

Tidewater Division

CALLBOARD

Volume 2019, Issue 3

NMRA MEMBER

March, 2019

“Tracks Ahead”

Fred Humphrey, Superintendent

Last month I spoke about moving some of our divisional meetings near a train club or layout to be included into the meeting schedule. As you see this year’s meeting schedule is coming together and we’re working on next year’s schedule as well. I’m pleased to announce, we have begun this process where some of our meetings will include a train club and/or layout:

10:30AM, 16 March 2019 – Hobby Town hobby shop in Virginia Beach (Layout in store)

10:00AM, 11 May 2019 - National Train Day at Denbigh Community Center in Newport News (multiple layouts on display)

10:00AM, 20 July 2019 - Elizabeth City, NC Train club with various scales

For everyone’s knowledge, it’s my desire to move the

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16 March 2019 Business Meeting

Time: 10:30am

Hobby Town, 4000 Virginia Bch Blvd

Contest: Favorite Car Load

This Month in Rail History

Mar 1, 1918: Congress passes Standard Time Act.

March 15, 1932: the last passenger service run of the Pontchartrain Railroad, in operations for over a century.

Mar 16, 1957: The Milwaukee Railroad suspends steam locomotive operations.

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

March 24, 1932: the first radio broadcast from a moving train occurs when New York City station WABC broadcasts from a B&O Railroad train operating in Maryland.

Mar 25, 1807: world’s first passenger run, Swansea to Mumbles in Great Britain.

Mar 25, 1908: Washington, Baltimore & Annapolis Electric RR opens between Washington & Annapolis. Service opens to Baltimore Park Ave. terminal at 10: 15 AM.

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.

BILL OF LADING – MAR 2019

- 2** MER Help Wanted – Archivist
- 3** Columbia Railroad Day
- 4** Rear End Coal Train Collision
- 6** Union Pacific “Rescues” Snowbound Amtrak
- 7** CSX Settle Lawsuit Death
- 7** “From the Timekeeper” Division BoD Minutes

“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

HELP WANTED: Archivist

by Jack Dziadul, MER Director

The Mid-Eastern Region's position of Archivist will become vacant effective April 1, 2019 due to the retirement of Chris Conaway. We are seeking Chris' replacement for this volunteer position.

The Archivist is responsible for maintaining the historical records belonging to the Mid-Eastern Region. These would include MER meeting agendas and minutes, budgets and financial reports, copies of The Local as well as Division newsletters, etc.

Specific responsibilities:

1. The archivist maintains an electronic copy of the archives and updates it as necessary. At the end of each year, the Archivist makes a copy to a CD for the MER President and the MER Business Manager.
2. Periodically writes a short column for The Local (i.e., In the Region 30 Years Ago).
3. Prepares an annual budget request to cover anticipated Archivist expenses, if any, for the coming year.

For those participating in the Achievement Program and working toward their Association Volunteer Certificate and MMR, the Archivist position is a quick way to accumulate required volunteer time units. Please contact MER Director Jack Dziadul with any questions or expressions of interest.

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Future Uncertain For Amtrak SW Chief

Beyond Sept 2019 Is Questionable

When asked if Amtrak would continue to run its Southwest Chief as it currently operates beyond September 30 of this year, its spokesman Marc Magliari said there are 'too many moving parts' to determine that at this time.

BNSF Runs Passenger Consist Kansas to Louisiana

The BNSF ran a passenger consist from Topeka to Louisiana and back to Topeka in early January. Departing Topeka, the morning of Jan 8th and running with BNSF 7974 for power leading cars Sleeper Snoqualmie Pass, Power Car/Sleeper Stampede Pass, Sleeper Raton Pass, Sleeper Marias Pass, Sleeper Stevens Pass, Business Car Topeka, Business Car John S. Reed and Theater/Lounge William B. Strong.

