



Tidewater Division

CALLBOARD

Volume 2018, Issue 12

NMRA MEMBER

December, 2018

“From the Caboose”

Pat Mahoney, Superintendent

***“MERRY CHRISTMAS AND HAPPY NEW YEAR
TO ALL DIVISION MEMBERS, ESPECIALLY
THOSE WHO ARE AWAY ON MILITARY
DEPLOYMENTS.”***

Another year is ending and in January 2019 the Division Annual Business Meeting and Auction (for members only) will convene at St. Matthew School on Saturday, January 19th. Dig out what you would like to sell, and review the 2019 Auction Rules at the Division website. Jerry Kay will again be the Emcee Auctioneer.

There will be a number of issues that Division members will have an opportunity to consider and vote on at the Annual Business meeting. Your suggestions and feedback will be very helpful. For example, should we have fewer but more meaningful meetings? Should we meet in the evening once in a

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Congratulations to NMRA's Latest Master Modeler!

Norm Gardner #625

How Can We Better Serve The Tidewater Division?

from the BoD's Perspective

Recent topics at the last two Division board meetings centered around “why do members attend meetings” with the second “why don't they attend?” Those are topics critical to almost all clubs and organizations. With that being established, the Board now presents its case. Current business meetings have the same faces in attendance. Are there too many meetings? If so, the board has decided in 2019 to reduce the number from eight to six. Meetings will still be on the third Saturday of month for continuity.

Why don't members attend? One discussion topic was the distance to travel to attend. In 2018, one meeting was held on the Eastern Shore. Those in present were the same who normally attend, with several additional “newbies” because the meeting was held in a former passenger car, plus there was a tour of the local train museum as an enticement and lunch at a local restaurant.

To garner attendance interest, Paymaster John

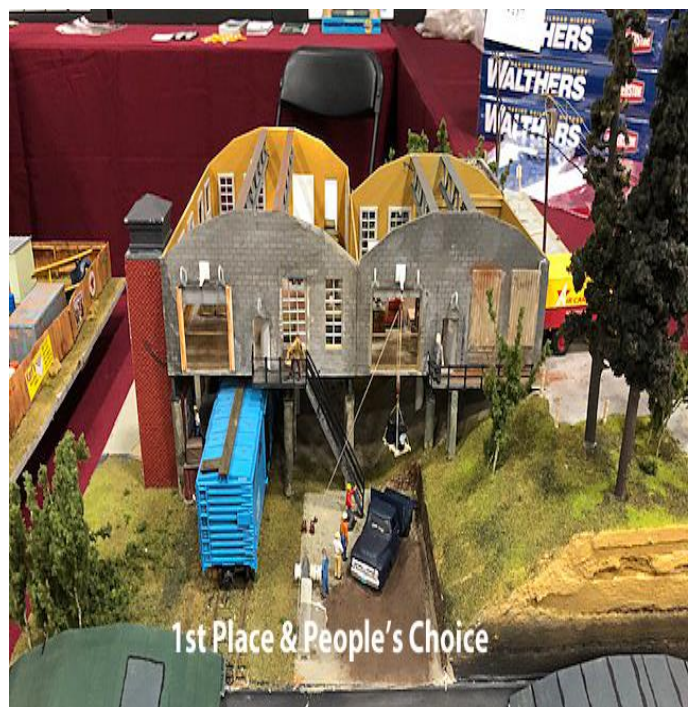
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“The Callboard” is the newsletter of the Tidewater Division of the Mid-Eastern Region of the NMRA and any opinions found herein are those of the authors thereof and of the Editors and do not necessarily reflect any policies of this organization. The Tidewater Division, as a non-profit organization, does not endorse any position. Your comments are welcome! Please direct all questions or concerns to: sorcerer54@cox.net

2018 Train Show – Diorama Contest Winners



All Photos Courtesy of John Robey

Continued on page 4

Union Pacific Provides Final Ride For President Bush

The body of President George H.W. Bush will be traveling by train from Houston to his final resting place in College Station Thursday. There will be a funeral service at 10 a.m. at St. Martin's Episcopal Church in Houston before the train makes travels through Spring, Tomball, Magnolia and Navasota. The train will not be making any stops but will be traveling slower than normal.

