



Tidewater Division

CALLBOARD

Volume 2021, Issue 3

NMRA MEMBER

July 2021

"Tracks Ahead"

Fred Humphrey, Superintendent

Well, follow modelers we had our first meeting in over a year. The meeting was a great success and I believe all enjoy the meeting and the white elephant sale that followed at the Military Aviation Museum in Virginia Beach, VA. Had a good turnout for the meeting and Tidewater Division members used 16 tables for white elephant sale items.

Our next meeting will be held at 9:00AM, Prince of Peace church on 424 King Grant Road in Virginia Beach, VA. The reason for the early start time is due to the church requires time to setup the space for a change in leadership. Mark Nieting is stepping down as pastor and the congregation going to decorate the hall plus have a welcoming aboard dinner for the new pastor that evening.

I highly recommend all read The Callboard Newsletter for the latest details of the meeting schedule for BoD's

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This Month in Rail History

July 2, 1881: President James A. Garfield shot by Charles J. Guiteau, a disappointed office seeker at B&P (Wash DC) station. Garfield dies from blood poisoning September 19, 1881

July 4, 1828: the Baltimore & Ohio railroad lays first stone.

July 6, 1862: U.S. Congress passes the Pacific Railway Act.

July 15, 1853: Grand Trunk Railway (Canada) is formed.

July 29, 1896: First successful electric conduit operation for streetcars in Washington. Only Washington & New York City-Manhattan Island ever adopt this type of operation in the United States. Overhead wires permitted outside city limits (remember we had Washington CITY as well as Washington COUNTY until after the turn of century) necessitating 'plow pits' for changing from conduit to overhead trolley & vice-versa.

BILL OF LADING – JUL 2021

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- 4** Railway News of Yesteryear
- 5** July Tidewater Division BoD Meeting Minutes
- 11** Tidewater Remembers Richard Hudson

Tidewater Division Reminder July Business Mtg

The July 2021 Division meeting is scheduled for this Saturday, 17 July 2021. The division meeting will be hosted by Mark Nieting at the Prince of Peace church, 424 King Grant Road, Virginia Beach, VA.

The meeting will begin at 9am.

"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 Spanagel, John Johnson, Chuck Davis, Norm Garner and Dale Ridgeway carry the coveted title of MMR. The "Callboard" would like to acknowledge the following member(s) for their most recent MMR Achievements:

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

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.nmar-mer-tidewater.org/>. Printed copies in B/W are available on request, contact the Callboard editor at sorcerer54@cox.net for details.

BoD Elections

Ballots To Be Sent In December

The end of the year will soon be upon us. In November, the division will be sending out notification to all members interested in running for a position on the Board of Directors.

If you are considering such a run, here's what you will need to do. Put together a one-page resume outlining your background, interests in model railroading and what can you bring to the division. The call for applications will begin in September, so "dust off" your writing skills and update your resume for consideration.

Tidewater Division

Board of Directors

Superintendent: Fred Humphrey
(fredrickhumphrey@outlook.com)

Asst Superintendent: John Fallon
(zzoxdoc@yahoo.com)

Paymaster: John Robey
(jrobey2019@gmail.com)

Timekeeper: Roger Bir
(sorcerer54@cox.net)

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

Member at Large: Jim Keiper
(eljek8952@gmail.com)

Member at Large: Dale Ridgeway
(ridgerail@aol.com)

Achievement Program: Norm Garner
(nwgrail2@aol.com)

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and Membership plus a proposed schedule for two single day swap meets in 2022 and one multiple day train show in 2023. BoD's cancelled the proposed train show in Smithfield for this year. We are inviting other clubs if they would like to rent a table during the 20 Nov meeting to sale model railroad items. One club has shown some interest in being part of the swap meet. This same club has shown some details relating to placing a display within the Project Endeavor building once obtained. The BoD has approved our Sep 18 meeting will also be social event by having food available following the meeting. I'll discuss this with you during our meeting on 17 Jul the possibility of charging a small admission fee.

Additionally, I'll discuss the possibility of the Tidewater Division hosting a convention in 2024. I know several of the membership had been involved the last convention we hosted in 2012. On 22 Jul 2021 I'll be involved in my first quarterly MER conference call with all MER superintendents. I expect the 2024 convention to come up as a topic during this conference call. I desire to know whether or not the Tidewater Division is willing to host the 2024 convention. More will be discussed during our next meeting on 17 Jul.

