

Tidewater Division

CALLBOARD

Volume 2020, Issue 3

NMRA MEMBER

June, 2020

“Tracks Ahead”

Fred Humphrey, Superintendent

Governor Ralph Northam has issued a statewide Stay at Home order to protect the health and safety of Virginians and mitigate the spread of the novel coronavirus, or COVID-19. The executive order takes effect immediately and will remain in place until June 10, 2020, unless amended or rescinded by a further executive order.

The order directs all Virginians to stay home except in extremely limited circumstances. Individuals may leave their residence for allowable travel, including to seek medical attention, work, care for family or household members, obtain goods and services like groceries, prescriptions, and others as outlined in Executive Order Fifty-Three, and engage in outdoor activity with strict social distancing requirements.

In keeping with the Governor’s statewide Stay at Home policy; we will cancel the following events for the Tidewater Division:

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BILL OF LADING – JUN 2020

- 2** Master Modeler Updates
- 3** Rail Stories from Past History
- 3** Dual Career Division Member – Railroader & Editoralist
- 4** Dale’s Train – Owner Losses Bout With Cancer
- 5** Local Physician Has Interesting Hobby
- 7** Board of Director Meeting Minutes for 3 June 2020

This Month in Rail History

June, 1981 Washington Terminal Co purchased by Amtrak. Takes until December, 1985 to assimilate all unions into its Washington Division.

1 Jun 1982: Norfolk & Western and the Southern Railway consolidate to become Norfolk Southern.

June 7, 1953 C&O Hudson #490 comes out of retirement for Washington Chapter. This was the last C&O steam into or out of Washington.

13 Jun 1919: Canadian National Railways incorporated

Jun 21, 1870: Congress approves the Baltimore & Potomac RR (B&P) entering Washington via a bridge across the Anacostia River and a tunnel under Virginia Avenue, SE from I th to 8th St. and tracks on Virginia Ave to 6th St. SW with a location for its station on the Mall at 6th & B St. NW (today’s Constitution Ave). The Baltimore & Potomac station was built on the present-day site of The National Gallery of Art. Today’s freight only Virginia Avenue trackage was the original freight & passenger mainline until Union Station’s opening.

June 24, 1908 First streetcar service to Union Station, over 8 months after opening (compliments of DC City Commissioners).

26 Jun 1964: Bay Area Rapid Transit (San Francisco) begins construction.

“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

Master Model Railroader Update

Tidewater Division Members

by Norm Garner

Most division members are aware of who within Tidewater holds the prestigious "MMR" rating. Currently John Johnson, Chuck Davis and most recently Norm Garner carry the coveted title of MMR. The "Callboard" would like to acknowledge the following members in their quest to join JJ, Chuck and Norm:

Mark Neiting: Chief Dispatcher

Qualifications for this ranking include choosing seven of the following eleven categories and successfully completing all the requirements. They are: Author, Official, Volunteer, Master Builder-Scenery, Master Builder-Cars, Master Builder-Motive Power, Master Builder-Structures, Master Builder-Prototype Models, Model Railroad Engineer-Civil, Model Railroad Engineer-Electrical and Chief Dispatcher. For more details contact the Achievement Program chairman, Norm Garner at: nwgrail2@aol.com

Division Mtg/Contest Schedule 2020

Sept 19: St. Matthew's Catholic Church, 3314 Sandra Lane, Virginia Beach, VA. 23464. Contest: Steam vs Diesel.

Nov 21: St. Matthew's Catholic Church, 3314 Sandra Lane, Virginia Beach, VA. 23464. Contest: Favorite Car

Jan 16, 2021: Annual business meeting and White Elephant Table. St. Matthew's Catholic Church, 3314 Sandra Lane, Virginia Beach VA. Contest: Favorite Train

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](#)

Callboard Subscribers

The Callboard is available for free via e-mail or at the Tidewater Division web-site: <http://www.nmarmer-tidewater.org/>. Printed copies in B/W are available on request, contact the Callboard editor at sorcerer54@cox.net for details.