On Jan 9th, the train ran to Avondale Yard at New Orleans. On the 9th, the train ran from Oklahoma City to Silsbee, TX, then on the 10th it ran from Silsbee to Raceland Jct where it sat from Thursday evening until Saturday morning. It departed Raceland Jct on the morning of the 10th deadheading back to Topeka. The trip was a Southern Region Inspection trip

Cummins Announces New Deal 75 Engines to Be Built

Employees at Cummins Seymour, Indiana, Engine Plant will soon find themselves busier on the heels of the company's announcement Jan. 25 of a deal to make 75 locomotive engines for Siemens Mobility's Charger locomotives. The locomotives, equipped with Cummins' QSK95 engine, will be purchased by Amtrak. The QSK95 is the largest diesel engine Cummins makes at its Seymour plant, which employed more than 900 this past year.

UP Reduces 250 Positions Jobs Lost at Omaha HQ

The UP announced today that they are reducing approximately 250 jobs in the company, Tuesday, including 150 jobs at their Omaha headquarters.. The move is in line with the company's Unified Plan 2020 to "boost efficiency and productivity."

New technology plus internal restricting initiatives are allowing the company to better compete in the freight transportation area.

UP's Mechanical Department recently furloughed 450 employees across the system and more than 1,000 locomotives were recently idled.

Columbia Railroad Day – May 4, 2019

Article Submitted by Pat Mahoney

Grab your 2019 calendar and add the following to May 4: “**Reserved All Day for Columbia PA Railroad Day**” from 9:00AM to 4:00PM. The Harrisburg and Lancaster NRHS Chapters, NMRA Susquehanna Division, the Columbia Historic Preservation Society, Columbia and Susquehanna Model Railroad Club, and Columbia and Reading Railway (CORY) are sponsoring this major Columbia Railroad Day event. This will definitely be an exciting program for railroad history and prototype buffs, model railroaders, and the general public with its primary focus being the extensive history of railroading in Columbia, Pennsylvania. This unique program will likely surprise many prototype railroad aficionados as well as model railroaders and Columbia residents about the depth of railroad history attributed to city. When asked to name Pennsylvania cities with extensive railroad history most would likely offer Altoona, Pittsburgh, Philadelphia, Reading, and/or Erie; but very unlikely if any would suggest Columbia. After attending the many presentations, visiting railroad historical hotspots, and exploring current day rail industries attendees will gain a new appreciation of Columbia’s significant railroad history and today’s varied railroad activity.

The program begins at 9:00AM at the Columbia Historic Preservation Society (CHIPS) located at 21 North 2nd Street in the society’s main meeting room where you will receive an overview of the day’s diverse activities while enjoying morning munchies. Here you will have the opportunity to learn about Columbia’s railroad history from such noted historians as Peter Green who will talk about the Philadelphia and Columbia Railroad, John Brown speaking on the Reading and Columbia Railroad; Doug Bosley, National Park Service Ranger and historian at the Allegheny Portage Railroad National Park; Pat Morrison, Director of the Railroad Museum of Pennsylvania; and a possible speaker from the Norfolk Southern Railroad. Also, Tony Segro and other model railroaders will also present interesting model railroading clinics and model displays.

Throughout the remainder of the day our railroad historical presenters will take you on a journey beginning with Pennsylvania’s 1824 goal of building a railroad westward from Philadelphia to Pittsburgh. It all began with the construction of the 82-mile Philadelphia and Columbia Railroad (P&CR) to Columbia. Why Columbia? To transfer passengers and cargo from the P&CR to the Pennsylvania Canal System which then transported them westward by canal boats to Hollidaysburg PA where they crossed the 2100’ Allegheny Mountains on the Allegheny Portage Railroad to Johnstown, and finally back on canal boats to Pittsburgh – a most daunting 394 mile engineering accomplishment completed in 1834. Throughout the day expert historians will take you back in time to those early days and describe in detail this massive undertaking as well as many other key Columbia railroad developments. You will also learn about the major roles both the city and the Columbia and Reading Railway played during the Civil War and some of the unique ways the railroads aided the historic Underground Railroad.