The casket will be visible to give as many mourners along the route a chance to say goodbye. There is always a travel plan in place when a President passes away and President Bush specifically requested he be taken to his burial site by train. Bush will become the 8th president to be taken by train for burial and the first since President Eisenhower.

"It's an opportunity for a large swath of people to show their thanks for someone who's done so much for this country," said Scott Moore, Senior Vice President of Union Pacific. UP 4141 marks only the sixth time that Union Pacific has painted a locomotive in colors other than the traditional "Armour Yellow" paint. "Union Pacific felt this was such an historic and important exhibit that creating UP 4141 was an appropriate way to recognize President Bush and his life-long service to our country," said Union Pacific Chairman and CEO Dick Davison.

This custom-made locomotive was revealed to the former president during a ceremony near the George Bush Presidential Library and Museum on Texas A&M University campus. In 2005, the former president loved the train so much he asked Union Pacific staff to let him take the controls. Crews trained Bush and let him go on a two mile ride down the rail.



2019 MER Convention – Philly Division

by Chip Stevens, Publicity Chair

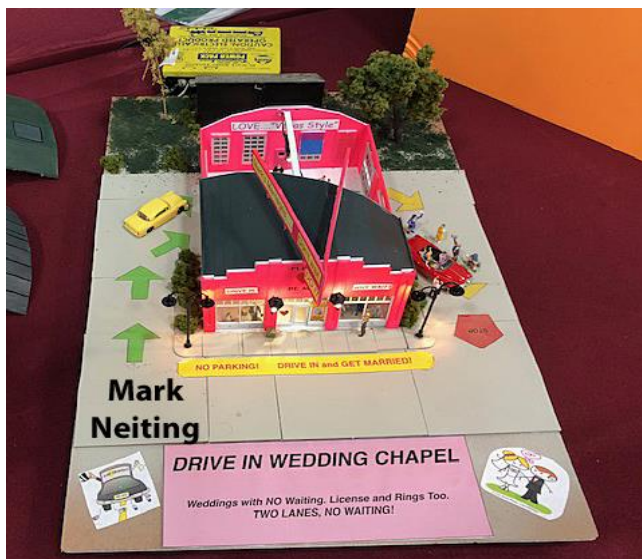
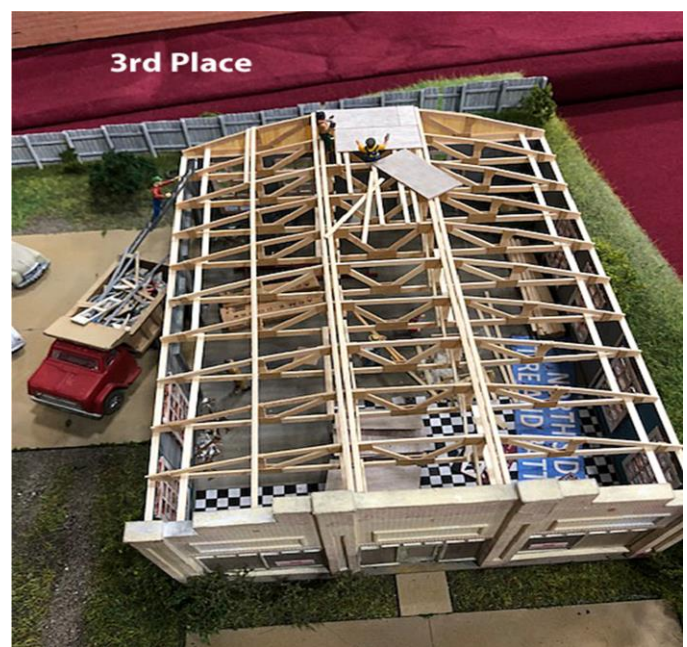
Greetings from the Philly Division of the NMRA your hosts for the 2019 Mid-Eastern Regional Convention this coming October. We are very excited about what we have to offer, not only for you, the convention attendee, but your family as well.