Tidewater Division

Board of Directors

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Achievement Program: Norm Garner
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Chicago Great Western Tout “On-Time” Record

**Manchester (Iowa) Democrat, 30 March
1921**

For the week March 12th to 18th inclusive, 302 passenger trains were operated over the entire system of the Chicago Great Western R.R. of which 297 arrived on time into terminals resulting in the remarkable average of 98.3 per center perfect. In other words, on five trains out of a total of 302 were late. For the same period a year ago, the per cent was only 57.9 per cent.

UP Conductor robs Company THE FREEMAN, Webster City, IA, December 3, 1890

Salt Lake City, Utah: The arrest of John Chugg, a Union Pacific conductor, last night, reveals the fact the company has been swindled out of thousands of dollars the past year. Local passenger conductors between Salt Lake City and local points have been in the habit of taking up tickets, and without cancelling them, put them in their pockets, after which they were sold to scalpers. Some of the tickets were sold as many as five times.

The case was brought to light by detectives, who discovered Chugg's wife in the act of disposing of a bundle of 200 tickets. When arrested, she confessed. Chugg had in his pockets twenty-four tickets uncancelled, and when his house was searched seventy more were found. All the scalpers in the city are implicated and will be arrested, and officers are now waiting for incoming trains to get the remainder of the crowd.

Conductor Kills Operator THE GAZETTE, Ft Worth, Nov 10, 1888

James Talmage, son of the late A. A. Talmage, was convicted at Keytesville, Missouri, last week, of murder in the second degree for killing C. P. Tidd, telegraph operator at Brunswick, Missouri last January during a quarrel over orders for the train of which young Talmage was the conductor. He was sentenced to twenty-one years in the penitentiary.

Iowa Wiped Out By Tornado Iowa City Republican, May 25, 1904

The town of Tara, six miles west of Ft. Dodge, at the junction of the Rock Island and Illinois Central railroads, was struck by a tornado at 4 o'clock Tuesday afternoon. One was injured and another reported killed.

The Illinois Central road had nine box cars blown across the main line track. Wrecking crews expected to have the track cleared for traffic at 9 o'clock tonight. A number of buildings were blown over, trees were uprooted and windmills blown down. The wind reached the force of a hurricane and was accompanied by a deluge of water. Telephone and telegraph wires are down and full particulars are not available. The telegraph wires of the Great Western are out from Clarion to Oelwein.

Division Member – Editorial Writer

It was a standard Tuesday morning. Our pet Dachshunds decided it was time to feed them, which meant my day would start at “o-dark early.” After feeding them and myself, I settled down to the Virginia Pilot. The pandemic had limited the newspaper's content, so as I turned to the editorial page I began to scan the articles to see what comments or concerns were being made available by the Pilot's editorial staff to the general public. It was pretty standard fare until I reached “Other Views.” The paper publishes a picture and the author's name...which caught my attention like a call to “general quarters” from the ship's 1MC...it read “John E. Hammond.” The picture confirmed it to be the John Hammond, member in good standing of the Tidewater Division. The piece was titled “The best way to meet the challenge of change” and is featured in its entirety on page 6 of this newsletter.

The article was well received by local readers and even garnered the following comment. “Bravo to John E. Hammond on his Op-Ed column. May God grant us wisdom as a people to accept the reality of change and to demand leaders who set aside all differences in preparing, executing, and evaluating for the improvement plans that will grapple with the crises sur to come.”

Jerry Wasserbert, Virginia Beach.

Owner of "Dale's Trains" Passes Away

Dale Stocks, owner of "Dale's Trains" passed on April 26, 2020 after a heroic battle with Pancreatic Cancer. He was an avid American Flyer and Toy Collector and the TCA Eastern Division Auctioneer @ York when we had the Friday night Auctions. He spoke at our November 2014 Membership Meeting on Auctioning Trains & 'Tales' from operating his Hobby Shop in Norfolk, VA.