The Columbia Historic Preservation Society building is also home to the HO Columbia and Susquehanna Model Railroad Club which occupies the entire top floor of the building. This spectacular layout began as a recreation of Columbia as it appeared back in the 1950’s where the city was served by both the Pennsylvania Railroad (PRR) and Reading Railroad with each providing both freight and passenger service. Their respective passenger stations, extensive freight yards, and engine terminal as well as accurate replicas of most of the important city structures are front and center on the layout. Recently the club received a large home layout donation which will allow you to see how they are integrating it into their expansive layout room. There are also plans to locate an O-Gauge modular layout at the Columbia Crossings building which is located just a few blocks from the club layout and positioned between the Norfolk Southern mainline and the Susquehanna River.

Trolley rides will be available throughout the day and will include a Columbia history expert who will narrate your hop-on-hop-off trip around the many railroad historical spots. A key trolley destination will be the

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Rear End Coal Train Collision

BNSF Conducts Investigation – 2 Injured

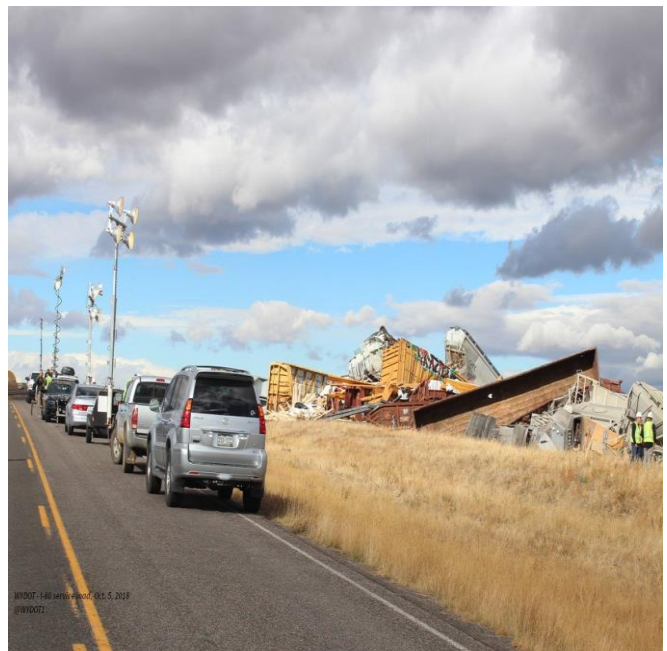
A coal train collision on Monday sent two locomotives partially into the North Platte River, potentially contaminating the waterway with thousands of gallons of diesel in a remote canyon north of the Guernsey Reservoir, according to state officials. Two of the company's employees, an engineer and a conductor, suffered non-life threatening injuries from the incident, which involved one loaded coal train rear-ending another north of Wendover near Little Cottonwood Creek. The collision resulted in three derailed locomotives and four derailed cars, said Amy McBeth, a BNSF company spokeswoman.

None of the spilled coal reached the river, but two of the derailed, diesel-fueled locomotives did. From engines that were flipped on their sides, as much as 6,000 gallons of diesel could have spilled, according to Joe Hunter, emergency response coordinator for the Wyoming Department of Environmental Quality. "That's a worst-case scenario," Hunter said. "I don't have a good idea of how much went into the river, but it is a significant amount."

The collision happened in a remote area where the tracks skirt the southern edge of the North Platte as it passes through steep terrain. County officials headed to the scene Monday afternoon were unable to reach the actual derailment site because of the narrow canyon, said Terry Stevenson, emergency management coordinator for Platte County. BNSF transported the two injured employees out of the canyon via a company vehicle that can drive on train rails. They were then met by a Banner Health ambulance. The two employees were treated at the Platte County Memorial Hospital and released, Stevenson said.

