammond. Volunteer of the Year was awarded to Bill Miller and the Superintendent's Award went to Rick Lloyd.



Railroad Lingo

PAPER CAR: Baggage car for the transportation of newspapers exclusively.

ON THE ADVERTISED: According to schedule; right on time. Often called on *the card* (timecard) and sometimes *on the cat hop*.

GREETINGS FROM THE DS: Train orders from the dispatcher.

"from The Caboose" continued from page 1

Over the years I've found that this hobby consists of modelers, operators, collectors, carpenters, electricians, artists, and empire builders. They all provide depth and animation in all sizes – G, O, S, HO, N, Z, and TT. Some are even "live steamers." But we have one thing in common: we love to mix history, nostalgia, and our favorite railroad.

I enjoy this hobby, the camaraderie, the sharing of ideas and knowledge. I hope the Division will attract all model railroaders. We see them at our annual show then they seem to disappear until the next show. That's unfortunate, because we have so much in common and so much to share. We can start by signaling "OK".

Pat



Western "Rail" News

BNSF Updates

Beginning on Jan 8th, BNSF is starting to expand the terminal at Amarillo to include 4 main tracks through the terminal. It has had 3 main tracks for several years, but now the yard track closest to the 3 main lines will become the 4th main track. This should also help getting the trains to and from Alliance, TX through the terminal without interfering with other trains coming in on the Transcon. In addition to the 4th main, BNSF is planning to extend the 3rd main further east and further west to make the flow of traffic go smoother in and around Amarillo.

BNSF has returned some of the stored SD70-MACs to the lesser, Progress Rail who has lettered them as PRLX. One report is that NS will be using them while they take some of their own power out of service to rebuild them. This will keep the NS from being power short while their power is being rebuilt. Locomotives BNSF 9551 – 9564 have been returned to the lesser and moved to Northtown yard to be inspected and returned to Progress. Most of this fleet were removed from the BNSF computer on December 21st. The 9551 & 9553 were purged from the BNSF on December 20th and the 9552 was removed on the 13th of December.

BNSF still has a few engines stored serviceable or Laid Up Good Order (LUGO). This is approximately the same number as last month with 573 in LUGO. Last month there were 584 locomotives in LUGO status. With BNSF returning 14 engines to Progress the number was very similar again to last month.



Greetings from the DS

by **Bob Cook, Division Time-Keeper**

For those of you that aren't on Facebook and part of the NMRA group, they just announced a "Social Media Kit building contest". The contest revolves around the kit in the following link;

http://www.railroadkits.com/index.php?main_page=product_info&cPath=1_7&products_id=6.

Contest closes on April 1st.

Callboard Subscribers

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

Travel Pullman Style to Boston

by Lee Hall Mansion - Historical Site Coordinator

Some of you took advantage of the special opportunity last December to ride the beautifully refurbished antique "Colonial Crafts" car between Newport News and Williamsburg. Several individuals enjoyed it so much that they inquired about longer excursions. Proprietor Robert "Bob" Lowe has put together another fun adventure for us – this time to Boston on the weekend of June 8-10. And even better, he now has an additional sleeping coach, meaning up to 32 people can travel.

Departure will be Friday at 5:20 pm from Newport News' Amtrak Station. Arrangements can also be made to board in Williamsburg at 5:40 pm. Riders have their choice of the Pennsylvania Railroad's 1949 sleeper/lounge "Colonial Crafts" and the Boston and Maine Railroad's 1954 sleeper "Salisbury Beach."

Guests will enjoy dinner on the evening ride through Virginia, Washington, DC, Baltimore, Delaware and Philadelphia before retiring for the evening. Experience a 1950s Pullman nighttime journey as the train continues north into New York, Connecticut and Rhode Island. Night owls are welcome to stay up to observe the northeast and shoreline of New England as the train glides through the darkness.

After a good night's sleep, a hearty breakfast will get you ready for your day of sightseeing. Arrival at South Station (officially the Governor Michael S. Dukakis Transportation Center) is at 7:55 am on Saturday. Saturday in Boston is your own to take in the sights and sounds of Faneuil Hall, the Old North Church, Boston Commons, a stroll thru Cambridge, Fenway Park or perhaps the JFK Library and elsewhere. Be sure to plan your itinerary in advance to make the most of your time in this great American city. The route is reversed on Saturday night, departing Boston at 9:30 pm, to have you back in Newport News at 11:20 am Sunday. A late-night snack out of Boston and breakfast on request will be served on board.

