



Tidewater Division

CALLBOARD

Volume 2021, Issue 4

NMRA MEMBER

August 2021

“Tracks Ahead”

Fred Humphrey, Superintendent

Our last meeting was on the lean side with 18 members attending. This made it difficult to do some business without the proper number of members present. Now ever we had a great meeting and allot of involvement by the members. That's what I like to see during meetings is having members taking part to help guide this division in any specific action or direction.

Our meeting schedule is on track as published with minor changes. Let me discuss the next meeting for a moment. Our next gathering will be held as a meeting and social event followed by an open house at Mark Neiting Home. The meeting will start at 10AM at Chesapeake City Park Pavilion #13 with food after the meeting. The pavilion #13 is located off of Greenbrier Parkway, turn toward the setting sun onto City Park Drive and follow the road to the end where metal arms are across the road. Pavilion #13 is on the right. Please read the minutes which has some more information. But I'd like to discuss the need to know how many plan to attend this meeting. RSVP is necessary to help determine the proper amount of food and drink to have available. Additionally, family members are welcome to

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This Month in Rail History

August 8, 1829: The Stourbridge Lion, first steam locomotive imported into the US is tested.

August 1, 1873 B&O starts construction at Hyattsville on 12.4 mile long Alexandria Branch to Shepherd's Landing and completed January 24, 1874.

August 25, 1835 Washington Branch of the Baltimore & Ohio RR (B&O) opens for service. First station located at 21st & Pennsylvania Ave. NW, now an empty site at the edge of the U.S. Capitol grounds.

August 25, 1877: Joshua Lionel Cowen, founder of Lionel Trains is born in New York City, New York

August 28, 1830: the B&O's first steam engine the "Tom Thumb" was tested in a race with a horse drawn car (w/passengers) between Baltimore and Ellicott Mills, MD.

August 28, 1864: first RPO service is established on a route between Chicago and Clinton Iowa

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Tidewater Division Reminder September Business Mtg

The September 2021 business meeting is scheduled for the 18th and will be held at the Chesapeake City Park, Pavilion #13 and will begin at 10 a.m.

The Entrees will be provided by the division. We're asking members to bring a desert to share.

"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:

Fred Humphrey: Volunteer/Golden Spike and Bob Cook: Structures

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)

Tidewater Division - Business Meeting Minutes
Prince of Peace Lutheran Church
424 Kings Grant Road, Virginia Beach, VA
17 July 2021

Adjoin Meeting. 9:01am

1. Opening remarks by division superintendent. No announcements. Membership is at 128. Pandemic has caused several members to leave the division. The Elizabeth City railroad club announced their move to Hertford NC. Their membership has decided to join the NMRA.
2. The division paymaster reported the division's finances. The numbers presented were accepted.
3. Trying to go to Smithfield for a train show in the fall of 2021. The timeline is such that a task was deemed not possible to adequately accomplished. We also looked at a Christmas timeline. All concerned felt there would be too much competition with other holiday events at the Smithfield Show to adequately hold an event. We are now looking at a two-day event sometime next fall 2022.
4. John Fallon and Dale Ridgeway are working details for a one-day spring (2022) show to be held in Salisbury MD.
5. November/January dates at St. Matthews. The division has inquired to see if a swap meet could be held at St. Matt's in November of this year. The diocese has imposed a 100-person limit per event, which is cause for concern, but several voiced the possibility of restrictions being lifted by then. The superintendent has attempted contact with the POC (Len Boucher) to confirm the November swap meet details. Pat Mahoney has recommended the Masonic Hall (by Granby High School) as a possible venue. Concerns about permits were voiced by former superintendent Gary Brown. The superintendent proposes that only a meeting be held in November (with no swap meet). The motion was made and a second given. The vote was passed not to hold a swap meet at the November 2021 business meeting.
6. Regarding the September business meeting (to be held at the Chesapeake City Park). The superintendent proposed a \$5 surcharge (per person) for this event. The motion was made and seconded and a vote taken was made to pass the measure. RSVP will be required (send to superintendent). Members can bring a desert. Payment during RSVP or at door. Roger Bir and John Robey volunteered to put together a menu for the event. They will report their findings at the September BoD meeting. Mark Neiting has volunteered to host an open house.
7. Lee Hall Depot diorama update: Roger Bir updated those present on the Lee Hall diorama. The size of the layout (42" x 84") was given and a discussion over which buildings would be replicated was presented as well. Those present recommended the division send e-mail to the membership outlining what can or could be donated (buildings, track, etc) to the project. A suggestion was given to check Walther's catalog and make comparisons with what they have in stock and then ascertain their applicability to the diorama.
8. The superintendent stated on July 22nd a conference call with all MER superintendents will be conducted. One topic of the call will be the hosting an MER conference. Discussion as to whether the division should host was presented to those in attendance. Former superintendent Pat Mahoney said asking the membership to take on such a project with just limited members present would not be fair. He states hosting such a conference requires a lot of manpower to accomplish. The item was