Cleanup of the diesel in the river could be completed by the end of the week, according to Hunter, who said the agency and the company were exploring multiple remediation options. That work is currently being hampered by the location of the crash. The tracks and overturned locomotives lie at the base of a 300- to 400-foot cliff face, Hunter said. The company had placed booms — floating devices made to trap and collect oil spills — downriver Monday. The company's crews were working to put a boom closer to the edge of the diesel spill Tuesday afternoon. BNSF also asked that the Bureau of Reclamation, which controls the release of water upstream from the Glendo Reservoir, to slow the flow of the river. The low flow of the water and the predominance of ice along the surface have helped contain the spill, said Hunter.

The cause of the accident remains under investigation by local and rail officials.

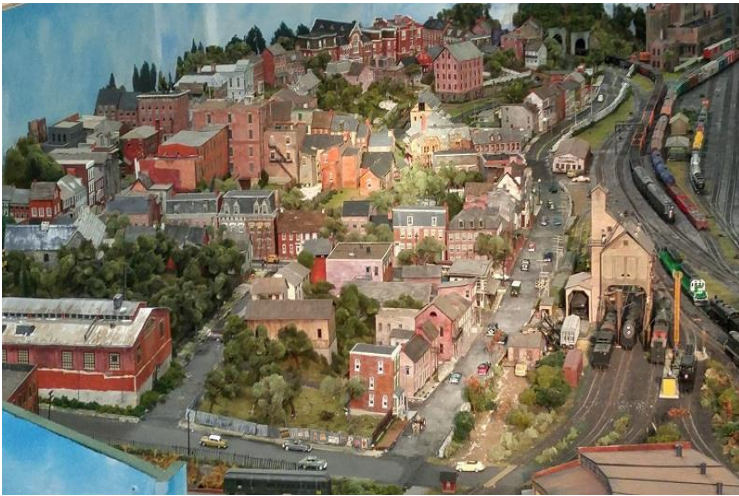


Columbia and Reading Railway Company (CORY) which will host an open house. The company repairs and restores all types of railroad equipment, and you will be able to tour their shops and observe up close their current projects. For example they just completed restoration of an RDC unit for a museum in Bellefonte, PA and have also completed extensive work on Disney and Steam into History equipment. Rail Mechanical Services (RMS) is a sister CORY organization that repairs all types of railroad equipment and infrastructure around the country. CORY and RMS employees plan to offer various show-and-tell demonstrations such as hand spiking rail, speeder operations, hot riveting, and more. You will also be able to see their locomotives and equipment. Norfolk Southern will also have their Operations Lifesaver Safety Team on site and possibly other displays at the CORY facility. Our CORY event team members have also agreed to allow free space on their property for railroad associated vendors, and both the Harrisburg and Lancaster Chapters of the National Railway Historical Society are the first to agree to participate. After your CORY facility visit is completed you will return to the Historical Society building via the trolley that will be running on an approximate 30-minute cycle.

And last but certainly not least there will be one or more food trucks strategically located along the trolley route. Also, a list a several nearby excellent local eateries within easy walking distance from the Historical Society building will be provided. And no railroad focused visit to Columbia would be complete without savoring the well-known and mouth-watering Columbia Shifter Sandwich created in the 1930s and named by local train crews who operated a large fleet of small steam locomotives called "Shifters" that moved railcars around the many local yards and sidings. Paraphrasing an old TV advertising jingle, "It definitely takes 2 hands to handle a Shifter!"

This will definitely be a great day for railroading fans so block your calendar today for this can't miss event. We look forward to seeing you in Columbia on May 4!

Below are several photos of various Columbia past and present railroad attractions to give you a taste of current and past area railroad activity. If you have any questions about the planned May 4 program contact our NMRA project officer Barry Schmitt at sbschmitt@comcast.net.