Price: \$485 per person includes round-trip travel onboard vintage private Pullman rail cars, dinner and breakfast northbound, late night snack and breakfast southbound and car attendant service at any time. Accommodations: either a private double bedroom or open space roomette with pull down berth for singles. Ensuite private bathrooms for bedroom/couchettes and a public hot water shower "down the hall."

Don't miss this chance to take a trip into the past. Space is limited, so book now at www.colonialcraftsrailcar.com. Contact privaterailcar@gmail.com with additional questions or concerns.

This Old Caboose

by Lee Hall Mansion - Historical Site Coordinator

On Wednesday, February 7 at 7 pm, the Friends of the Lee Hall Depot will offer their first railroad heritage program of the 2018 season, "This Old Caboose" at the 1884 Warwick Courthouse, 14421 Old Courthouse Way. In December 2015, a 1925 Georgia Railroad caboose was moved from the Cumberland Hospital for Children and Adolescents in New Kent County to the Norge Depot, marking the first time a train had come to the station in 46 years. For several years prior and since the car was donated, the Norge Depot Association has been involved in raising funds for its relocation and now its restoration.

Local Historian William Fox will share the saga of this ongoing project. There are parallels to be learned as the Lee Hall Train Station Foundation continues its effort to refurbish and move its WW II military hospital car to the Lee Hall Depot. Free and open to the public. For additional information, (757) 525-7372.

Union Pacific, Rail Crew Honor Young Cancer Victim

by Steve Bohnel, Mason City Gazette

When Elliot Burgos was growing up, he had a special love for trains. His parents, Shanda and Jonathan Burgos, would take him to the Union Pacific Railyard in Mason City, near the bridge at 12th Street Northwest, to watch the locomotives roll past. He also had done a tour and ridden one of UP's trains. On Saturday morning, the Mason City rail crew and Union Pacific honored him and his family one last time. Elliot Burgos, 9, died January 14th after a long battle with medulloblastoma, a type of terminal pediatric brain tumor that spreads down the spine.

Shanda, Elliot's mother, said they didn't know what to expect when they brought Elliot, in his casket, to the Union Pacific Railyard on Saturday. One of Elliot's favorite trains, the 8508, was sitting in the yard, and Shanda recognized the significance of that with one of the Union Pacific special agents present.



After all, Elliot was born on Aug. 5, 2008. "The 8508 train we wanted to do was right here," Shanda said. "I looked at the train and looked at the number ... and I looked at him (the agent) and said it was my son's birthday ... and he had the same expression on my face, and we both realized it wasn't a coincidence." Elliot Burgos, the 9-year-old Mason City boy who died from cancer Jan. 14, loved trains. His family said one of his favorites was the 8508, which corresponded with his Aug. 5, 2008, birthday.

What makes the situation even more remarkable is the train was supposed to be in Nebraska, Shanda said. Its battery had died however, keeping it grounded after it had arrived in Mason City that morning, she added. Randy Dodd, a UP worker, had informed Shanda of that circumstance—and stated it didn't seem to be a coincidence. "I don't think things just happen," Dodd said, according to Shanda. "I think things happen for a reason."

She commended Union Pacific for its support that day, and for coordinating a tremendous sendoff for their son. Workers honked train horns for Elliot, and lined up the 8508 painted on Elliot's gold, red and black casket to the 8508 on one of his favorite locomotives. She also thanked the community for its continuing support during the past few years, as Elliot continued his courageous fight against cancer.

"If it wasn't for all the people's support, we wouldn't be able to do half of the things we did with Elliot," Shanda said.

And even though he's gone, Saturday's proceedings provided some much needed closure, she added. It was apparent Elliot was right there with them, along with his 8508 train. "We just wanted to have one last goodbye for Elliot," Shanda said, later adding, "He was OK, and that train was on its way to heaven."