Our dates run into the weekend of the official celebration of Columbus Day and in the spirit of this, the Crowne Plaza has extended their convention rate from October 7th through October 16th, 2019. With the wealth of activities in this area from Valley Forge National Park, the King of Prussia Mall/Plaza, historic Philadelphia, Steamtown National Park, Amish country, the Strasburg Railroad, and so much more, it just makes sense to bring your family. There is an activity for every member of your family.

To whet your appetite, we suggest you visit and checkout the following website for starters: www.valleyforge.org. This is the website for the area's tourism and vacation planning guide. You may also be interested in visiting historic Philadelphia, home of Independence Hall, the world-class Philadelphia Museum of Art, the Franklin Institute, America's oldest Zoo, and much more: www.discoverphl.com. If you have school age children studying the history of the United States, you won't want to miss the Constitution Center, home of the Liberty Bell, Betsy Ross House, and the new Museum of the American Revolution. Karen Confer, one of our volunteers and a local, has offered to clarify information or answer questions which you may have during your trip planning. Please feel free to contact her for that personal touch: rcths.kconfer@aol.com.

October will be here before you know it. We hope you will take advantage of our offers, bring your family, and make the convention weekend a family affair. We are looking forward to seeing you there.

Chip





What are “Charlie Beasley, John Fallon and Bill Miller looking for?” Curious, go to page 6 for the answer. (photo courtesy of Mark Neiting)

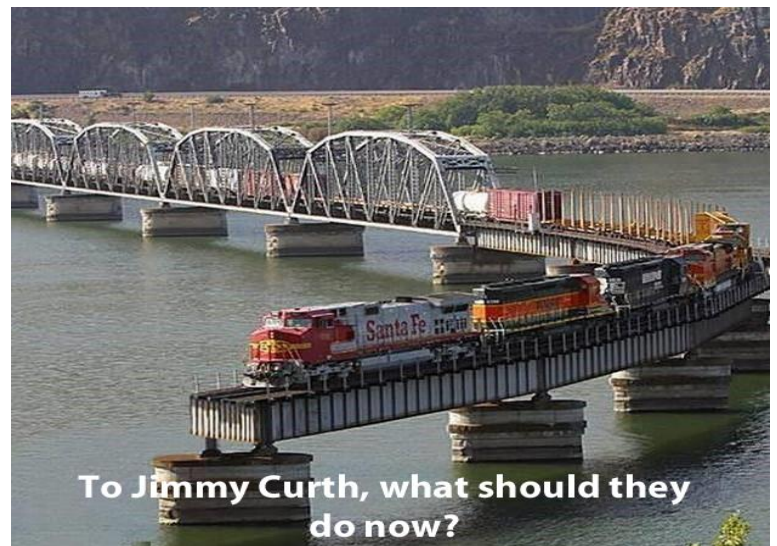


Man Dies on CGW Passenger Train EVENING TIMES-REPUBLICAN, Marshalltown, Iowa, May 17, 1900

Andrew Turen, enroute from Chicago to Minneapolis, died on a Chicago Great Western train a few miles below Dubuque at 2:30 o'clock Tuesday morning. Turen was subject to heart disease and complained of feeling unwell at 2 a.m. and secured a berth some time later. He was cared for by the conductor who found him dead in his berth.

The body was taken from the train at East Dubuque and now lies in Schmacher's undertaking rooms. The coroner of Jo Davies county was notified and held an inquest Tuesday morning. A post mortem was held and Dr. Greene, of this city, assisted in the examination. The verdict of the jury was that death was due to heart disease.

It has not yet been learned where Turen's home is. Pending receipt of information the body will be held in Est Dubuque. He was about 30 years of age and his appearance would indicate him fairly well-to-do.



Division Elections

Mark your calendars as the annual Division Meeting and Auction is less than a six weeks 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.

Errors in Vancouver Logging Train Accident

Derailment Costs 3 Lives

On April 20, 2017, three maintenance crew members were killed and two more were injured when a logging train derailed on Vancouver Island. WorkSafe B.C. has determined that faulty equipment and mechanical errors were the cause of the derailment.

It has been determined that Western Forest Products, the company that was working on the now-defunct Englewood Railway, failed to ensure the health and safety of workers. According to the WorkSafe B.C. report, a faulty coupler caused a total of 11 loaded railcars to detach and roll 500 meters down the track where they eventually collided with a maintenance car and rubber-tired backhoe. The railcars, maintenance car, backhoe, and the five employees working on the equipment were dragged an additional 1.5 kilometers until they derailed. The men were buried by logs during the derailment.



