

## Tidewater Division

# CALLBOARD

Volume 2018, Issue 3

NMRA MEMBER

March, 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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### **BILL OF LADING – MAR 2018**

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### **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

Hampton Train Show, Hampton Coliseum  
March 24-25, 2018

(The division will have a recruitment table)

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

Mar 1, 1918: U.S. Congress passes the Standard Time Act.

March 3, 1831: Railroad builder George Pullman was born in Brocton, New York.

Mar 16, 1957: the Milwaukee Railroad conducts their final steam consist.

Mar 19, 1920: U.S. Government privatizes all the railroads after WWI.

Mar 25, 1807: the World’s first passenger run, Swansea to Mumbles, UK.

Mar 25, 1908: Washington, Baltimore & Annapolis Electric RR opens service to Baltimore, MD.

Mar 27, 1976: First 4.6 miles of Washington Metro subway opens. Brentwood Shops of Metro largely took over former Eckington coach yards of B&O at Ivy City.

“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)

## **CSX Derailment Due To High Winds No Injuries Reported**

A CSX train derailed on a bridge over the Susquehanna River on Friday night, causing four empty rail cars to fall into the water below. The freight train headed to Richmond, Va., derailed between Cecil and Harford counties at about 8 p.m. Friday, CSX officials said in a statement. No injuries were reported, no hazardous materials were involved and there appears to be no environmental impact, officials said.

Officials said the cause of the derailment remains under investigation, and could not say whether Friday's strong winds caused the empty rail cars to come off the tracks. The railroad is working with federal, state and local public safety officials to remove the rail cars from the river. Two cars had been removed by Saturday afternoon, but crews were working to get the other two out of the river as of noon Sunday, according to a CSX statement.



## **Iowa Central Train Holdup Mitchell Press, Osage IA, 31 Aug 1910**

The midnight passenger southbound on the Iowa Central, was in the hands of robbers for about 15 minutes. At Gordonsville, a small flag station 5 miles of Northwood, the train was flagged. The engineer and fireman were covered with guns, while the men supposed to have boarded the train at Albert Lea, commenced relieving the passengers of their goods. They had only completed the work in one coach when they were frightened, and the train crew, getting hold of some guns, succeeded in arresting 5 of them and they are in the custody of the sheriff. Eight were implicated in the robbery.

## **Canadian Jury Hands Down “Not Guilty” Derailment Claims 47 Lives**

A jury in Canada handed down a not guilty verdict in favor of the three men who were on trial for their roles in the Lac-Megantic derailment that claimed 47 lives in 2013. Prosecutors felt Tom Harding, Richard Labrie, and Jean Demaitre could have done more to prevent the accident. Mr. Harding's attorney, Tom Walsh, issued a statement following the verdict on behalf of his client who was too emotional to speak. "He always admitted his responsibility. His only claim was that the responsibility was not the equivalent of criminal negligence. He's very marked by this experience and he will always feel a tremendous moral responsibility and he will never be able to rid himself of that feeling."

As a result of the Lac-Megantic tragedy the regulations have tightened in the U.S. and Canada regarding how hazardous materials are handled by railroads. One of the biggest changes is the gradual phaseout of the single-hulled DOT 111 tank cars over the next decade. Prior to the Lac-Megantic derailment several warnings were issued regarding DOT-111 tank cars being too fragile to transport hazardous materials.



## **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.

# The Lehigh Northern

## Article and Photos by Dale Ridgeway

There were many great railroads that roamed the valleys and mountains of Pennsylvania. The Reading and Pennsylvania are the first that come to mind, but there are many others that ran across the Keystone state. Most are long gone and only relics remain of their mighty empires. There is one Pennsylvania railroad that is thriving to this day, the Lehigh Northern. You say you never have heard of this railroad? That is because it exists in the basement of the southern new Jersey home of the railroad's president and CEO, Bill Wallace. This HO scale model railroad might be fictional, but one visit to the Lehigh Northern and you'll think this railroad has been in existence for centuries.

Bill's history in model railroading is like the story of many other modelers. His uncle gave him a Lionel train set, but his main interest was in model boats and planes. However, the model trains had one thing over the other models, they could move. Bill's modeling skills developed through the years but it wasn't until after he married his wife, Susan that he started building layouts. His first layout was a 22' x 36' road named "the South Jersey Central." He used decals from the Southern railway and the Jersey Central to ID his locomotives.