More recently, VTCA members will remember him from his semi-annual, multiple tent-top of the hill parking lot 'circus sale' @ the Holidome York meet.

UP Drops Cold-Connect Refer Train

by David Yetter

Brass Switchkey Rail News

The Union Pacific Union Pacific announced that it is discontinuing its refrigerated rail car and supply chain service offered under the marketing brand Cold Connect. The service began in 2017 when the railroad purchased three refrigerated terminals from Railex. The terminals were located in Delano, California, Wallula, Washington and Rotterdam, New York. The service carried fresh food and beverages from the sites in California and Washington, and delivered them to New York for distribution in the northeast. Individual trains left Washington and California, were routed to Chicago for interchange with CSX, then CSX took the train to the New York refrigerated terminal.

The UP released the following statement re discontinuance of the service ... "On Friday, May 8, we notified employees that Cold Connect, a Loup Logistics [a Union Pacific subsidiary] service that moves refrigerated products from the West Coast to Union Pacific's warehouse in Rotterdam, New York, will permanently close and most Cold Connect-related positions have been eliminated. This decision was not made lightly. Since acquiring the Railex assets in 2017, employees diligently worked to grow volumes and create a platform for the future; however, with COVID-19 impacting volume and truck prices, it is no longer sustainable to continue operations. Customers also are being notified that today is the last day we will accept inbound orders. Our intention is to deliver on all product in transit, until it meets its final destination. A reduced staff will temporarily remain in position to execute these final commitments."

"Tracks Ahead" continued from page 1

CANCELLED: Proposed plan social event of 25 July 2020.

Balance of Tidewater Divisional meeting are currently still planned at St Matthew's Catholic Church for 19 Sep 2020, 21 Nov 2020 and 1 Jan 2021 respectively unless continuing events dictate otherwise.

Please take care and be safe.

Fred

Rail Groups

(Thanks to Chuck Davis for this article)

A man was walking down a city street when he was accosted by a shabby-looking homeless man. The homeless man asked if he could spare a few dollars for dinner. He was unwashed and his clothes were quite dirty.

The man took out his wallet, pulled out ten dollars and asked, "If I give you this money, will you buy beer with it instead of dinner?"

The homeless man replied, "No, I stopped drinking years ago."

The man continued, "Will you spend this money on old toy trains?"

The homeless seemed surprised by the question. His eyes widened and he exclaimed, "Are you NUTS? I haven't played with trains for 20 years!"

"Well," said the man, "I'll make you a deal. I'm not going to give you any money. Instead, I'd like to invite you to my home for a hot shower and a home-cooked dinner that my wife will prepare."

The homeless man was astonished. He asked, "Won't your wife be upset with you for bringing home a stranger like me who's down on his luck?"

The man replied, "it's okay. I think it's important for her to see what a man looks like after he has given up drinking beer and playing with trains."

Dr. W.H. Robey Has Interesting Hobby

The Crawford Mirror, Steelville Missouri, December 9, 1954

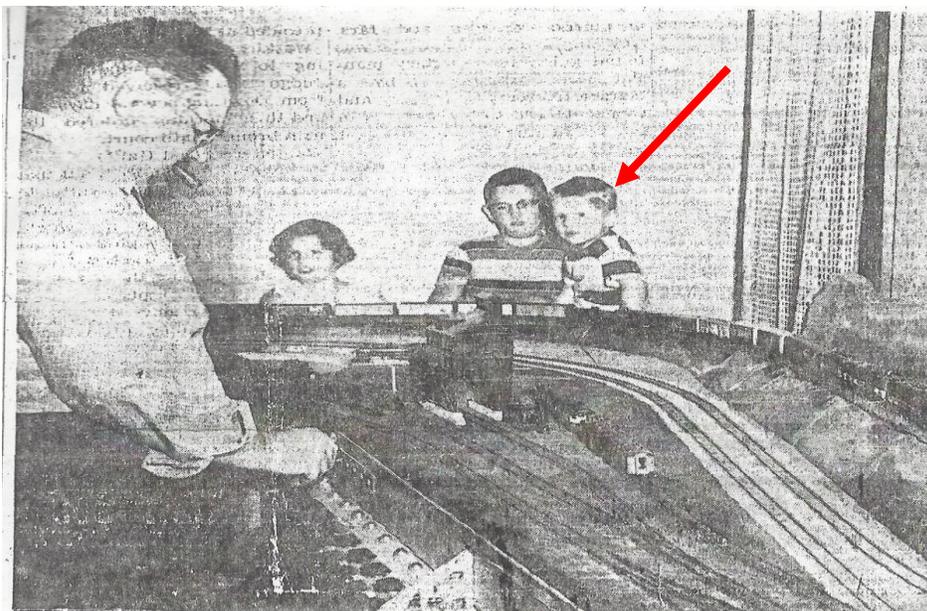
(Courtesy of Ted Van Pelt, Salem Post)

