



Tidewater Division

CALLBOARD

Volume 2018, Issue 11

NMRA MEMBER

November, 2018

“From the Caboose”

Pat Mahoney, Superintendent

A BIG “Thank you!” to every member that turned out to help at our 29th Annual Show last month. And a special “Well done!” to Bill Miller, Sharon Prescott, and John Hammond for the hard work done in the planning, scheduling, promoting, vendor liaison, and the many other details that need to be attended to in order to execute such an event.

Any time is a good time to enjoy model railroading. November is National Model Railroad Month, and is a good time to encourage others who may have an interest to be model railroader but don't know where or how to start. Bring that someone to this month Division meeting. Maybe a trip to visit the Tidewater Modular Railroad Club will be convincing. Let that person know about Tidewater ‘O’ Gauge Association (TOGA), Big Train Operators (BTO), Peninsula Model Railroad Club, Southside ‘N’ Scale Club, Atlantic Coast ‘S’ Gaugers, and the Chesapeake Bay and

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Division Reminder

**The Annual Business Meeting and Auction is scheduled for
19 January 2019 – 10am
St. Matthew's (Cafeteria)**

This Month in Rail History

Nov 1, 1982: CSX Corporation is founded.

Nov 2, 1953: The Last regularly scheduled steam run, B&O train #22 "The Washingtonian" Eng #5306 Class P7 Washington to Baltimore-Camden Station departs at 6:30 PM.

Nov 7, 1885: Completion of Canadian Pacific Railway, Canada's first transcontinental railroad.

Nov 14, 1945: Shepherd's Landing bridge withdrawn from service. During 3 years of service required 1 train a day to maintain safety. Averaged 3 to 7 trains daily with a maximum of 184 trains reached in the entire month of October, 1944. Bridge demolished early 1947.

Nov 18, 1883: U.S. & Canadian railroads first use Standard Time.

Nov 22, 1915: Milwaukee Road first electrified Pacific Extension train.

Nov 27, 1897: Andrew Beard patents the Jenny Coupler.

“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

NKP's Berkshire #765

S-2 Class Locomotive

During a recent trip to visit family in Indiana, I had the opportunity to visit the Ft. Wayne Railroad Historical Society. The society's main exhibit is a Nickel Plate Railroad S-2 class Berkshire, #765. As a boy and growing up in Ft. Wayne, the corner of Clinton Avenue and 4th Street served as the home for the static presence of NKP's #765.



In 1973, the Ft. Wayne Railroad Historical Society undertook a 25-year lease of #765 and in 1974 moved the locomotive to New Haven (an east side suburb of Ft. Wayne) to begin the restoration process. On Sept 1, 1979 Nickel Plate locomotive #765 made its first move under its own power since it was retired as an active steam locomotive in 1963.

Here's some interesting facts and figures concerning NKP's #765 Berkshire:

1. Completed on 8 Sept 1944 at the Lima (Ohio) Locomotive Works. Locomotive/Tender weighs 802,500lbs.
2. Its most recent rebuild (2006) consumed more than 15,000 hours (all volunteer) and a cost of \$772,000.
3. Takes 8 hours to get "the steam up" to operate. Any faster and the boiler experiences problems with heat expansion.
4. During operation, the fire box must be completely "washed out" every 15 days. There are several screw out "plugs" to ease the rinse out process.
5. Recently underwent throttle renovation to ease use (George D & Jim S. no hydraulic assist here).
6. If certain parts break, they'll look for spares across the country from Berkshire's on static display.
7. Tightening of bolts: it does not require a torque wrench. No single human being could exert enough pressure to snap any of the main bolts.
8. Coordination between the engineer and fireman is critical. Locomotive speeds are commensurate with the right mixture of coal and water.
9. Cool down. It takes 5 days to a week for the boiler to cool down naturally.



Railroad “Lingo”

by Freeman Hubbard (1945)

BLIZZARD LIGHTS—Originally the lights on either side of the headlight that served in emergency when the oil-burning headlight blew out. Now they indicate the train is non-schedule or extra.

BOARD—Fixed signal regulating railroad traffic, usually referred to as *slow board*., *order board*., *clear board* (for clear tracks) or *red board* (stop). Do not confuse this with *extra board* or *spare board*, colloquially known as *slow board* or *starvation list*, usually containing names of qualified train or enginemen not in regular active service who are called to work in emergencies. These names are listed in order of seniority; the man hired most recently being the last one called to service.

CHERRY PICKER—Switchman, so called because of red lights on switch stands. Also any railroad man who is always figuring on the best jobs and sidestepping undesirable ones (based on the old allusion, "Life is a bowl of cherries").