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The Great Rondout Train Robbery – the Newton Bros Gang

(a special thanks to Chuck Davis for this article)

The Newton Boys are famously known for carrying out America's biggest train robbery on June 12th, 1924. Not only did they make history by stealing more than three million dollars on this one train heist, but this sealed the Newton Boys to become remembered as the most successful bank and train robbers in U.S. history. In the aftermath of this large train heist, however, some of the stolen loot, around 100,000 dollars of it, became lost. It is believed to have been buried somewhere Northwest of San Antonio, Texas, and remains there yet to this day. Will it ever be found?



The sincere desire in not wanting anyone to get hurt during their robberies was one of the reasons Willis planned the legendary train robbery in 1924. Willis had learned from a corrupt postal inspector that lots of money was being transferred by mail trucks onto a train in Chicago. Willis, and the others, immediately began watching the trucks going to and from the train. At first, the gang was going to rob one of the mail trucks, but they decided against it because too many people would be put at risk. They were robbers, not murderers. And so Willis began plotting to hold up the train after it had been loaded and on its way to Milwaukee in a remote area. This is what they did.

After months of planning, studying timing of arrivals and departures of trucks, lawmen, and trains, the gang felt prepared for the night of June 12th. Knowing the amount of money involved, the gang felt they could retire after this heist. Glasscock, Doc, and Joe drove two stolen Cadillacs, to use as getaway cars, to the place Willis determined would be the 'spot' the train would be stopped. Willis and Jess jumped on the Chicago, Milwaukee, and St. Paul mail train as it left from Chicago that night. All was going to plan until the engineer overran the intended stop near Rondout, Illinois. Confusion happened between gang members because of this, and Doc Newton was accidentally shot by Glasscock (He thought he was an armed guard). The gang quickly finished loading the bags of money, helped Doc into a car, and left. But because Doc needed medical care, the Newtons weren't all able to scatter as originally organized. They had to save Doc, and so because of involving more people and taking additional time, the location of Doc was soon discovered by police. The police were able to then begin arresting all those involved and recover the stolen train money.

Jess, however, was able to flee with some cash and it is this stolen piece of the loot that remains lost. Jess claims he headed back towards San Antonio, Texas. After getting drunk one night, he said he decided to hide most of the loot he had, only keeping a few thousand. He says he went up into some hills and buried the money. He dug a hole and put a rock over it. Because Jess was drunk, he said he couldn't remember where he hid it, and so to this day, it is believed the treasure remains there.

The Newton boys cooperated with police in regards to the heist, and because of this they received light sentences for their involvement in America's biggest train robbery. Jess and Joe were out within a year since they didn't have any prior criminal records. Willis and Brent Glasscock were in jail for just over four years. Doc stayed in for six. After their jail time, the Newton Boys lived their lives out a bit more (but not totally) peacefully. There is a wonderful movie, called *The Newton Boys*, based on their story. It offers an interesting look into the times and their life. I really enjoyed it. And of course, the question of which rock on which hill did Jess bury the stolen money under offers a continued mystery to ponder!