Finally, it is becoming that time of the year to begin the process for Board of Directors Nomination Committee Chairperson and the voting schedule of events to be completed by our 15 Jan 2022 Annual Business Meeting and White Elephant Sale at St Matthew Catholic Church on 3314 Sandra Lane, Virginia Beach, VA. I'll be looking for a volunteer to the take the lead on this effort.

FRED

Railroad Lingo

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

BAREFOOT: Car or engine without brakes. (Many locomotives built in the 1860's and 1870's were not equipped with brakes except on the tank)

Iowa Steam to Run #6988 Set for August 2021

Iowa Interstate #6988 coal fired 2-10-2 will be fired up for a couple runs this year. A deadhead move is scheduled for Friday August 20 from Newton, Iowa to South Amana. Saturday August 21 Oxford Fire Department will sponsor 4 or 5 trips from Oxford to Iowa City. Tickets are currently available on Oxford's Facebook page. At end of day train will operate to West Liberty to overnight.



WH Proposes \$80B for Amtrak

The Biden administration has **proposed** \$80 billion over 8 years to jumpstart the Amtrak we know. Those monies would provide for new equipment to update aging fleets, to increase trains and add new routes, and move toward high speed trains similar to those in Florida and California. China, Japan and Europe have set the bar high, but those systems are financed and controlled by the respective governments.

Some have said the funding proposal is too much and others have said it is too little. In the past Amtrak was once labeled as the "Pointless Arrow." We have moved past that concept, but funding is definitely needed if we intend to have an efficient environmental transportation system.



Railroad News of "Yesteryear"

Trains Collide at Water Tank

WAVERLY (Iowa) REPUBLICAN, November 25, 1909

Two sections of a stock train experienced a collision at Hanlontown, Iowa. The second section, unable to see the first on account of a dense fog, plowed into the rear end of the first section and very seriously injured Corbett Melin, an Illinois man returning from the Dakotas.

The accident occurred as the first section was standing at the water tank taking water. A flagman had been sent back but did not get far enough to give the men on the second train enough warning. All of the trainmen saw the danger in time and jumped, but Melin did not see the danger and as a result received a broken jaw and an injury to his right leg below the knee.

Going "Postal" On the Railroad

Daily News, (Des Moines, IA) – Aug 6, 1906

Ed Younker, a Great Western engineer, crazed over religion and believing himself commissioned to close up the Lake Manawa Park, was shot and killed there this afternoon by three city officers and two park policemen.

Younker had armed himself with revolvers and threatened to kill the manager. No arrests were made following his death. This is the ninth death at Lake Manawa since the 4th of July.

Clinicians Needed for Oct 21 MER Regional Conference

We have 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

Crews To Run Longer Freights

Rockford (Iowa) Register, April 29, 1931

As giving an idea of changed conditions in railroading, J. F. Grawe of Waverly, Iowa, says that a west bound freight train on the Chicago Great Western Saturday forenoon carried 82 cars and was making fast time.

In looking over the old-time news of 40 years ago recently there appeared an item which said that a train on the BCR&N passed through Shell Rock with 18 loaded cars, which at that time established a record for the road. Nowadays trains on different roads have carried upward of 100 cars. With improved equipment of the present day the average train crew is carrying as much freight tonnage as four crews did a quarter of a century ago.

Runaway Locomotive

Nov 5, 1891- Marion (Iowa) Sentinel

A runaway locomotive crashed into the Illinois Central round house at Cherokee, bringing a portion of the brick building down in a mass of wreckage and demolishing an engine that stood on the track.

The engine was unoccupied, which accounts for the fact that fatal results of the disaster were not reported. A number of round house employees had narrow escapes.



**Tidewater Division
National Model Railroad Association/Mid-Eastern Region**

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

**Board of Directors (BOD) Agenda
For 6:30PM, 7 Jul 2021**

1. Call to Order: 6:32pm

2. Announcements:

3. Reports:

- Membership: the committee chairman reported 128 members are on the current roster provided by the NMRA.
- Finance: the report was given by the division paymaster. The numbers presented were reviewed, discussed, and accepted by those present.