DING-DONG—Gas or gas-electric coach, usually used on small roads or branch lines not important enough to support regular trains; name derived from sound of its bell. Sometimes called *doodlebug*.

HORSE 'ER OVER—Reverse the engine. This is done by compressed air on modern locomotives, but in early days, manually operated reversing equipment required considerable jockeying to reverse an engine while in motion.

MADHOUSE—Engine foreman; scene of unusual activity or confusion (sometimes a CB&W open house/operating session) **MAIN IRON**-Main track. Also called *main stem* **MAIN PIN**-An official **MAKE A JOINT**-Couple cars **MANIFEST**-Same as *hotshot* **MARKERS**-Signals on rear of train, flags by day and lamps by night **MASTER MANIAC**-Master mechanic, often abbreviated M.M. Oil is called *master mechanic's blood*.

SLUG—Heavy fire in locomotive firebox.

VARNISH—Passenger trains. Also called *varnished shot*, *varnished job*, *varnished boxes*, *string of varnish*, *varnished wagons*, etc. These nicknames are rarely applied to modern streamliners

Railroad Fever “No Whiskers”

by Fred Humphrey

In the mid to late 19th century, a man wasn't fully dressed unless he wore a hat and a beard. During the panic of 1873, many railroad workers were laid off and a new “brass hat” was brought in to the Reading, Pennsylvania railroad.

Among his first “official” acts was to order the remaining workers to shave off their beards. Though unorganized, all the workers immediately walked off the job. When they left, they took with them the coupling links and pins and the engine side rods.

With a railroad at a standstill, management was frantic to negotiate, but since the workers weren't organized, they could find no one to negotiate with. They finally managed to get the workers back on the job by promising to end the ban on whiskers.

Railroad Oddities

One forgetful passenger left behind a handbag containing jewels worth \$125,000. An honest porter found the handbag containing the jewels and returned it to its owner. History didn't record if the porter received a tip.

Division Elections

Mark your calendars as the annual Division Meeting and Auction is less than three months away. With the annual meeting, also comes elections for your Board of Directors.

In 2019, three positions will be open for consideration. If you are so inclined, contact the Board Superintendent (Pat Mahoney) to express your interest in serving the Division, for further details.

On the Advertised

Division Meeting Schedule for 2018

November 17 – Virginia Beach (Main) Library
4100 Virginia Beach Blvd - Contest: Dioramas

CSX Still Considering Howard Street Expansion:

A plan to expand the Howard Street Tunnel in Baltimore is not completely off the table, but CSX says a path forward is dependent on a solution that meets the long-term goals of the railroad, the state of Maryland and the port of Baltimore.

Height restrictions within the 121-year-old tunnel prevent the shipment of double-stacked containers to and from the port, which is seeing a significant increase in activity. CSX halted plans to expand the tunnel in Nov. 2017

NTSB Issues Report on Fatal 2017 BNSF Accident

A series of human errors led to a BNSF train striking and killing two workers clearing snow and ice from a switch near Edgemont, S.D., in Jan. 2017, according to a report by the National Transportation Safety Board. One of the workers killed was the designated lookout, and that worker did not devote his full attention to approaching trains, was not furnished the necessary equipment required, and the sight distance at the switch was inadequate with only one lookout assigned



Texas Group Obtain \$300M For High-Speed Bullet Train

Texas Central Partners secured a \$300 million loan for a proposed high-speed rail project from Dallas to Houston. The funds secured from Japanese sources will allow the proposal to move forward with first stages of design and engineering. The company plans to use Japanese bullet train tech for the project, which could be the very first high-speed rail service offered in the U.S.

Texas Central officials told the Dallas Morning News that the privately funded project could cost \$12 to \$15 billion. The proposed train would make a 90-minute trip from Dallas to Houston, with one stop near Texas A&M University. The 240-mile route could open by 2024, officials added.



CSX Eliminating Certain Traffic End-Point Crew

CSX has announced numerous changes to interline service as of Sept. 17. The company is eliminating 197 of 301 origin-destination pairs provided through interline service, citing low volume.

A number of the affected CSX destinations include Union Pacific shipments to Baltimore, Charleston, Buffalo, Pittsburgh, Portsmouth, Savannah, Nashville and Columbus.

Trains, Planes....and Back to Trains

by Roger Bir

It's always a pleasure to reconnect with someone from your past, especially if both of you share the same passion for model railroading. In mid-October, my travels took me back to the Midwest and with it a chance to spend time with my former wing commander, Gary "Chud" Chudzinski. To Cleveland Browns fans, if the name "Chudzinski" sounds familiar it should. Gary's son, Rob was the Browns head coach in 2013. Gary's railroad journey began in Fremont Ohio.