Doc Willis Joe Jess



tabled for further discussion at the September business meeting.

9. Project Endeavor: the superintendent is working with Sharon Prescott on overall building dimensions. He is working with other scales to judge interest in being a part of such an endeavor. Looking at several stateside (Texas, CA, FL) clubs to garner information on how they function and what type of an agreement have they made with local city governments in which to operate. The superintendent reiterated, "this is not an NMRA endeavor, this is a model railroader project." Setting this standard has increased some interest in such a project. They are currently looking at a facility 10,000-25,000 square feet (they used the former TMRC as a scale). The facility would be managed by a basic council, with each scale given equal representation. Associated fees would be determined between the city council (housing facility) and those scales represented. Pat Mahoney volunteered to assist to build a marketing plan to present to Portsmouth and Virginia Beach outlining what we're trying to achieve. The motion of "Is this a worthwhile effort to pursue" "interested in assisting" was made, seconded and a vote taken. Both measures passed. The goal is to find a building for HO and another scale (Lego?). those interested in assisting meet at Fred's 21 August 2021 at 1pm.
10. MER election details were given by the superintendent.
11. The superintendent asked that a nomination committee for the Tidewater Division Board of Directors, be formed. Pat Mahoney needs to check his schedule to see if he can volunteer to head up the committee. He would let the superintendent know of his availability. Ballots will be sent to the members with a timeline for their return. The 2022 Board results will be provided at the January 2022 business meeting. John Fallon, John Cryderman, John Robey and Roger Bir are up for reelection.
12. 10:20am temporary adjournment to judge "favorite train" entries.
13. Reconvened at 10:34am. Superintendent of the Year award was presented to Roger Bir for outstanding service. Winner of the "favorite trains" was George Downer.
14. From Gary Brown, for the past couple of years he has put together donated train sets for young children. Gary said he puts the sets together in the October to November timeframe, getting them ready for Christmas. Right now, he's asking for donations from the division. All he asks is they work and are clean. It was recommended an article be written for the division newsletter. Gary asks that members bring the donated items to the September business meeting.
15. Mark Neiting discussed the slide review group and of their efforts during the pandemic. It was also proposed to see if the division can host some of the meetings at Prince of Peace Lutheran Church. Mark said he would look into the possibility of hosting such an event.
16. Next BoD meeting is Sept 8 at Fred's home. Next division business meeting is scheduled for 17 Sept at Chesapeake City Park.

Railroad Lingo

BAKE HEAD: Locomotive fireman. Also called *bell ringer*, *blackie*, and many other names scattered throughout this glossary.

CAR KNOCKER: Car inspector or car repairer-from the early custom of tapping the wheels to detect flaws. Also called *car whacker*; and *car toad* (because he squats while inspecting), *car tink*, and *car tonk*

DONEGAN: Old car, with wheels removed, used as residence or office. Originated about 1900, when a Jersey Central carpenter and two foremen, all named Donegan, occupied three shacks in the same vicinity. People were directed to the Donegans so often that the shacks themselves came to be known by that name. The name stuck, even after the men had passed on and the shacks had been replaced by converted old cars.

EASY SIGN: Signal indicating the train is to move slowly.

Is There DNA In Model Railroading?

by Roger Bir

How many times have you watched the NBC hit series, “Law & Order” when the detectives arrive at the murder scene and the first thing they ask is, “is there any DNA?” Ancestry.com has made their fortune by this scientific phenomenon as has the company 23andme. Like most model railroaders, we got our start with trains usually during Christmas time. There it was, under the tree, newly arrived and courtesy of Santa Claus. My first was an S-gauge American Flyer, displayed in a figure-eight pattern on a 4’ x 8’ piece of plywood. This one was a Nickel Plate Berkshire (I distinctly remember the white pin stripe down the boiler walkway) with several cars, including my favorite...a box car plus a red caboose bringing up the rear. There were several other trains sets which followed over the years. A Lionel F-Unit (with the Santa Fe warbonnet scheme) freight train followed by a Marx switcher engine (New York Central) and associated cars. Needless to say, trains were a large part of my growing up in northeast Indiana.