4. Division Business:

a. Tidewater Division Train Show Status (John F):

- i. Fall 2021 Show Status for 11 Sep 2021 in Smithfield, VA? The concept is tabled due to the shortness of time (less than 8 weeks) to adequately prepare a proper show. The date for Smithfield was tabled for September 2022 (this would be a one-day event). Those present recommended we do something of a swap meet/white elephant table in coordination after the November division meeting. Fred stated he will contact St. Matthew's POC (Len Boucher) to ascertain availability. Date is 20 Nov 21. No admission fee to enter. We will have a donation jar somewhere in the facility. Charge \$20 per table. Timeline 10am to 3pm is confirmed. Right now, we are limited to a capacity of 100. However, as the date nears, the situation can or could change dramatically in the interim.
- ii. Spring 2022 Show Status Ocean City/Salisbury: The Superintendent wants John Fallon to work with Dale Ridgeway regarding the show. This will be a one-day event.
- iii. Fall 2022 Show Status for Hampton Roads area: John Cryderman has volunteered to assist.
- iv. Update on TWD support for Lee Hall diorama project: contact was finally established with the C&O Historical Society (Tom Dixon). They provided insight as to which type of locomotive and passenger cars would have serviced Lee Hall during the timeframe recommended (circa 1920's). They also provided several background documents regarding the depot and the service provided by the C&O.

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Union Pacific Derailment

No Injuries Reported

Twenty-seven train cars, including one which spilled hazardous materials, jumped the Union Pacific tracks in Ames Thursday afternoon. "This is the first incident like this of my career," said Ames Fire Chief Rich Higgins. "I've been with the city since 2001 and this is the first derailment that we've dealt with on this size and scope." Higgins said the train derailed at about 1:30 p.m. near the Dayton Avenue overpass, close to the Skunk River. One of the cars carrying liquid petroleum gas, the type of propane used in gas grills, started leaking when it overturned.

"We sent a Union Pacific team to go in and close a valve on that and stop that leak," said Higgins, who added they dammed off the leak before it reached the Skunk River. "We quickly did a recon and started calling our partners in Des Moines HAZMAT and Story County Emergency Management. Some of those cars were on their side or upside down."

The derailment blocked several heavily traveled railroad crossings in Ames, including the Duff, Kellogg, Clark, and Hazel Avenue crossings. However, the leak did not reach the center of town and Union Pacific crews had the main road crossings reopened by 6 p.m. "If we're going to have a train derailment, of course we don't want one, but I'd rather it happens out here than on Clark or Kellogg where it impacts multiple people," Higgins said.

Higgins said he did send out a notice to evacuate nearby industrial plants, but the derailment did not happen near homes or any busy commercial areas.



Blast Kills 2 At Wyoming Car Repair Facility

Two local Fremont County men died in an explosion Wednesday afternoon at the railcar repair yard in Shoshoni. The victims -- an 18-year-old from Shoshoni and a 28-year-old from Riverton, both employees at Wasatch Rail Repair -- were inside the rail car when the blast occurred. They were doing maintenance and using equipment to scrape away paint to measure the integrity of the welds in the metal walls. The metal wheel used to remove some of the paint is believed to be what provided the spark, or source of the initial ignition.

The blast which could be heard from as far as 10 miles away, was reported at about 3.25pm. The blast did not lead to a fire outbreak, as the explosion vented through the manhole at the top of the railcar, creating some damage inside the shop building before extinguishing itself.

What remains unknown is how the gaseous concentration in the container reached a combustible density level. The tanker involved in the explosion most recently carried propane. The cause of the explosion is being investigated in coordination with the Occupational Safety and Health Administration (OSHA) and the Federal Railroad Administration (FRA).