Soon after, an addition was built onto his home, the Leigh Northern's first tracks were laid in a large room over the garage. Bill had read an article in a 1983 RMC issue by Christian Day that inspired the new layout. Like many great model railroads, the Lehigh Northern had to be torn down for a move to New Jersey and the railroad was in limbo until a new house was found in Cape May Courthouse. Bill was lucky to find a house on New Jersey's eastern shore that had a full basement so he could recreate the Lehigh Northern. One side of the basement was already finished so Bill only had to finish off the other side to accommodate his new railroad.



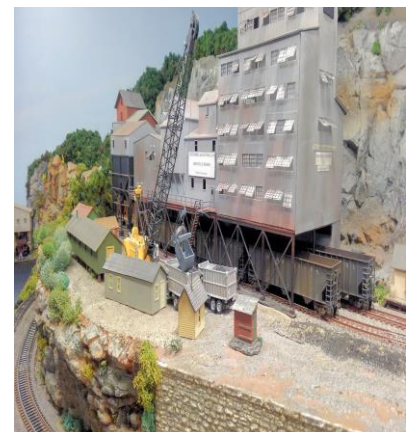
The railroad would cover the area from South Philly to Syracuse, NY. Some of the track plans for industrial switching areas were taken from a Kalmbach track plan book. With all the blueprints and track plans on paper and double checking to make sure everything that Bill wanted on the railroad would fit into his new space, he started to build the Lehigh Northern.

In January 2011, bench work from Sievers was assembled for the lower level. Bill claims he is not very handy with power tools or lumber skills. So, he chose bench work from Sievers to make progress on building the railroad. For the upper lever, Bill

used a different method that he had read about using Poly ISO foam roof insulation.

All track on the Lehigh Northern is Atlas code 100 sectional and flex track. Turn outs are Atlas and Peco with Caboose industries hand throws. There is no hidden staging tracks on the layout, so there was no need for motorized turn outs. All the bench work, track and wiring was completed by September 2013.

Scenery on the Lehigh Northern is mostly stacked extruded foam board cut and shaped into various land forms. Rocks are carved into the foam board then painted and weathered. All other land forms are painted and covered with Woodland Scenic ground foams.



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All structures have some sort of weathering done to them before they are placed on the layout. All back drops on the layout were painted by his wife, Susan. Susan also placed all the layout figures into the scene.

Motive power on the layout is a mix of Alco RS-3's, GP 7/9's and 35's. switchers are a mix of Alco S-4's and SW 1200's. Manufacturers of motive power are Kato and Atlas



Bill has incorporated many great ideas into the building of the Lehigh Northern. Since there is a helix in the middle of the layout and operators could not see their trains as they moved from one level to the other, Bill placed building flats against the helix with clear window glazing in them. When a train enters the helix, a light is turned on which back lights the train through the building flat windows. After the train reaches the upper or lower level, the light is turned off and you can not see the helix any longer. Another great concept that Bill created was to build two separate switching layouts but still have them tie into the main layout.



The main layout has two car barge ports, both at Williams Bay. The two separate switching layouts of the Dunmore and Camden have car barge float docks. Freight cars can be loaded from Williams Bay and sent by barge or ferry boat to either destination. This means that during an operation session, engineers can be at Dunsmore or Camden and switch cars for an entire operating session and never enter the main layout.

When Bill moved to Cape May Courthouse, New Jersey, he left behind in Pennsylvania some operating friends that he thought he would never see again. When he starting the current Lehigh Northern, he assumed he would be a lone wolf in the hobby. This coincides with using an uncomplicated plan to build the layout. Like the phrase from the movie *Field of Dreams*, "build it and they will come," this happened for Bill. When the Lehigh Northern was close to completion some NMRA members found out about his layout. Now there is a full roster of operators to work the layout; coming from as far away as Philadelphia.



The ideal number of operators on the layout is 9. However, there have been as many as 14 people show up for an operating session. Bill operates the layout with a main dispatcher coordinating all movements on the layout. The clock on the wall is set for 1:1 and an operating session lasts about four hours. All trains are run on a time table with Micro Mark waybills for switching. The switch list and time tables are from Shenandoah software.

Bill would like to thank the late Jim Cope, PJ Mattson, Bob Hubbard, Drew Marshall and his wife Susan. Bill says, "without these people and others, the Lehigh Northern would not exist in anything close to its current form.

