

## Tidewater Division

# CALLBOARD

Volume 2018, Issue 5

NMRA MEMBER

May, 2018

### “From the Caboose”

**Pat Mahoney, Superintendent**

*From the Caboose.....*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 through 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 encourage more members to lead a clinic to educate us and our guests. I encourage more members to participate in

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### **BILL OF LADING – MAY 2018**

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- 6** “When East Met West” Promontory Point, Utah
- 9** May Division Meeting – Agenda Items

### **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**

May 1972: Last steam passenger excursion into Washington Union Station Reading engine 2102 Philadelphia-Washington round trip.

May 1, 1971: National Passenger Railroad (Amtrak) a quasi-government corporation formed to takeover, maintain & operate virtually all inter-city passenger railroads, commences service.

May 7, 1960: Last Norfolk & Western Railway steam operation.

May 10, 1869: First transcontinental railroad is completed at Promontory Summit Utah.

May 17, 1958: Baltimore & Ohio final steam run, the Cleveland Railroad Club.

May 24, 1844: First successful use of Morse code sent from Washington to Baltimore. "What hath God wrought" was the first telegraph message sent by Samuel F.. B.. Morse from the Supreme Court chambers in the Capitol along wires placed on poles beside the B&O's Washington branch.

May 25, 1873: Baltimore & Ohio Railroad opens its 'Metropolitan Branch' from Washington to "Point of Rocks" Branch.

“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: [sorcerer54@cox.net](mailto:sorcerer54@cox.net)

## The Last Baldwin Locomotive

In September of 1949, the Baldwin Locomotive Works built its last domestic steam locomotive, the No. 1309 "Mallet." Ironically, the "Mallet" was one of the last types of steam locomotives retired when diesel-electric engines entered the arena, yet its design dated back to the late-19th century. Anatole Mallet created the first 0-4-4-0 type compound engine in 1885 for the tightly curved tracks in Bayonne, France.



The design first appeared in the United States when ALCO constructed a 0-6-6-0 compound "Mallet" for the B&O in 1904. The engine was described as "compound" because it used the steam twice; first for the rear set of high pressure cylinders, and second for the low-pressure front cylinders. It was changed in 1910 by the C&O, their version of the 2-6-6-2 compound "Mallet" was even more capable of hauling heavy coal drags around tight curves.

The No.1309 worked out of the C&O's Peach Creek terminal in Logan, West Virginia for coal transportation and shifting hoppers back and forth. In 1956, the No. 1309 retired from service as one of the last locomotives built for the C&O. It remained in the Peach Creek Terminal Roundhouse until 1972 when the No. 1309 was transferred to the Baltimore & Ohio Railroad Museum.

• 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

**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.

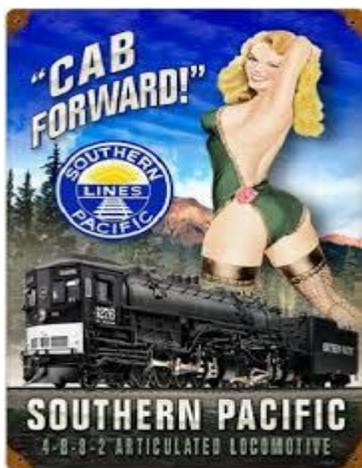
The event is much larger than in years past. New elements include a miniature train offering free rides in the parking lot, live entertainment featuring the Singing Conductor, an expanded children's area, more vendors, selfie stations, informational spaces for historical displays and workshops on RR 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

## Southern Pacific Transportation Company Known for Landmark Supreme Court Case on Corporate Rights

The Southern Pacific Transportation Company earlier Southern Pacific Railroad and Southern Pacific Company, and usually called the Southern Pacific or (from the railroad's initials) Espee, was an American Class I railroad. It was absorbed in 1988 by the company that controlled the Denver and Rio Grande Western Railroad and eight years later became part of the Union Pacific Railroad. The railroad was founded as a land holding company in 1865, later acquiring the Central Pacific Railroad by lease. By 1900 the Southern Pacific Company was a major railroad system incorporating many smaller companies, such as the Texas and New Orleans Railroad and Morgan's Louisiana and Texas Railroad.