CSX Settles Lawsuit Death

Film Worker Dies on Trestle

CSX has settled a wrongful death lawsuit brought by the family of a film worker killed in 2014 when a train slammed into a crew shooting a movie on a trestle in Georgia. CSX had appealed a \$3.9-million jury award to the family, claiming that it was not responsible for the death as the film workers were trespassing at the time of the incident and had earlier been denied access to the property.

The jury decided that the railroad was 35% responsible, however, and awarded \$3.9-million out of a \$11.2-million value for life, pain and suffering, citing the fact that had crews of two trains passing the scene prior to the incident were aware of a large gathering of people at the scene and did not report their presence to their dispatcher.

Stalled Amtrak in Oregon Freed Union Pacific to the Valiant Rescue

Record snow slammed Oregon, and almost 200 people remain trapped on a Amtrak train that came to a sudden stop Sunday evening south of Eugene. Amtrak said no one was hurt Sunday when the train hit a tree that had fallen onto the tracks. The 183 passengers were kept on the train because the heavy snow had knocked out power in the nearest city and the train at least had food, heat and functioning toilets, Amtrak reported.

After 36 hours stuck in one spot, the train finally started moving Tuesday morning. But it stopped again after about half a mile, passenger Emilie Wyrick told CNN. With the help of heat, power and food, passengers said the mood on board has been surprisingly upbeat.



Railroad Oddities

by Fred Humphrey

“The Fortune Teller”

A passenger named Wilson noticed a fortune telling machine in the depot while he waited for an express train. “Why Not?” he said, inserting a penny in the slot. The fortune teller’s eyes lit up, its mouth opened, and out dropped a fortune.

Mr. Wilson retrieved a card that read, “Your name is Wilson and you weigh 156 lbs.” “It can’t be,” marveled Mr. Wilson. “No one knows I’m even here.” He tried again, and the same thing happened, “your name is Wilson and you weigh 156 lbs.” Mr. Wilson was flabbergasted. He turned around and saw a young Irishman standing nearby. “Please,” he asked the man. “let me buy you a free fortune.” The Irishman agreed, and Mr. Wilson put another penny in the slot. His card read, “Your name is O’Flanery and you weigh 175 lbs.” Mr. Wilson could not believe his eyes.

Just to make sure the fortune teller could repeat the magic once again, he put yet another penny in the slot. This time the card bore a longer message, “You crazy nut. You have just missed your train.”

Metra Board Approves Locomotive Purchase

The Metra Board of Directors today approved a \$70.9 million contract to purchase 15 remanufactured locomotives to begin to replace Metra’s aging fleet. The contract with Progress Rail Locomotives of La Grange includes options to buy up to 27 additional locomotives, if funding is available. “Our goals with this locomotive purchase are to increase reliability and improve the state of good repair on our system,” said Metra CEO/Executive Director Jim Derwinski. “These like-new locomotives will be replacing some of the oldest locomotives in our fleet, and we would expect to see a significant increase in reliability as these newer locomotives are introduced.”

Progress Rail will take existing EMD SD70MAC freight locomotives and upgrade and configure them for passenger use [regeared for 80mph and will have HEP like the Alaska SD70MACs]. All components will either be refurbished, upgraded or new. The newly remanufactured locomotives will be designated as SD70MACH locomotives. About 70% of Metra’s current fleet of 147 locomotives are rated in marginal or poor condition.

**From “the Timekeeper”
Division Business Meeting Minutes
6 March 2019**

Meeting was held at the Tidewater Modular Railroad Club (TMRC) from 1836 to 1922.

Attending: Fred Humphrey, John Cryderman, John Fallon, Bob Cook, Roger Bir and Norm Garner.

Paymaster Report: Not given.

Membership: No update received since December.