The report also shows that the derail device on the train that could have forced a derailment prior to the cars reaching the maintenance crew was not working properly. The device was attached to old, rotted rail ties. As a result, instead of diverting the cars as it was designed to do, the device was dislodged when it was hit by the first set of wheels which rendered it useless. Without the device, the wheels of the railcars remained on the tracks until striking the maintenance crew, causing severe injuries.

Western Forest Products issued the following statement yesterday: "The safety and security of our employees has and always will be our number one priority. This was a tragic incident that will forever impact the families of those lost and injured, all of those who worked alongside them and our company as a whole. We continue to work to ensure that families, workers and all affected by this tragic incident are supported in any way we can."

The Transportation Safety Board also conducted an investigation following the derailment but has not released their findings.



BNSF Completes Portion of PTC

The BNSF had completed their portion of PTC earlier this year completing 100% of the track that the FRA identified as track that needed PTC. The FRA mandated that all track identified, had to have PTC in place by Dec 31, 2018. BNSF and not other railroads had to apply for the extension since Amtrak runs over the host railroads and many of the engines (about half) that Amtrak operates in road service do not have PTC. The extension gives them until Dec 31st, 2020 to get it all in place.

BNSF is now taking extra steps to add PTC to parts of the railroad that the FRA did not identify as needing it.



NMRA Policy on Campaign Advertising

NMRA Counsel Bob Amsler has reiterated the NMRA's stance on political advertising: It is the policy of the NMRA, and applicable to all NMRA Regions and Divisions, that official NMRA media (e.g. Region or Division websites or Facebook pages, newsletters, etc.) cannot be used for campaigning for an office or election issues.

General information about an election and the candidates may be posted on official NMRA media but must direct anyone interested to a webpage or other resource about the elections.

Any NMRA resource such as a website or publication shall provide equal information about all candidates. NMRA membership information shall not be provided to any candidate. A candidate may contact any other NMRA member about his candidacy but the NMRA cannot provide any private information such as names, addresses, telephone numbers, email addresses, or similar information to the candidate.

A candidate may contact members but they cannot do so with access to the private information of members from the NMRA or its regions and divisions.

The NMRA Announces Award to Honor the Union Pacific

By Robert Amsler

Because this coming year celebrates the 150th anniversary of the driving of the golden Spike at Promontory Summit, the NMRA will honor the Union Pacific with a new award that will be presented annually.

The award will be given to the scale model that is the best representation of a Union Pacific building, engine, car, diorama or other item. A plaque will be awarded to the modeler for his or her winning model, and a plaque will be given to the Union Pacific. With the modeler's permission, the model will be given to the Union Pacific Railroad for display in Omaha.

Additional details will be provided as soon as they are completed. So, get working on your model; it could be on display in the UP headquarters in Omaha this time next year.

On the Advertised Division Meeting Schedule for 2019

Look for the updated schedule on the Division web site after the January business meeting.

Railroad Fever "Home Sweet Home" by Fred Humphrey

In the days before diesel, many engineers fashioned their own train whistles. You could often tell who was at the throttle by the unique sound of the whistle. Some engineers were experts as playing tunes with their whistles. "Whistling Bill" Wardoff, a Reading, Pennsylvania engineer, was adept at playing "Home Sweet Home."

During World War I, his run took him near an army base close to the New Jersey seacoast. His version of "home Sweet Home" made so many soldiers homesick the commanding officer asked the railroad management to instruct "Whistling Bill" to refrain from whistling his tune within earshot of the base.

Railroad Oddities

A retired shoe salesman was taking a trip by train. At nightfall, he climbed in his berth and began snoring loudly. Unable to stand the noise, another passenger picked up a shoe and threw it at him. The snoring man awoke with a jolt. He picked up the shoe, looked at it over carefully and said, "I'm sorry; we are all out of your size."

How Can We Better the Division?

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Robey proposed the idea of offering door prizes for those who attend and a cash prize to those who enter the accompanying contest.