The Southern Pacific Railroad system

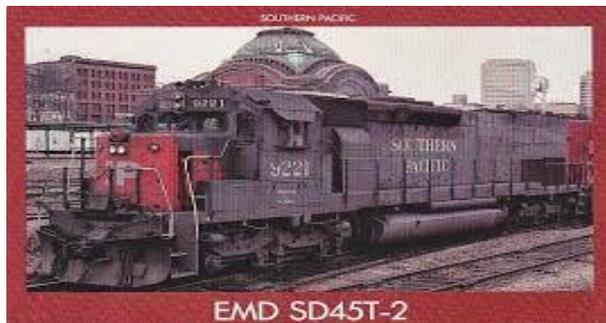


The SP was the defendant in the landmark 1886 United States Supreme Court case *Santa Clara County v. Southern Pacific Railroad* which is often interpreted as having established certain corporate rights under the Constitution of the United States.

Well known were the Southern Pacific's unique "cab-forward" steam locomotives. These were 2-8-8-4 locomotives set up to run in reverse, with the tender attached to the smokebox end of the locomotive. Southern Pacific had a number of snow sheds in mountain terrain, and locomotive crews nearly asphyxiated from smoke in the cab. After a number of engineers began running their engines in reverse (pushing the tender), Southern Pacific asked Baldwin Locomotive Works to produce cab-forward designs. No other North American railroad ordered cab-forward locomotives.

The Southern Pacific and Cotton Belt were the only buyers of the EMD SD-45T-2 "Tunnel Motor" locomotive. This locomotive was necessary because the standard configuration EMD SD-45 could not get a sufficient amount of cool air into the diesel locomotive's radiator while working Southern Pacific's through snow sheds and tunnels in the Cascades and Donner Pass. These "Tunnel Motors" were EMD SD-45-2's with radiator air intakes at the locomotive car body's walkway level, rather than EMD's typical setup with fans on the locomotive's long hood roof pulling air through radiators at the top/side of the locomotive's body. Inside tunnels and snow sheds hot exhaust from lead units would accumulate near the top of the tunnel or snow shed and be drawn into the radiators of trailing EMD (non-tunnel motor) locomotives, leading these locomotives to shut down as their diesel prime mover overheated.

By 1996 years of financial problems had dropped SP's mileage to 13,375 and it was taken over by the Union Pacific Railroad.



# A Few Thoughts About Operating Model Railroads

by Mark Nieting

Op Session #43 went well last evening, as five of us put the "Harbor Belt" through its paces. That means I've held about 5 sessions per year over the past 9 years, not counting the dozens of times I pick just one job and run it myself. With my previous railroad hosting about 25 sessions in the 3 years it operated and my participation in a wide variety of op sessions on other pikes, I believe I have a good perspective upon which to offer a few observations on the topic.

First is this: the vast majority of the 160 members of the Tidewater Division of the NMRA, and thus probably the majority of those in the hobby care little to nothing about "operating." Given the broad spectrum of interests available within model railroading, that's to be expected. Some of us are mainly model builders. Others are in the researcher/historian category. A few (too few) write articles. There are the collectors (with many of us bordering on being hoarders!). Some love to railfan the real ones with cameras. Of those who like to run trains, it seems to me that the majority are satisfied by watching them go round and round the layout. Call them "circle-burners" or model railfans, many just love to see 'em go, and good for them. Works for me, sometimes.

When it comes to those who enjoy simulating prototypical operations, there is a wide continuum of interests. One group is the timetable and train order guys; with all the correct paper work, fast clocks, train order offices with working semaphores, radios and phones. There are the CTC types, with those magnificent dispatching panels and operating signals directing traffic just like the big guys used to do it before computers. Speaking of, the computer console crowd has their fun too, with control systems straight out of Omaha or the USS Enterprise. Finally, there are the more basic "mother may I" type dispatchers and the Track Warrant and radio devotees. Throw in who uses computers to generate schedules and switch lists and those using two or four-cycle car cards with magnetic panels and life in the world of operating can be very interesting, to say the least. It's all fun and adds a lot to the learning curve for all who participate.