1. Have you assigned projects to any individuals? Not yet. I now have all the pictures necessary will put together a pamphlet for each individual. There are three main buildings which will need to accurately be modeled. They are: Lee Hall Depot, H. R. Clements Store, and the Curtis House. A rough sketch of the area, circa 1920's has given us a somewhat accurate floor plan as to which buildings will need to be created in order to accurately represent the area.
 2. Discuss whether or not Tidewater Division will donate funds to support this project? The Chesapeake Bay & Western Model Railroad Club has agreed to donate \$200 towards the diorama build. Those division members who have committed to the build have stated they would absorb all costs associated with the buildings they provide.
- b. Our number one priority is meeting schedule which I proposed as follow:
- i. BOD Meeting – 6:30pm 7 Jul 2021 Roger Bir Home (1728 Spring Edge Court, Virginia Beach)
 - ii. TWD Meeting – 9:00am 17 Jul 2021 Prince of Peace Church (424 Kings Grant Road, Virginia Beach). One possible topic of discussion at this meeting will be whether or not the division should volunteer to host a convention in 2024. Determine how many people are needed to properly conduct a convention.
 - iii. BOD Meeting - 6:30 pm 11 Aug 2021 Fred Humphrey's Home (929 Priscilla Lane, Chesapeake): the board recommended the August meeting be cancelled.
 - iv. BOD Meeting – 6:30 pm 8 Sep 2021 **TBD** at Fred's house. John R and Roger will do the research regarding food for the 18th. BoD will discuss elections for 2022. **NOMINATION**
 - v. TWD Meeting – 10:00 am 18 Sep 2021 Chesapeake City Park (\$110 rental fee for pavilion #13) off Greenbrier Parkway at City Park Drive. The new pavilion is larger and will better accommodate the division members.
 - vi. BOD Meeting – 6:30 am 9 Oct 2021 Dale Ridgeway's Home (Pine Island, MD) plus Op Session
 - vii. BOD Meeting – 6:30 pm 10 Nov 2021 **TBD** finalize swap meet details at this time. At John Robey's house.
 - viii. TWD Meeting – 9:00 am 20 Nov 2021 St Matthew Catholic Church (3314 Sandra Lane, Virginia Beach) tentative 10am to 3pm pending confirmation with POC.
 - ix. BOD Meeting - 6:30 pm 8 Dec 2021 **TBD**
 - x. BOD Meeting – 6:30 pm 5 Jan 2022 Fred Humphrey's Home (929 Priscilla Lane, Chesapeake)
- c. TWD Meeting/White Elephant Sale – 10:00 am 15 Jan 2022 St Matthew Catholic Church (3314 Sandra Lane, Virginia Beach)
- d. Dissolution Amendment was not forward for voting by membership but placed on hold until BOD determine best course of action to take. Did we have any discussion with the lawyer related to this subject? John Robey has made contact with the attorney for further discussion. Once lawyer has a chance to review and provide input, he will report back to the BoD.

5. New Business.

- MER will host a quarterly conference call with all divisional superintendents beginning 22 July 2021 and if asked will Tidewater Division setup to host the 2024 Convention.
- MER has posted the latest MER conventions schedule:
 - a. 2021 Convention Chesapeake Division – Oct 21-24, 2021 – Delta by Marriott Hunt Valley Inn, 245 Shawan Road, Hunt Valley, MD
 - b. 2022 Convention – Carolina Southern Division – Carolina Special Look South, Charlotte, NC
 - c. 2023 Convention – Susquehanna Division – Date and location TBD
 - d. 2024 Convention – Division, Dates and Location TBD (**TWD step up???**)

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e. 2025 Convention – New Jersey Division, Date and Location TBD

- Did we have an opportunity to discuss with our lawyer Article XIX Dissolution regarding our amendment to the article?

6. **Next BOD Meeting.** Location Fred Humphrey's Home (929 Priscilla Lane, Chesapeake at 6:30pm, 11 Aug 2021.

7. **Adjoin Meeting.** 8:31pm

Norfolk Southern Derailment at Horseshoe Curve

Blocking All Three Tracks

A westbound Norfolk Southern intermodal train has derailed near Horseshoe curve, leading authorities to ask the public to stay away from the area. Photographer D. Collin Reinhart reports the derailment of westbound train 21G occurred Monday afternoon on Main 2 in Allegrippus Curve, blocking all three tracks, and only involves empty FedEx trailers on spine cars. The Logan Township Police Department reports on its Facebook page that no emergency response was required and that the area is now under control of NS crews; the police request that the public stay away from the area to allow for staging of equipment and personnel.



Nickel Plate Railroad's #765 Berkshire

by Roger Bir

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 7 days to a week for the boiler to cool down naturally.



.....and there I Was.

Cedar Rapids & Iowa City Railway (CRANDIC)

by Roger Bir

As time and luck would have it, I was in Cedar Rapids Iowa to attend my 50th class reunion. Part of the festivities included an introduction during the homecoming football game on Friday night. Some are asking, "what does this have to do with railroads?" While watching the game, at the open south end of my high school stadium was the marshalling facility for the Cedar Rapids & Iowa City Railway (CIC). During the course of the game, I was able to watch (the home team was losing at the time) several consists being moved around the facility.



The class reunion was a great success and as Monday rolled around, I had a couple of hours to kill before flying back to Virginia Beach. On a whim, I decided to stop by the facility and see if any pictures could be taken. I had used my military ID before (UP's Roseville CA maintenance facility) and hoped it would work again. The shop foreman (Fred) shook my hand, thanked me for my service and handed me a hard hat and safety glasses. For the next two and half hours I was given a complete tour of the facility. This complex does all engine work and some covered-hopper car repairs when such repairs are needed.