Size: 42' x 28' (Camden 14' x 7', Dunmore 11' x 3'  
Track: Atlas Code 100, sectional & flex track.  
Turnout: Atlas & Peco #6 and #4.  
Control System: Rail Command with walk around throttles.  
Main Radius: 24" and 22" on the helix  
Layout height: Bottom 38" Top Level 56"

## **Amtrak Engineer to Stand Trail Judge Rules Charges To Be Reinstated**

A Philadelphia judge on Tuesday ruled that the engineer at the throttle of an Amtrak train during a deadly derailment in 2015 must face criminal charges, overturning another judge who had dismissed them, prosecutors said. Judge Kathryn Streeter Lewis reinstated charges, including involuntary manslaughter and reckless endangerment, against the engineer, Brandon Bostian, after finding that the previous decision was wrong, prosecutors said. She did not give a reason for her ruling.

The passenger train was traveling from Washington to New York on May 13, 2015, when it flew off the rails at more than 100 miles (160 km) per hour, double the posted speed limit, while rounding a curve in Philadelphia. A National Transportation Safety Board investigation concluded that Bostian, who tested negative for alcohol and drugs, likely became distracted by radio chatter that a nearby train had been hit by a thrown rock. A second Philadelphia judge, Thomas Gehret, threw out criminal charges against Bostian last September, finding that the evidence suggested the crash that killed eight people and injured more than 200 was an accident, not the result of a criminal act.

Even though the Philadelphia district attorney's office had dropped the matter, Pennsylvania Attorney General Josh Shapiro appealed a month later, leading to Tuesday's ruling. "This is an important step in the legal process of this case," Shapiro said in a statement. "We will seek justice for every victim of the Amtrak train crash." The case next moves to a preliminary hearing, prosecutors said. Bostian's attorney did not immediately respond to a request for comment.

Tuesday's ruling would help bring closure to the families of those who were killed, said Thomas Kline, an attorney who filed a complaint on behalf of the family of crash victim Rachel Jacobs. That action became the basis of the attorney general's complaint. "This is about a full measure of justice and about the need to have accountability as well as deterrence for the future," said Kline.



## **Acela Comes "Uncoupled" at 124mph No Injuries Are Reported**

The connection between two passenger cars came undone on February 6, 2018 on a high-speed Acela Express train traveling (at 124 mph) from Washington DC to Boston, prompting the evacuation of 52 passengers near Havre de Grace MD.

There were no injuries to customers or crew, a spokesperson for Amtrak told reporters. The incident at 6:40 a.m. EST involved a "mechanical issues," the passenger rail service spokesperson added. Amtrak said it was investigating the cause of the car separating and it inspecting all Acela trains to prevent a reoccurrence.



## **UP "Big Boys" Update #4004 And #4014**

Two Big Boys are currently undergoing restoration in Cheyenne, WY, operational for the 4014 and cosmetic for the 4004. As Jim Hanna wrote last month, Wasatch Railroad Contractors are doing the latter. How big is a Big Boy? A local lumber company's flatbed delivery truck was used just to move the 4004's sand dome.

Mike Pannel gave radio station KGAB an update on the project, available through Wasatch's Facebook page. They are using wood caboose No. 2516 as a work office, warming shack and changing area. They plan to place "a" caboose behind the 4004 when restoration is finished. Wasatch has acquired 3 more old car bodies near Cheyenne, including another wooden caboose and a 1913 stock car. They will need a lot of work.



## 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

### Micro Mark Offers NMRA Discount Up To 15% Per Purchase

Next time you make a purchase from Micro-Mark, remember this. Micro-Mark gives a 15% discount to all NMRA members. This discount applies to most purchases. However, if an item is listed as "super buy," then the discount does not apply.

When purchasing on-line, at the checkout in the coupon box mark "NMRA" to receive your discount. For further questions, contact Micro-Mark.

## 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*

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.