Gathering a good crew can be challenging. My layout works best with a crew of seven. That gives us 3-yard operators, 3 mainline operators and a dispatcher. We've done with fewer and as many as 10, but seven is best. Every layout host knows the importance of having a regular crew that knows the layout, knows the jobs, and can work together to make the whole thing fluid and fun. In this area there are several medium sized layouts with op sessions and it's still not common to have one host per month on a rotating basis. Can we use more layouts? Always! Can we use more operators? Always!

It's great when a new guy signs on for an op session. Orientation is important, and if you're new, please ask questions! One local guy (Chuck Davis, MMR) developed a few YouTube type videos to do help new operators learn ahead of time. In my experience, most "old hands" are really good at helping newbies learn a layout. While the best way to help someone learn is to pair him up with an old hand into a two-man crew, the size limitation of many train rooms and aisles makes that almost impossible.

Crucial for ALL operators is proper signage on the layout. Real railroads name EVERYTHING, even places Google Earth can't find. We need to do the same thing. Labels on the fascia, signs on stations and towers, and a proper track schematic posted where everyone can see it can make or break (or brake, for that matter) an op session. Signage on industries helps, especially for switching. Good paperwork like basic rules and schedules are very helpful as well. I crewed on one well-known layout for over three years, asking time and again for a visual track plan. Eventually, I had fascia signs professionally engraved and donated them to the owner!

Speaking of crucial, "creature comforts" are important, and especially to bring operators back again. While camaraderie is a huge part of that, so are the little things like comfortable flooring, accessible rest rooms and good lighting. Nothing kills my interest more than 3 or 4 hours standing on concrete! Head for the Big Box, buy 3 x 3 squares of foam rubber and get that floor covered!

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***From the Division "Timekeeper"***  
**Minutes of the Meeting - Tidewater Division Board of Directors (BOD)**  
**May 2, 2018**

Meeting was held at the Tidewater Modular Railroad Club (TMRC) from 1836 to 1945.

Attending: Pat Mahoney, John Fallon, Bob Cook, John Robey, John Cryderman, Fred Humphrey, and Roger Bir.  
Paymaster Report:

Business Checking:	\$7805.50
Business Saving:	\$8889.19
Cash on Hand:	\$229.40
Total:	\$16,924.09

A total of \$417 has been spent on web development. Rent for the convention center (\$5170.50) for Friday and Saturday has been paid. We have received our authorization for the State Corporation Commission for our tax-free status. We have received our notice of insurance coverage.

**Business:**

1. The Superintendent would like to appoint a PR coordinator for the annual show. He will talk to Bill Miller to get his approval. The show will take place on 13-14 October with setup on 12 October. Bill Miller has stated his desire to move the show into November.
2. The meeting rooms at the Virginia Beach Library are not available for our meeting despite having contacted the responsible individual at the six-month mark (as the policy stated). We were told the policy had changed. We will still be able to use the display cases to highlight our hobby for National Model Railroad Month. Looking into recreation centers in Virginia Beach or the Children's Museum in Portsmouth for the meeting location in November.
3. For the meeting in Denbigh, the Superintendent will try to have a briefing on the status of the Lee Hall renovation. The contest category of Freight Car.
4. Researching the location of the June meeting with the possibility of the Virginia Railroad Museum as the location. The cost for the meeting is still to be determined. The meeting will not be held at the Fort Eustis Transportation Museum due to the lack of availability of the meeting room.
5. The August 18<sup>th</sup> meeting will be at the Trinity United Methodist Church in Poquoson. We can hold it in the chapel. There will be a train show there, and the UMW will be selling refreshments.
6. The Superintendent repeated his desire to promote the NMRA among the other model railroaders in the region, emphasizing the association is not only HO scale. He has reached out to various organizations with some success. He is looking for a volunteer to act as Club Coordinator to interact with the organizations to help promote their events within our organization.
7. The Superintendent was contacted by a woman whose mother has a collection of 333 Department 56 buildings. She is looking for a buyer.
8. Most of the structure of the new web site is complete. Roger Bir is working on populating sections. He is looking for more material to post (photos, stories, clinics, etc.) He agreed to provide the link information to the pending web site to the BOD for review.
9. 34 kits have been sold for the contest at the annual show. There remain 33 kits to be sold.