Fremont Ohio is known as the home of former president, Rutherford B. Hayes. Lower Sandusky, as Fremont was once known as, was developed by the French as a trading post in the 1750's. Into the 19th century, Fremont was soon to become a railroad hub as the Fremont and Indiana Railroad Company was incorporated in April 1853. Track was constructed to Fostoria (some 30 miles to the southwest) and the line began hauling freight and passengers in 1859. The line eventually went bankrupt and was sold to creditors in 1862.

Here's some additional railroad history in Fremont: The first railroad in Fremont, in 1853, was the Cleveland, Norwalk and Toledo, later became the Lake Shore and Michigan Southern, New York Central, and now, Norfolk Southern. In the late 1800's, as LS&MS, it was part of Chicago to Buffalo route. When Commodore Vanderbilt acquired LS&MS, the Waterlevel Route was created connecting New York City and Chicago as the New York Central. The mainline was rerouted north through Sandusky and Port Clinton, reducing the Fremont trackage to the Norwalk Branch.

Fast forward to 1940's. By then, the influence of the railroad had moved just 15 miles southeast to Bellevue. That distance never factored to Chud. From an early age, growing up in Fremont Gary's interest in trains and in particular, the New York Central began. As a teenager and taller than his peers (6'6"), Gary's interest in trains soon changed to sports and the friendly skies. After four years in the Army, Gary "changed" his address and uniform when he enlisted in the Ohio Air National Guard as a pilot. For the next 31 years, Gary would accumulate over 6,000 hours in the F-84, F-100, A-7 and F-16 fighter aircraft. His outstanding career would culminate in his final assignment as commander of the 180th Fighter Wing, Toledo Ohio, retiring in 1994.



Interestingly enough, his interest in trains was rejuvenated in 1987. Several members of his squadron (myself included) decided as a group to attend a train show held in Ann Arbor, Michigan. The show was held at the local Armory and featured the full spectrum of model railroad gauges. With many to choose from, Gary lined up on S-gauge. Once the "fires" returned full force, Gary was able to find a vacant space at the 180th. In the space he set up an S-gauge layout with two fifteen foot mainlines and associated sidings.

Gary retired in 1994, so he and his wife Ruth decided a return to Fremont was in order. Their new home on the outskirts of Fremont contains a full basement, which brings me to the next phase of his "trains, planes....and back to trains." Built around a complete work space, laundry and the furnace, Gary has set up a two-track mainline, round-table and marshalling yards. The layout theme honors the New York Central railroad's Norwalk to Toledo line circa 1940's to 1960's. During my visit, I was able to run several of Gary's trains, using an NCE throttle. After several laps, Gary asked if I'd like to try his new throttle, the Proto Throttle a realistic look at the right seat in a train locomotive. I was "hooked" from the moment I released the brake and moved the throttle off of idle.

All of his turnouts are handmade and tortoise controlled using the NCE throttle. The main lines are set and one marshalling yard (seven tracks) is completed. The next phase will be the location of the turn-table, ballast the tracks and placement of buildings. The circle is complete....he's back to trains.

Society Holiday Party



When

December 1, 2018 — 7:00 to 10:00 p.m.

Where

B&ORRHs World Headquarters
5745 Bartholow Road, Eldersburg, MD 21784

Who

All Society members and one guest each.
Limited to 60 tickets. \$15.00 per person.

What

Food: Light fare consisting of crab dip, mini meatballs, cheese platters, antipasto, brownies, cookies, pumpkin roll.

Drinks: Alcoholic punch, beer, soda, non-alcoholic beverages, coffee & tea.

Entertainment: Trivia contest, raffle, scavenger hunt, holiday gift exchange (value cap of \$15), and caroling.

Email Greg Smith at president@borhs.org by November 27th.

Important update from Digitrax

Greetings from Digitrax!

We are so thankful that our team survived Hurricane Michael and for the support of our amazing community and first responders. It has been a humbling experience for all of us.

Unfortunately, due to the severity of the destruction caused by the storm, our main building has sustained substantial damages.

We will be moving to our secondary building, and as soon as power is restored we will be able to begin to re-establish normal operations. Thanks in advance for your patience. Since we do not have phone service right now, please direct tech support questions to our help desk @ helpdesk.digitrax.com.

All repair items we have in house are secure and repairs will be completed as soon as humanly possible. We would like to thank all our wonderful customers for their support during this time. We couldn't do this without you!