From the early 1960’s, fast-forward to the year 2007. My hobby up till then was as an NCAA football and wrestling official. In 2006, wear and tear from a long athletic and military career resulted in my having both shoulders totally replaced. The surgery was a success, but in gaining a pain-free lifestyle my athletic ability as an official was now cast in doubt. As a result, I retired from both sports at the beginning of 2007. Looking for something to replace my long-standing hobby was quickly resolved by a visit to a local train show. It was there I met two members of the Chesapeake Bay & Western model railroad club, and the rest as they say...is history.

So, we can now ask the question, “is there DNA in model railroading?” During a trip to southern Florida in 2016 for one aunt’s eightieth birthday, I took the time to visit my namesake, my mother’s youngest brother, in West Palm Beach. A favorite place of my Uncle Roger’s was the local Red Lobster. After lunch, we headed back to his condo for some much-deserved conversation. It was during this time when the DNA discussion came into play. I was looking at a notebook regarding the Jorn family history when I came across a notation stating that my grandfather, Fred Sr and his older brother Dewey, were both dispatchers for the New York Central Railroad and based at the depot in Sturgis Michigan. Growing up, I only remember my grandfather and grandmother running “Jorn’s Five & Dime” in White Pigeon, a small town just west of Sturgis. To the contrary said my uncle, “your grandfather and his brother had spent many years in the service of the New York Central.” According to my uncle, my grandfather wanted to



own a business, so he left the railroad to start a local general store. As for my Uncle Dewey, he spent his entire career working for New York Central railroad. With this bit of knowledge at hand, I had reached the third function associated with DNA, genetic information in the form of my grandfather and great uncle.

I was curious regarding my family’s association with the New York Central and in particular their home base in Sturgis Michigan. I grew up not far from Sturgis, so it was only natural when I researched this small Michigan town to see if there were any model railroad clubs with which I could reach out to. In an internet matter of seconds...I was introduced to the Sturgis Historical Museum. My point of contact was Jennifer Policelli, director of the Sturgis



Historical Museum – At the Depot. I dropped her an e-mail introducing myself and I was pleased when she responded to my note about one week later. Initial pleasantries were exchanged and after viewing the club on their website, I decided a donation was in order to help out a group of fellow model railroaders. We then exchanged several e-mails. My hopes were to set up a time for me to visit the club. Because the country was in the midst of the pandemic, a visit to Sturgis was just not in the foreseeable future.

I do have family close to Sturgis, so visits back to the Midwest usually happen twice a year. May 2021 saw restrictions being lifted country wide and so a forthcoming trip was finally scheduled for May 20th with a three-hour window with

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which to visit. I arrived at the depot about twenty minutes early and luckily two gentlemen walked up with one carrying a G-Gauge Norfolk Southern locomotive. After introductions were accomplished, they escorted me into what appeared to be a brand-new building, built by the City of Sturgis, to house the Sturgis Area Model Railroaders Club. The club layout was built on the south end of the Sturgis Depot. The current depot structure was built in 1895 and began service with the New York Central in 1914. It remained active until passenger service ended there in 1956. In 2014, the depot was moved to its current location and served as the center for the Sturgis Chamber of Commerce and a small rail museum. The "Train House" was built by the city in 2019 and is divided into three areas. The north end is a dedicated gift shop. The store carries hats, shirts, books, and all kinds of railroad memorabilia. The center section or "White Glove Room" contains works areas, two bathrooms and administrative functions. The southern third of the building houses the club's layout.



Most railroad clubs follow a general theme, i.e., they model a particular stretch of a given railway. That is not the case with the Sturgis group. They have modeled certain landscape areas of Sturgis into their layout, but generally they model as the members see fit. The layout is divided into "North, Central and South," with the North and Central areas featuring certain iconic Sturgis landmark structures in their build. There are several "cities" showcased such as Junction City, the Center City Yard, and the South End Yard.