Meeting adjourned at 1945hrs.

# Promontory Summit, Utah

## The Point “Where East Meets West”

On May 10<sup>th</sup> in 1869, the presidents of the Union Pacific and Central Pacific railroads meet in Promontory, Utah, and drove a ceremonial last spike into a rail line that connects their railroads. This made transcontinental railroad travel possible for the first time in U.S. history. No longer would western-bound travelers need to take the long and dangerous journey by wagon train, and the West would surely lose some of its wild charm with the new connection to the civilized East.

Since at least 1832, both Eastern and frontier statesmen realized a need to connect the two coasts. It was not until 1853, though, that Congress appropriated funds to survey several routes for the transcontinental railroad. The actual building of the railroad would have to wait even longer, as North-South tensions prevented Congress from reaching an agreement on where the line would begin.

One year into the Civil War, a Republican-controlled Congress passed the Pacific Railroad Act (1862), guaranteeing public land grants and loans to the two railroads it chose to build the transcontinental line, the Union Pacific and the Central Pacific. With these in hand, the railroads began work in 1866 from Omaha and Sacramento, forging a northern route across the country. In their eagerness for land, the two lines built right past each other, and the final meeting place had to be renegotiated.

Harsh winters, staggering summer heat, Indian raids and the lawless, rough-and-tumble conditions of newly settled western towns made conditions for the Union Pacific laborers--mainly Civil War veterans of Irish descent--miserable. The overwhelmingly immigrant Chinese work force of the Central Pacific also had its fair share of problems, including brutal 12-hour work days laying tracks over the Sierra Nevada Mountains. On more than one occasion, whole crews would be lost to avalanches, or mishaps with explosives would leave several dead.

For all the adversity they suffered, the Union Pacific and Central Pacific workers were able to finish the railroad--laying nearly 2,000 miles of track--by 1869, ahead of schedule and under budget.



Promontory was the site of a temporary city during and shortly after the construction of the railroad, but this was then dismantled. The area has never had any permanent population. The effective meeting point of the two railroads was moved to Union Station in Ogden, Utah.

Although there is no longer a continuous railroad track running through Promontory, Utah, a 1½ mile section of track was re-laid for Centennial anniversary in 1969. The NPS now operates replicas of the *UP #119* and the *Jupiter #60* on a seasonal basis. The original *Jupiter* was scrapped for iron in 1901 and *No. 119* was broken up two years later. The new ones were built in California in the 1970s with \$1.5 million of federal funds. These were the first steam engines constructed in the United States since the late 1950s.

## Where is the “Real” Golden Spike?

It is located in Palo Alto, California. Leland Stanford's (founder of Stanford University) brother-in-law, David Hewes, had the spike commissioned for the Last Spike ceremony. Since it was privately owned it went back to California to David Hewes. Hewes then donated the spike to Stanford University art museum in 1892.



Remember that the older the crew member, the worse his eyes are going to be when it comes to reading the car numbers off covered hopper! Lighting makes a difference.

One of my pet peeves is operators putting their "beverage containers" ON the layout during a session. I solved this with a trip to West Marine to purchase fold-out beverage holders. If they're convenient to each switching area, they will get used, regardless of whether your pike is "dry" or your version of Rule G is "no throttle and bottle in the same hand."

Another of my "peeves" concerns the use of sound in the trains. While sound is becoming more common (read affordable) on our layouts, there are two things that I think stand out. I've noticed that most operators totally ignore grade crossings. Even though I have whistle posts installed and operating signals on most crossings, the trains seem to breeze right on through in silence. During last evening's session, only one operator regularly warned miniature motorists of their approach. Then there are the guys that turn on the bell and leave it running all evening. A little coaching might go a long way on the sound front!