In their main "garage" there were two Alco MD-15's, with one being brand new. I was given complete access to the new engine and all questions asked.....were answered. An interesting fact is in the MD-15's pulling power. One MD-15 (at 1,500 Hp) can match any of the "big boys" up to 5 mph. While touring the facility, Fred explained just how the CIC converts an engine into a "yard slug," and what other types of work are performed as well.

We headed out into the yard and there sat two Union Pacific C40-8W's. Apparently, the engines had been "temporarily retired" and were stored. While in storage, the market value of copper made it an easy target and someone relieved both engines of all their wiring. UP had sub-contracted the CIC facility to initiate a complete re-wiring of both engines. While out in the yard, I was able to chat with two electricians (Matt and Brian) who were putting a brand-new MD-15 through acceptance testing and trials. Both electricians were qualified to start and operate the engine to complete all aspects of the reception trails.



In Remembrance, Richard Hudson (1933-2021)

Division Member Passes Away at Age 88

by Roger Bir

For some members in the division, we are getting to that stage in life where we open the paper only to see an obituary announcement of a good friend. For those of you who did not know, long-time division member Richard Hudson passed away in May of this year at the age of 88.

Those members who attended the division meetings were quite familiar with Richard, who was a superb modeler despite his physical handicap. Whether it was a train, building, or diorama, the attention to detail was always spectacular...a Richard Hudson trait. I always made it a point to sit down and talk with Richard at every opportunity. I was new to the hobby and was looking towards him to provide guidance on improving my model railroading skills. You would ask him any question on a particular detail, wondering how the paint or glued pieces were put into place. Compliment him on a display, and his response was almost always one of total embarrassment or possible shyness. Richard enjoyed photography as well. He would see me take pictures at division events, and our roles would reverse, he the student asking me the instructor.

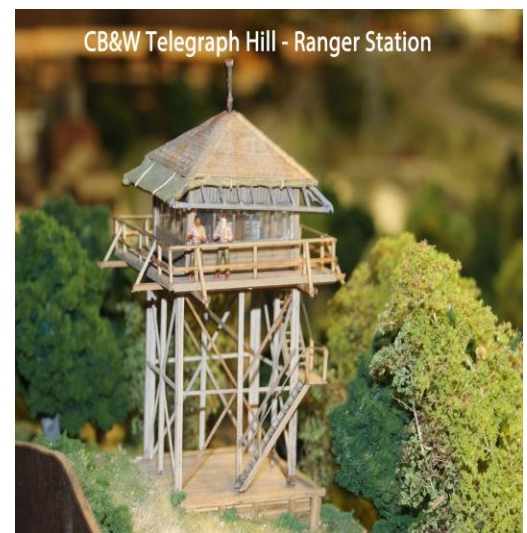
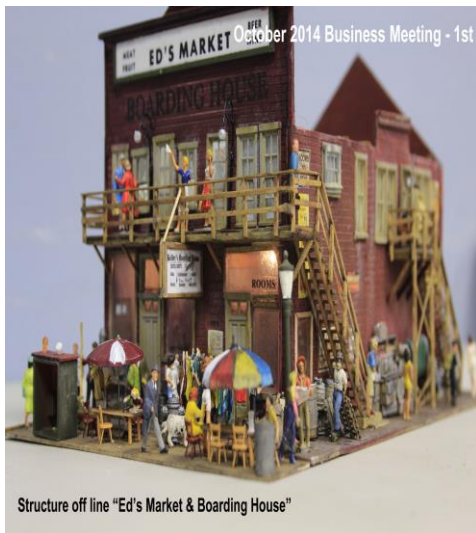
The Chesapeake Bay & Western model railroad club has also benefitted from Richard's building prowess. The CB&W did a scenery expansion on a portion of their upstairs layout. The area in question was Telegraph and featured

Multiple aspects of scenery building expertise. The club had purchased a park ranger's observation tower kit for the finishing touch to the project. The tower would be a prominent fixture for the project, and those concerned knew a particular skill would be needed in order to complete the task at hand correctly. The CB&W reached out to Richard, discussed the particulars, and the end project became a work of art.

Below are pictures of some of Richard Hudson's award-winning projects.



Richard Hudson (L) receiving an award from division superintendent Pat Mahoney in August 2016



Richard was born in Portsmouth, Virginia, on January 25, 1933, to the late Richard and Thelma Hudson. He is survived by his wife, Peggy, a daughter Diana and sons Richard, Stephen, and Michael. In addition to his children, Richard and Peggy were the proud grandparents of six children, and they have six great-grandchildren as well. Richard's final resting place is at the Meadowbrook Memorial Gardens, Suffolk, Virginia.