The Sturgis Club is small in nature, with just 12 members on its current roster. The club has established a four-person hierarchy regarding leadership and have set \$10 as a monthly dues fee. My club guide was Randy Yeomans. He's a

He's a retired printer who enjoys modeling Conrail. Randy provided most of the background information regarding the Sturgis club and stated the group has been around for roughly thirty years. They started locally with modules, housed in a pole barn on Main Street in Sturgis they once set up a layout at the local camping grounds. From there, to the gymnasium at Crossroads Missionary Church served as an operating location on multiple occasions. When the city completed the "Train House" the group moved in and began setting up a layout in late 2019.

Currently the Sturgis club has 12 members, and like most railroad clubs their membership is as diversified as the American population. I have already mentioned Randy, Loren is a retired electrician and a major contributor to the club's scenery. An interesting design concept, Loren uses his wife's blender to make scenery for the layout. Jim is a retired inspector and models the Pennsylvania and Conrail railroads. Like fellow member Loren, Jim breaks up and grinds dried leaves to make the floor of a forest look more realistic. The club has one female member, and her name is Jeri. She is an employee of American Axle and enjoys the hobby with her son.

As noon rapidly approached signaling an end to my visit, the concept of DNA in model railroading was now confirmed. Thomas Wolfe is credited with writing "you can't go home again," wrote it long before DNA became a mainstay of the English language.



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

Bringing Smiles to Faces at Christmas

by Roger Bir

His resume is an impressive one. A Naval aviator with time flying the F-4/Phantom and the F-14/Tomcat giving us all visions of "Top Gun." He ended his naval career as a Commander to enter the private sector. He worked on his certification to become a qualified aviation mechanic, so he could perform all the required maintenance on his World War I kit based dual-winged fighter craft. Now to that impressive resume you can add this...humanitarian. That's how the paper would read with regards to former Tidewater Division superintendent, Gary Brown. Here is his own take on a very worthwhile project.

"I have seen the hobby moving away from simple blue box kits to expensive ready-to-run, and the average age of folks in the hobby getting older. I felt the answer was to get kids interested in trains at an early age. So, I started in 2008 when conversations with co-workers who had small children revealed that most of them had never heard of having a train under the Christmas tree, much less actually had a train. I had all sorts of equipment I had acquired over the years because 20 years ago I thought they were neat, but when I started building my own layout, I realized that a BNSF GP30 would look out of place on a Virginia 1948 coal hauler layout, and why did I have 3 Tichy Brownhoist kits, etc, etc, etc. (None of us have done that, have we?). So, I took the cars and locos that were excess and scrounged/bought snap track and DC power packs to put together train sets. I received help from some Division members, most notably Bill Faye, and began offering train sets to families. The reception was wonderful; people were so grateful. Many offered to pay me, but I asked them to just send me a picture of the kids playing with the trains would more than enough payment. I still enjoy doing it, so I would ask anyone who has some extra cars, locos, power packs or track that are clean and in good operating condition that they want to go to a good home, I would be happy to find one for them. Flex track does not work well unfortunately, one bump from a child or if Mom tries to move it, it comes apart. Also, if any member knows a family that needs a train, please let me know, or better yet, take your stuff and make a train set to give them yourself. Believe me, the look in a child's eyes as they play with THEIR train is worth it."

If you are so inclined to help Gary, you can drop him an e-mail at: alleghenyRR@yahoo.com

attend and socialize after the meeting.

The membership approved a 5 dollar per person charge to attend the meeting and social event. This charge will help offset the food expense. It's very important you held us determine the proper amount of food to purchase so we don't come up short of have enough available for everyone. Two RSVP option are available:

1. Forward RSVP by email to fredrickhumphrey@outlook.com and pay are the meeting.

**2. Mail RSVP and check payable to Tidewater Division via mail to:
Fred Humphrey, 929 Priscilla Lane, Chesapeake, VA 23322**

I look forward to seeing everyone at the meeting and social event. Start thinking about what social event would like to have next July 2022?