One of the largest, if not the largest, model railroads in this part of Missouri is located in the home of Dr. W. H Robey in Steelville. The HO Gauge pike consists of over six scale miles of main line track plus two miles of sidings. A total of around 500 actual feet. Dr. Robey started this interesting hobby about eight years ago after becoming dissatisfied with making model airplanes because of the lack of action. HO gauge means half O gauge or a scale of 3.5mm to the foot. It takes up much less space than the common S or O gauge found in most trains, and therefore better suited to the extensive track-work that Dr. Robey has built in the upstairs of his home. The track is a scale two rail with fibre scale ties spaced at the proper intervals. The rolling stock and engines are exact duplicates to full size trains found throughout the country, following the prototypes down to the tiniest rivet. Part of Dr. Robey's rolling stock are built from kits but after getting the knack of it, he has "scratch built" several cars. Such a car is a rail and tie construction car whose plans appeared in a model magazine recently. It is a gondola type car designed to carry rails and a rack on top for railroad ties.

The most interesting thing about Dr. Robey's layout is the control panel, or panels. The master panel is a unit about six feet long which controls all of the many blocks, and 46 turnouts with the exception of the few which are controlled manually. Amp meter and volt meters are also mounted in the panels as are rheostats. Across the room is another control panel which controls the main switch yards. All in all, three people can operate the railroad at one time. Dr. Robey spent about two weeks designing and building his master pane, and when it was installed it, it worked perfectly, and that is no amateur electrician's job. The tracks, after running from the main switch yards, cross the room and disappear into the attic where it goes the length of the house before appearing at the other end of the room. A train it disappears into the wall, going into the attic on the other side and entering a second room, finally coming out again at the switch yards. Loops are built in the attic, running the tracks out into the room and then back, giving a visitor the impression of even more track than is really there. Dr. Robey has been very versatile in installing turnouts, using the kind of machine to operate each switch that works best. Two kinds of mechanisms have been used and two or three electrical ones. Many of the switches are hidden from view and positioned in such a manner which could cause a wreck in the attic would be very difficult to fix.

Diesels have first call on the Robey line with steam running second and only one gas-electric locomotive. There are 17 of these tiny engines not counting dummy units or diesels. And for these engines to pull, Dr. Robey owns 150 passenger and freight cars, from tiny four-wheel bobbys to giant 80-foot passenger cars. Dr. Robey has plenty of help when he starts working. His son Gerard, 10, just received his first cars for a birthday present and is hoping for a locomotive for Christmas. Mary Kay, 8, and John, 4 (current Tidewater Division Finance Chairman - see arrow), also do their part to make railroading fun. A year's planning went into the layout before actual work was started on it about six years ago.

Another interesting thing about model railroading is the people that you meet, and Dr. Robey will subscribe to that he has me, (by mail) a model railroader in Denmark, with whom he have become well-acquainted. In fact they have 99-year leasing equipment from each other. Dr. Robey leased a diesel to him and in return his Danish friend sent him a beautiful 80-foot mail-baggage "scratch built" car. A true test of craftsmanship in a model railroad is how his trains run and if you ever saw a three-unit diesel pull a 25 car drag up a 4% grade and around a curve on Dr. Robey's layout, you too will agree that Dr. Robey is a true craftsman.