Possible prize selections include an NMRA membership, gift cards to Lowe's or Hobby Town. How about a magazine subscription to Model Railroader or Classic Trains to name a few? Cash prizes would be \$25 to the winner, \$15 for second and \$10 for third. A couple of other ideas "tossed around" were a Division sponsored summer picnic or have the Division serve pizza at a business meeting.

These are ideas being discussed by your Board of Directors. Like in any organization, success is measured by those who actively participate. Now, your Board of Directors is asking the membership, "we need your help?" You may think your idea or concept lacks in merit for consideration. Nothing could be farther from the truth. The Board will consider any and all input. All that is needed....submit your idea/concept and we will take it from there.

To the membership, we wish to you and your families the happiest of holiday's this Christmas Season.

**From “The Timekeeper”
Board of Director – Business Meeting Minutes
5 December 2018**

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

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

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

Business:

- a. The BOD selected winners for the Annual Volunteer and Modeler of the Year.
- b. Tina Vogel and John Hammond will audit the treasurer's books for the annual audit.
- c. Roger Bir will head the nominating committee for the 2019 elections.
- d. Six meetings are planned for in 2019: January 19, March 16, May 11, July 20, September 21 and November 16. The January meeting will be at St. Matthews. Locations of other meetings will be posted on the Division web site.
- e. BOD discussed using the Callboard to survey members as to the reasons for attending or missing division meetings. The BOD decided to award a door prize for each meeting and award cash to winners of the modeling contest (\$25, \$15, \$10 for 1st, 2nd and 3rd place). The idea is to stimulate member attendance and participation in the modeling contests.
- f. The BOD discussed the Division Facebook page and several directors were unaware of the page. The Callboard will highlight its existence.
- g. Meeting was adjourned at 1945.



This Month in Rail History

Dec 1, 1959: Norfolk & Western Railway merged with the Virginian Railway.

Dec 1, 1933: Capital Transit formed by consolidation of Washington Railway & Electric Co and Capital Traction Co. thereby placing all street railways under one management for the first time.

Dec 3, 1909: Camas Prairie Railroad (Lewiston WA) begins operation.

Dec 12, 1887: U.S. Congress passes Interstate Commerce Act.

Dec 24, 1928: Great Northern Railroad completes Cascade (Everett, WA) Tunnel.

Dec 26, 1917: U.S. Government temporarily nationalizes the railroads for WWI.

Dec 30, 1906: Train wreck at Terra Cotta near present day Fort Totten (Washington DC) . Fifty-two people are killed on the train and platform resulting in ICC banning future wooden body passenger car construction.

Railroad Lingo

BALLAST—Turkey or chicken dressing

BROWNIES—Demerits. This system is traced back to George R. Brown, general superintendent of the Fall Brook Railway (now part of the New York Central) in 1885. He thought the then current practice of suspending men for breaking rules was unfair to their families and substituted a system of demerit marks. Too many demerits in a given period resulted in dismissal. The Brown system, with many variations, has since been widely adopted by the railroad industry. A superintendent's private car is called *brownie box* or *brownie wagon*.

CHASING THE RED—Flagman going back with red flag or light to protect his train.

CONSIST—Contents or equipment of a train. Report form sent ahead so yardmaster can make plans for switching the train. The report is usually dropped off to an operator; this is *dropping the consist*

DEAD IRON and LIVE IRON—The two sets of tracks on a scale.

Tidewater Division

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Callboard Subscribers

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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

Division Reminder

The Annual Business Meeting and Auction
is scheduled for

19 January 2019 – 10am

St. Matthew's (Cafeteria)

"From the Caboose" continued from page 1

while (some members work on Saturday)? What type of contest should be added/deleted from meeting agenda? You get the idea!

Jennifer McDaid, Historical Archivist for Norfolk Southern, gave an interesting and informative presentation on the history of NS at the November meeting. If members are interested, she can help arrange presentations on operations including maintenance of way. Your input will help in programs planning. The Board of Directors values member input as a means to making your membership more informative, more productive, *and more fun!*

Please remember to patronize our local stores when buying your model railroad supplies. Finally, enjoy the coming holiday season! Maybe Santa will bring something nice for your own railroad.

Pat