Have you those guys who run their trains like they're in "Back to the Future?" Whether they have a main line job or they're switching in the yard, their modus operandi seems to be "damn the (track) torpedoes, full speed

## **Railroad Fever "Yesterday's Train"** by Fred Humphrey

Arkansas acquired the reputation of having trains so slow that a snail could overtake them (is Pat Mahoney from Arkansas?). One day a frequent traveler on an Arkansas railroad hailed the conductor as the train was approaching the station.

"I say there, conductor. Please accept this fine cigar as a token of my admiration." What's this for?" asked the surprised conductor. "For getting this train in right on time" answered the beaming traveler. "Thanks so much," said the conductor, extending a hand to accept the cigar.

"There's only one problem," confessed the nervous conductor.

"What's that?" asked the traveler suspiciously.

*"This is yesterday's train."*

ahead!" I'll look up and see a venerable H10-44 zipping down a ladder in the steel mill at a scale 99 mph just to slam on to a string of loaded slag pots and I have to wonder if the operator has a clue what he is doing or why he is doing it. That's not operating. If there is anything that a layout's owner appreciates it's an operator who keeps his or her speed under control!

In conclusion, there's one more thing that keeps things in perspective and makes for a good operating session: having FUN. Whether you're the host or an operator, keeping things good natured and easy going makes all the difference. "Murphy" is always hanging around (especially around guys who insist on wearing long sleeves to op sessions) so there will be derailments, scenery knocked over, etc. Unless it's your lone brass custom-painted articulated hitting the concrete floor, these incidents don't cause fatalities, won't involve lawyers and they won't break your bank. It's no big deal if a car ends up in the wrong yard.....that happened to Penn Central so often that it took 'em months to find them again. No matter what, it's far better to respond with a good natured (albeit strangled) smile rather than cursing someone out and making them never want to return. It's a hobby and it's supposed to be fun.....so make every effort to keep it that way.

If you haven't operated yet or don't think you'd like it, give it a try! It may be one more thing you really enjoy in this most wonderful hobby!

## **Montana Rail Link Celebrates 30<sup>th</sup>**

Nearly 2,800 current and past employees and their families spent last September riding on eight employee appreciation train trips across Montana starting Friday to help celebrate Montana Rail Link's (MRL) 30th anniversary. The trips will run in and around Missoula, where MRL is headquartered, as well as Helena, Livingston, Billings and Laurel, according to a letter from MRL president Tom Walsh.

More than 500 employees from over 30 different railroads launched MRL on Oct. 31, 1987. Montana Rail Link is a Class II regional railroad that employs nearly 1,200 people and operates more than 900 route miles of track in Montana and Idaho, on line owned by partner BNSF Railway, one of seven Class I railroads in North America.

BNSF traces its roots back to the Northern Pacific, which completed a transcontinental railroad across Montana in 1883. Much of MRL's line follows the original NP route.

## 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*

our contests, especially our upcoming "People's Choice" contest during our Annual Show this Fall. John Roby has the kits provided by the Division.

And 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



## Tidewater Division

### Board of Directors

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Member at Large: Roger Bir  
([sorcerer54@cox.net](mailto:sorcerer54@cox.net))

## On the Advertised

### Division Meeting Schedule for 2018

May 12 – Denbigh Community Center, Newport News VA – Contest: Freight Car

June 16 - TBD. – Contest: Favorite Photo

August 18 – Trinity United Methodist Church, 1294 Poquoson Ave, Poquoson VA – Contest: Locomotive

September 15 – TBD – Contest: Off Line Structures

November 17 – Virginia Beach (Main) Library - Contest: Dioramas

## 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 Callboard editor at [sorcerer54@cox.net](mailto:sorcerer54@cox.net) for details.

## Meeting Agenda for May 12, 2018 Denbigh Community Center

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. *Freight Car*
6. Clinic. No clinic this month.
7. Contest Results.
8. Open Mike from the Floor.
9. Announcements.
  - No lunch today
10. Adjournment.

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