(Photo courtesy Salem Post)

12 MAY 2020

The best way to meet the challenge of change

In 1992, I wrote the script for a videotape that would introduce the naval shipyard community to Advanced Industrial Management, a coming milestone change revising the shipyards' business process model to align with project management principles. I titled it, "AIM — to Meet the Challenge of Change."

The challenge of change is timeless, as the latest coronavirus pandemic demonstrates, and the virus should give us pause to reflect on how we have, can and should deal generically with change. It should motivate us to analyze the process of change to improve our reaction time and effectiveness when a crisis arises.

Rapid changes the coronavirus has forced upon us have rearranged our lives, to be sure. They can also make us more aware of opportunities to change things previously assumed to be either unnecessary of change or — in the other extreme — beyond our willingness or ability to change. For example:

- It should focus our attention on the generic crisis planning process: Plan, prepare, execute, evaluate and improve. It should make us realize how that process must not be allowed to rust during "normal" times. With the world's increasing mobility and interconnection, there will be little to no time in the future to ponder about planning once a crisis arises.

- It should teach us that a "best-of-breed" plan must already be on the shelf, available to execute. Further, there should be only one such plan, so that government managers do not lose valuable time in squabbles of departmental, political or ideological favoritism.

- It should sharpen our attention on crisis management as a skill set distinctly differentiated from administration management, production management, business management, etc. As the prime minister of Singapore has said, the two most important aspects of effective crisis management are setting a goal-oriented mission and driving it forward with urgency.



JOHN E. HAMMOND

- It should lead us to identify a "crisis team in waiting," even if only on paper. The list would be contingent nominees

whose careers have demonstrated a necessary passion and talent for managing crises and who can be quickly mobilized to implement the plan.

- It should encourage us to replace ideologies with pragmatism. Crises are challenges to solve problems, not opportunities to recite dogma. An artist does not paint a picture with a single

color. Ideologies compose a palette of ideas from which innovative solutions can be drawn. It's not a binary operation. Options must be evaluated and a balance struck.

- Each pandemic is not a "one-off," or an act of God. Each should be viewed as merely a lab test for the next one, and failure is not an option. The salient question is: Can our plan react and be flexible enough to mitigate as fast as a virus or bacteria can mutate?

- Above all, each crisis, once passed, must be analyzed under the harsh light of reality for lessons learned. In the rush to return to "normal," don't "unsee" what was seen; instead, remember and learn. Be honest, be candid, set egos aside, be willing to admit mistakes, and improve the plan. History can and will be repeated by those who fail to learn from it.

Of course, the root problem is how we deal with change in any form, and how we will deal with the accelerating rates and complexities of future changes. Today's wake-up call happened to be a pandemic, but what if it were a cyberattack, a breakdown of our electrical grid, or a collapse of the internet and world markets? Have we done due diligence to the planning process? There will always be a next time.

John E. Hammond, a Virginia Beach resident, is a former reporter and editorial page writer for newspapers in Rochester, New York, and Melbourne, Florida. He retired in 2012 after a 22-year career at Norfolk Naval Shipyard.

Clinicians Needed

October 2021



To the Tidewater Division,

We've got the place, the date and the logo, but we need you and your Division. The 2021 Local Convention Committee is charging forward with planning of the Mount Clare Junction model railroader convention, to be held 21 through 24 October, 2021. Hosting this event will be at the Delta Hotels Baltimore Hunt Valley in scenic Hunt Valley, Maryland.

We are looking for clinicians, with a preference towards attendee participation hands-on projects, and those willing to offer "on the way home" layout tours. In the interest of providing ease of access and greater likelihood of visitors, we encourage those within a reasonable distance of the major interstates (I95, I70, I83) participate in the layout tour.

An online form has been created to indicate your interest in participating, and it's easy to use; just click on the word "JotForm" to be taken there. Should you prefer a more traditional form, we can provide a fillable PDF upon email request.