Business:

- a. The location for the July 20 meeting will possibly be in Elizabeth City, 209 Charles Street. There are multiple model railroad layouts of different scales. Two speakers may be available: Bill Shafer from the Tennessee Valley Museum and one from the Chesapeake & Albemarle Railroad. There is a chance we'll be able to see a C&A engine.
- b. The location for the September 21 meeting will tentatively be in the Suffolk museum.
- c. The November 16th meeting will be in the Virginia Beach Public Library provided construction hasn't disrupted the location. If the Tidewater Modular Railroad Club sets up there, there won't be a fee. Investigating the Children's Museum as a backup location.
- d. For the January 18, 2020 meeting, the location may be at Lee Hall.
- e. Investigating the possibility of meeting in Courtland in 2020 with the possibility of visiting several layouts in the region.
- f. The BOD had a discussion about Committee chairs. No one knew of any descriptions of committee responsibilities. Committee assignments include:
 - i. Contest – Norm Garner
 - ii. Hospitality – Teena Vogel
 - iii. Members – John Fallon
 - iv. Annual Show – Bill Miller transitioning to John Fallon
 - v. Web Master – Roger Bir
 - vi. News Letter – Roger Bir
 - vii. Public Display, Convention, Modular Coordinator, Clinics – No one assigned
 - viii. Boy Scouts – Joshua Rinehart
 - ix. Achievement – “JJ” Johnson
- g. The 16 March meeting is at Hobby Town, starting at 1030. Doors open at 1000. We must be out of the meeting room by 1400.
- h. The Web Master will be adding a Achievement Program page on the Division web site.
- i. The next BOD meeting will be on 1 May at 1830 at the TMRC.
- j. Meeting was adjourned at 1924.

March Business Meeting Door Prizes Announced

1. Two autographed O Winston Link prints.
2. One Athearn RTR SD 40-2 CSX engine is DCC/Sound ready. The diesel is a trade unit from NS to CSX having a NS black paint scheme with CSX markings.
3. One door prize selected from the list.

divisional meetings to other areas within MER Tidewater Division. Specifically looking for places that haven't been seen in some time. I request your suggestions on meeting locations for next year. I'm very interested in identifying several meeting locations outside of the Hampton Roads area.

My purpose is to improve our public relations within the Tidewater Division. See various train clubs regardless of scale and visit your layouts near our meeting locations over the next several years. This fosters the exchange of ideas and methods used in building your layout with other modelers. We are working to offer more speakers and clinics as we build our meeting schedule. I'm not interested in whether or not you are a NMRA member, but are willing to share what they have accomplished with others. Would I like you to join the NMRA, yes, but that's not my goal at this time.

By moving the divisional meeting around has created several questions as related to non-NMRA members attending these meetings. Can a visitor:

- A. Vote on divisional business during meeting? NO
- B. Receive a raffle ticket for the drawing held at the end of the meeting? YES
- C. Enter the contest (next contest will be CARS WITH LOADS at Hobbytown) held at our meetings? NO
However, if the visitor is a NMRA member than the answer is YES. Because you are on the division mailing list to receive the contest information from the CALLBOARD newsletter.

I look forward to meeting other modelers and visiting your layouts. I'm always looking suggestions and ideas to incorporate into my layout. I believe others feel the same way.

Fred

Railroad Lingo

ARMSTRONG: Old-style equipment operated by muscular effort, such as hand-brakes, some turntables, engines without automatic stokers, etc.

BIG FOUR: The four operating Brotherhoods: Brotherhood of Railroad Trainmen, Order of Railway Conductors, Brotherhood of Locomotive Firemen and Enginemen, and Brotherhood of Locomotive Engineers

Tidewater Division

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Member at Large: John Cryderman
(hjcryderman@cox.net)

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

Member at Large: Norm Garner
(nwgrail2@aol.com)

Hobby Shop News

HobbyTown USA

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Denbigh Hobby Center

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Newport News, VA
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Dales' Trains

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NMRA Benefits Information

As an NMRA member, are you aware of discounts on purchased merchandise? Yes, the NMRA partners with multiple manufacturers giving the membership varying discounts when you purchase an item.

For more details, click on [NMRA Partners](#)