The 10am 20 Nov 2021 meeting at St Matthews Catholic Church will be a meeting only. With the mandate to limit attendance to 100 and the church is requiring us to wear mask during the meeting. Based on these requirements the swap meet was eliminated. The 10am, 15 Jan 2022 Annual Business Meeting and White Elephant Sale is still scheduled as planned at St Matthews Catholic Church. Because this meeting is Tidewater Division members only helps keep us within the 100-person limit. Only time can tell whether or not we are still required to wear mask at this meeting.

Every year we go through this effort to locate candidates to be part of the board to run the Tidewater Division. This year it's even more important than usual, because three of the current board members have reached their term limits. We have several options, but let's look at which board members are up for election:

| | | |
|----------------|--------------------------|--|
| John Fallon | Assistant Superintendent | Completing 4 th Year reached term limit |
| John Robey | Pay Master | Completing 4 th Year reached term limit |
| John Cryderman | Director At Large | Completing 4 th Year reached term limit |
| Jim Keiper | Director At Large | Completing 2 nd Year finishing first term |

These board members not up for election:

| | | |
|---------------|-------------------|---|
| Fred Humphrey | Superintendent | Completing 3 rd Year one year reaches term limit |
| Roger Bir | Timekeeper | Completing 3 rd Year one year reaches term limit |
| Dale Ridgeway | Director At Large | Completing 1 st Year 3 years to reach term limit |

*If no new candidates are found and the vote is based the current officials, then they can remain on the board, but will have to be assigned to other responsibilities. No one individual can hold office for more than 2 terms (4 years).

*Having candidates gives the Tidewater Division members more choices to select which board member will lead the effort in the future.

*A last option is to change the by-laws to longer terms, e.g. three terms verses two terms. This option has already been exercised by MER division #13 per my conference call with other superintendents that indicated their by-laws reflect this position. But this effort still doesn't solve the roof problem of fining candidates. It **kick's** the can down the road and we find ourselves in the same fix again in the near future.

Finally, let me discuss the MER Superintendent conference call. This is informal process to discuss issues that may be of interest to other division within MER. It's an opportunity to share ideas and thoughts with each other and just maybe a suggestion comes out of the discussion might work for one of the divisions. Let get the big topic out of the way first. No one ever brought up the issue of who would take on the 2024 convention responsibility. Therefore, it's not an issue for the division at this time.

MER is having the same problem of locating candidates to run for one of the region board positions. Allot of discussion, but the president was looking for each superintendent to canvas their division for regional candidates and bring the names to Oct 21 convention breakfast.

Most of the conference call centered around "ZOOM" conference calls and videos connection, plus how useful this approach was in there case. A couple of division used this process to hold monthly meeting and seem to like the outcome. Others used it to hold video clinics and felt it is very successful. One division stated they would never get onboard with "ZOOM" on a regular basis. They have too many older members not interested in using technology.

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There are several divisions that are having problems locating a facility to have face to face meetings. Plus, due to the various **divisions** located in multiple states posed a small problem associated with wearing mask. I indicated since May 2021 we have our first face to face meeting and was a great success. We're moving on the holding other face to face meeting until Virginia Governor imposes new restrictions.

That's' all for now. See you at the Chesapeake City Park.

FRED

Through "the Lens"

Division Member Photos



George Downer's "Sagging Box Car" takes first place in "Favorite Trains" at the July Tidewater Division Business Meeting.





**Train fans gather at a Train Show in St. Louis.
(Photo by Mark Neiting)**



A bad day all around for Baltimore & Ohio fans. Engineers Bill Miller and Pat Mahoney, both long-time B&O enthusiasts, appear to “disagree” on who has the “right of way” resulting in a horrendous crash. Fortunately, there were no injuries, but “property damage is expected to exceed \$1M. The NTSB is conducting the safety inquiry and have stated there is no timetable for a final report.

(photo submitted by Pat Mahoney)