February – Black History Month...on the Railroad

The month of February is now known as black history month. While many know the tale of legendary engineer John Luther “Casey” Jones, little is known about his fireman. If you watched the TV show “Casey Jones” in 1957, you knew Casey was played by Alan Hale Jr. (the skipper on “Gilligan’s Island”). His fireman (for television) was named Wallis Sims and was played by veteran character actor Dub Taylor (who was white). In reality, his name was Simeon Taylor Webb, a black man born in Mississippi in 1874. In 1900, Webb was a 26-year old fireman for the Illinois Central Railroad.



An interesting side note about Jones should be told. John “Casey” Jones was a respected engineer and was also unusual in that he seemed to have a genuine respect and admiration for black workers in the shops, yards and on train crews. As was against most customs of the time, as far as he was able, Jones, a southern white man of the period, struck up genuine friendships with many blacks and the affection and esteem was returned in kind.

On that fateful April night in 1900, Webb and Jones had finished a run and thought they were done for day, resting overnight in Memphis. However, the local dispatcher asked Jones & Webb to take the southbound passenger train due to the illness of the scheduled engineer. It was after midnight when the two railroad men boarded #382 for the ill-fated trip.

The last thing Webb remembers when told to jump “and save himself” was the piercing wail of the locomotive’s whistle. Webb was knocked unconscious by the fall but after regaining consciousness, he joined the rescuers at the crash site. Folklore has it that Jones was found in the wreckage with one hand on the brake and the other on the whistle. For his injuries from the crash, Webb was given \$5 by the Illinois Central Railroad. Simeon Taylor Webb died in Memphis on July 14, 1957 at the age of 83. If you would like to hear Simm Webb’s narrative of the crash, click on the following link:



<https://www.youtube.com/watch?v=7OMx2zlmYF0>

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



Oops! Apparently someone failed to heed a signal. This crash occurred at the Tidewater Modular Club. The engineers were Pat Mahoney (the Struck-ee) and Bill Miller (the Struck-er)
(Photo by Pat Mahoney)

Requiem To A Train Crash

CSX & Amtrak Collide in South Carolina

Two Amtrak personnel were killed and over 100 others were injured when an Amtrak passenger train collided with a parked CSX freight train early Sunday just outside the capital of South Carolina, officials said. The South Carolina Emergency Management Division said Amtrak 91 was traveling from New York to Miami when it collided with the CSX train in Pine Ridge around 2:35 a.m.

"It appears to me that the CSX train was on the track it was supposed to be on," South Carolina Gov. Henry McMaster said at a news conference. "It appears Amtrak was on the wrong track. That's what it appears to me." Amtrak said in a statement the train's lead engine derailed, as did some passenger cars that was carrying eight crew members and approximately 139 passengers on board. TV footage from the crash scene showed the aftermath of the collision, with the Amtrak engine on its side and its front crumpled.

The NTSB held a news conference on February 5th from 4:35 to 5:00 pm. The subject was the Amtrak-CSX collision near Cayce, South Carolina. Presentation and Q&A were by NTSB board chairman Robert Sumwalt. Below is a summary:

1. The event data recorder was recovered from the Amtrak locomotive and its data downloaded. From that we learned that:
 - 7 seconds before the end of the recording (the collision point), the horn was activated for 3 seconds. Train speed was 56 mph.
 - 5 seconds before the end, brakes were applied.
 - 3 seconds before the end, emergency braking was applied by the engineer.
 - At the time of the head-to-head collision, train speed was 50 mph.
2. The CSX freight was forced backwards 15' by the force of the collision.
3. The Amtrak forward-facing video recorder was removed from the engine. The recording ended a few seconds before collision; technicians are trying to restore the missing final seconds.
4. NTSB has now interviewed four people: the engineer and conductor of the CSX train, the dispatcher, and one other person.
5. Signals through this part of S.C. were inoperative owing to signal upgrading for PTC. Consequently, operations through here were by track warrants.
6. The wrecked Amtrak locomotive has been moved to a nearby CSX autorack loading facility.
7. "Nothing remarkable" was discovered about the condition of the track at the wreck site.
8. During Q&A, Mr. Sumwalt mentioned that just before the collision, the CSX crew released their track authority back to the dispatcher and installed a derail on the siding.