Regards,

Rick Uskert

2021 Local Convention Committee Chair
2021 Mid-Eastern Region Convention
2021lcc.chair@chesdiv-nmra.org



LOOK SOUTH IN 2020

MID-EASTERN REGION 2020 CONVENTION CAROLINA SPECIAL

OCTOBER 15TH – 18TH 2020
Crowne Plaza Charlotte,
Executive Park
CHARLOTTE, NORTH CAROLINA

HAS BEEN CANCELLED

Due to concerns regarding the COVID-19 virus

Board of Directors (BOD) Meeting Minutes of 3 Jun 2020

1. **Call to Order:** 6:30 PM at 929 Priscilla Lane, Chesapeake, VA 23322
2. **Announcements.** None
3. **Reports.**
 - Time Keeper – Jim Keiper - None
 - Membership –John Fallon – 149 members
 - Finance – John Robey – Report provided to BOD
4. **Division Business.**
 1. Convid-19 caused a stoppage of meetings since March 2020. Discussion held on what should be held for the balance of year? With Convid-19 entering state phase II process of reopening permits some level of gathering to take place. BOD discuss moving forward with our meeting schedule of as noted below:

21 Mar 2020 meeting: CANCELLED – DUE TO CONVID-19
 - a. 10am meeting at Southampton Heritage Village and Agriculture/Forestry Museum, 26315 Heritage Lane, Courtland, VA 23837
 - b. Bryan Holloman is the coordinator
 - c. Contest: Cars with Loads

continued on page 8

16 May 2020 meeting: CANCELLED – DUE TO CONVID-19

- a. 10am meeting at Denbigh Community Center
- b. John Fallon is the coordinator
- c. Contest: Structure (Off-Line)

25 Jul 2020 Social Event CANCELLED - DUE TO CONVID-19

- a. BOD elected not to move forward with arranging this social event at this time.

5. New Business.

- a. NMRA policy change for At-Risk Person deals mainly with the Boy Scouts. Awaiting final guidance from NMRA.
- b. Cancellation of the "Look South in 2020" Convention has been POSTPONED and will move to 2022. James River Division relinquished their 2022 convention slot to the Carolina Southern team. We'll have no supporting role at this time.
- c. No additional business was discussed.

6. Next BOD Meeting. 6:30 PM, 9 Sep 2020 at Roger Bir's Home.

7. Adjoin Meeting. 7:15PM

19 Sep 2020 meeting:

- a. 10am meeting at St Matthews Catholic Church, 3314 Sandra Lane, Virginia Beach, VA 23464
- b. Fred Humphrey/Lenny Bouche is the coordinator.
- c. Contest Engines (Steam vs Diesel)

21 Nov 2020 meeting:

- a. 10am meeting at St Matthews Catholic Church, 3314 Sandra Lane, Virginia Beach, VA 23464
- b. Fred Humphrey/Lenny Bouche is the coordinator.
- c. Contest: Your Favorite Car

• Jan 2021 meeting:

- a. 10am meeting at St Matthews Catholic Church, 3314 Sandra Lane, Virginia Beach, VA 23464
- b. Annual Business Meeting and White Elephant Sale
- c. Fred Humphrey/Lenny Bouche is the coordinator.
- d. Contest: Favorite Train

- b. Should we continue our efforts to establish a Hampton Roads Council of Model Railroaders and locate a facility to house layouts called Project Endeavor? Based on timing of current events Project Endeavor will be suspended until farther notice. We will discuss Project Endeavor sometime mid-summer 2021 with the membership and local clubs to determine whether or not there is still interest on forming the Hampton Roads Council of Model Railroaders.
- c. Because of Convid-19 no action has been taken to begin the steps necessary to hold our annual train show in 2021. To be discussed at a future date.

8.

New Business.

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9. Next BOD Meeting. 6:30 PM, 9 Sep 2020 at Roger Bir's Home.

10. Adjoin Meeting. 7:15PM