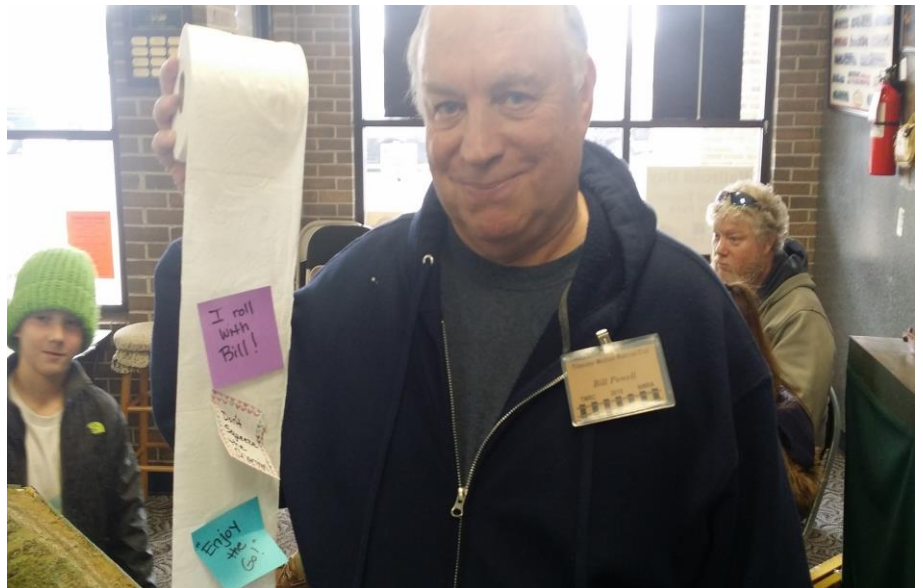
I enjoy this hobby, the camaraderie, the sharing of ideas and knowledge. I hope the Division will attract all model railroaders. We see them at our annual show then they seem to disappear until the next show. That's unfortunate, because we have so much in common and so much to share. We can start by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

# Pat



## NMRA News

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



During the March business meeting of the TMRC, Tidewater Division member, Bill Powell made an "impassioned" plea for more toilet paper for the club. At Wednesday's operating session, Bill's request was answered.....kind.

***From the Division "Timekeeper"***  
**Minutes of the Meeting - Tidewater Division Board of Directors (BOD)**  
**March 7, 2018**

Meeting was held at the Tidewater Modular Railroad Club (TMRC) from 1835 to 2005.

Attending: Pat Mahoney, Bob Cook, John Robey, John Cryderman, and John Fallon. Absent and excused was Fred Humphrey.

Paymaster Report:

- Business Checking: \$8,563.49
- Business Saving: \$13,888.63
- Cash on Hand: \$236.00
- Total: \$22,688.18

Business:

Bill Miller would like to meet with the BOD to discuss plans for the annual show.

John Robey met with the new attorney. The state has accepted our status. Waiting on the State Corporation Commission (SCC) certificate to let the previous attorney know he has been terminated and to see if anything is owed to him. Will switch the agent of record from John Robey to the new attorney. The new attorney has a copy of the bylaws and the report of the annual business meeting.

Pat Mahoney reported that the National Model Railroad Association (NMRA) has a division handbook and the Division follows most of the advice. He noted that a member can get points toward an achievement program for giving a clinic. Pat Mahoney would like to pursue recruiting and sending of the Callboard to the Mid-Eastern Region (MER) Superintendent to increase visibility of the Division. Roger Bir suggested the addition of a section "Questions for the BOD" in the callboard. A member can email the Division email – [tw-nmra@cox.net](mailto:tw-nmra@cox.net), and a Board Member will answer.

The bard decided the Callboard should be sent monthly, not just on months with a meeting. The Callboard is mailed to two members that don't have email addresses. Roger Bir reported he provided 5 themes with similar characteristics and five plugins to our web developer for review. The Virginian Beach Public Library has reserved showcases for November. Reservations for the meeting hall can be made in April. Pat Mahoney discussed the NMRA national election which was using electronic balloting. The BOD decided to highlight this process in the Callboard.

Meeting Schedule:

March – St Matthews  
May – Denhigh Community Center  
June – Fort Eustis Transportation Museum  
August & September - TBD

The BOD authorized \$100 payment to Miles Memorial Methodist Church for providing a location for meetings in 2017. Pat Mahoney stated that he would extend an invitation to the James River Division for the meeting at Fort Eustis. The question arose whether we want to have food at Division Meetings. The BOD decided to raise the question at the next meeting. There would be no lunch at the March meeting to encourage members to travel to the CB&W open house.

Meeting adjourned at 2005.

**Meeting Agenda for March 17, 2018**  
**St. Matthew's Catholic School – Cafeteria**

1. Call to Order.
2. Welcome New Members and Guests.
3. Reports.
  - Minutes of the Board Meeting
  - Membership
  - Finance
  - Other
4. Division Business.
  - Annual Show
  - National Model Railroad Month
  - Participating with Other Model Railroad Clubs
  - Voting for NMRA Candidates and Changes to NMRA Bylaws
5. Contest. *On Line Structure*
6. Clinic. No clinic this month.
7. Contest Results.
8. Open Mike from the Floor.
9. Announcements.
  - No lunch today
  - CB&W Open House
10. Adjournment.

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