Digitrax will be back running trains, and better than ever!

Western (CB&W). These are not "one size fits all" but they are all model railroads.

The Virginia Beach Central Library has again reserved all display cases for Tidewater Division members to exhibit various aspects of model railroading during November. Access to the display cases is controlled and the staff at the Information Desk has the keys. Let me know if you want "Members Only" auction to exhibit so I can put your name on the access list. All exhibits must be removed on 30 November.

January is the start of our new business year, and our Annual Business Meeting which includes the "Members Only" auction and ***election*** and installation of new members to the Board of Directors. If you are interested in a BOD position, prepare your resume' now. Details will be out very soon.

Finally, if you have not visited the NMRA website lately, do it this month. NMRA members may be able to get up to 45% of from several well-known sources of supplies.

Pat

From "the Timekeeper" **Division Business Meeting Minutes** **1 November 2018**

Meeting was held at the Tidewater Modular Railroad Club (TMRC) from 1814 to 1916.
Attending: Pat Mahoney, John Fallon, Bob Cook, Fred Humphrey, and John Robey.

Membership: 161 members.

Paymaster Report: the financial report was presented by the Paymaster and approved by the board.

Business:

- a. November Division meeting is at the VA Beach Library auditorium from 1000 to 1200 on November 10th. Jennifer McDaid, archivist for Norfolk Southern has confirmed her attendance. She will be talking about mergers of N&W and Southern, among other things. Display cases are available. Contact the Superintendent (Pat Mahoney) to be put on the access list at the information desk. The division is not providing lunch services. Contest category is "Dioramas."
- b. Hobbytown is offering to hold meetings in the back room. The owner is interested in expanding his involvement in model railroading.
- c. Need volunteers to run for office.
- d. Intend to address the meeting schedule for 2019 at the division meeting. A proposal is to go to a bimonthly meeting schedule (Jan, Mar, May, Jul, Sep, Nov).
- e. January's meeting and annual auction will be a St Matthews
- f. Meeting was adjourned at 1916.

Tidewater Division

Board of Directors

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Timekeeper: Bob Cook
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Paymaster: John Robey
(jrobey6@cox.net)
Member at Large: John Cryderman
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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 for details.

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

[Dales' Trains](#)
5880 Poplar Hall Dr.
Norfolk, VA
(757)461-3636

BNSF News & Views

Beginning on Oct 29th, BNSF and CSXT will initiate a new joint service between the two railroads. The new service will be between the CXST Northwest Ohio terminal in North Baltimore, OH on CSXT and Los Angeles on BNSF. The new traffic is to be 5 days per week in both directions and will somewhat incorporate the current traffic they run. BNSF runs train Q-CXOLAC and Q-LACCXO between Los Angeles and the CSXT at Chicago. The CSXT will gather traffic from the Ohio Valley and forward it to the BNSF at Chicago where BNSF will take it to Los Angeles. The reverse will happen with BNSF sending traffic to CSXT and that traffic being distributed around the Ohio Valley. The biggest difference in this new agreement and the current one is that BNSF will be the that customers will be able to bill traffic with one bill via BNSF direct. The Northwest facility will be treated as if it were a BNSF owned facility.

In October, BNSF ran the first train of crude oil from Carlsbad, NM to Chicago then handed it off to the CSX to take east to Philadelphia. The train carried the symbol of U-CBXCXP0-01 and ran across the former Santa Fe Transcon from Clovis to Galesburg, IL. From Galesburg, it got on the former CB&Q to run on to Chicago via Aurora and Eola, IL. The original plan for this train was to swap to the former CB&Q at Kansas City and run to Cicero via Brookfield, and West Quincy, MO, Galesburg, Mendota and Aurora, IL.

Deadly Crash Leaves Multiple Deaths

EVERY OTHER DAY UNION, Belle Plaine, Iowa, Feb. 22, 1906

Iowa Central engineer Eugene Willard of Mason City, Iowa, a former Chicago & North Western engineer on the Iowa & Minnesota Division, was killed in a wreck on the Iowa Central at Eldora Tuesday morning. John Rogers, who also ran as brakeman and fireman out of Belle Plaine, Iowa, was injured. Willard formerly ran between Belle Plaine and Mason City.

The wreck was the result of Willard's forgetting the second section of a train he had just passed. Both trains were freights.

The engines came together with terrific force and were practically demolished. Engineer Willard was thrown under a car of coal and the other freight which took fire and burned so fiercely that it was impossible to make any effort to rescue him. His charred remains were not recovered until evening.