

Tidewater Division

CALLBOARD

Volume 2019, Issue 4

NMRA MEMBER

April, 2019

“Tracks Ahead”

Fred Humphrey, Superintendent

I enjoy meeting other modelers to understand why they picked a particular railroad to model, what era to showcase, where their railroad's location and what scale they decided to use. This is the basis for my perusing our divisional meeting is conducted around the division so other can enjoy our craft. When we discuss model railroading there's no particular railroad in mind, because we are modelers. Everyone I have had the pledge to meet is always willing to discuss what they have, why that railroad and location was selected. I firmly believe it doesn't matter what stage you're at in your layout, there is always something we can learn from each other. That's why our meetings are a method to sharing your ideas and how you got where you are on your layout. I've had the opportunity to visit several layouts within our division in my short time as a NMRA Tidewater Division member. I've had the opportunity to visit Pine Island on the eastern shore to see a great layout, layout in an old baggage car in

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This Month in Rail History

April 9, 1851: 2nd B&O RR Station opens at New Jersey Ave & C St NW, across from the present day Teamsters Headquarters.

April 11, 1846: the Pennsylvania Railroad is officially chartered for business.

April 11, 1944: Washington, D.C. Chapter, NRHS chartered.

April 15, 1935: Last Chesapeake Beach Railway train leaves "resort" at 11:50 AM. Only 2.9 miles of inner line kept & reorganized as East Washington Railway for switching coal to Pepco at Benning power plant via Capital Transit Steeple cabs and the B&O Railroad.

April 18, 1934: Burlington Zephyr dedication ceremony.

April 23, 1866: Westinghouse patents first air brake.

April 29, 1873: Eli H. Janey patents the knuckle coupler.

April 29, 1851 First electric railroad car in history runs from Washington to Bladensburg round-trip-decades ahead of its time.

April 30, 1900: Luther “Casey” Jones rides into “eternity.”

“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

CSX Derails Near Baltimore

No Injuries Reported

A freight train derailed Friday afternoon on a bridge in Baltimore, sending some train cars onto the road below. The train derailed shortly after 3 p.m. on a bridge in the area near North Avenue and Howard Street. Falls Road is closed in the area. CSX said nine cars derailed and no hazardous materials were involved in the derailment. The derailed cars appear to be empty and do not appear to pose any hazard, fire officials said. No injuries were reported, police and fire officials said. "It could have been a lot worse, but we are extremely thankful that no one was walking through that way, no cars were driving along that path and also no explosions. We didn't have any explosions or fires reported, so we're fortunate that it wasn't any worse than what it was," Baltimore fire spokeswoman Blair Skinner said. Fire officials said the derailment is under investigation by CSX, and firefighters are at the scene to ensure hazardous materials do not enter the water. The Department of Public Works said reports indicate no hazardous material has spilled into the Jones Falls.

CSX released a statement, saying: *"CSX can confirm that nine empty railcars derailed near Falls Road today in Baltimore. There are no reported injuries and no hazardous materials are involved. We have mobilized specialized contractors and developing a plan to safely restore the area. CSX appreciates the swift response of Baltimore City Fire and Police departments. Falls Road will remain closed until the railcars are cleared and it is safe for roadway traffic to resume. The cause of the incident remains under investigation."*

Residents in the area said they heard the crash and that electricity went out briefly. "I heard a big crash and I was playing video games and my TV went out," said Caden Diamond, a witness. "It was a very loud boom, and it sounded like the train. I didn't really think anything of it and then I heard the helicopters and sirens." The Maryland Transit Administration said the freight train derailment will not impact MARC's Penn Line Service. There might be minor residual delays on MARC's Camden Line due to anticipated congestion near Camden Station.

Investigators are now trying to determine how the train derailed.



Death of a Legend

John Luther "Casey" Jones

Jonathan Luther Jones was born on March 14, 1863 in Jackson Tennessee. As a young boy, his parents moved from Jackson to Cayce Kentucky, where he acquired the nickname of "Cayce" which he chose to spell as "Casey." Jones went to work for the Mobile & Ohio RR and performed well and was promoted to brakeman. In the summer of 1887 a yellow fever epidemic struck many train crews on the neighboring Illinois Central Railroad, providing an unexpected opportunity for faster promotion of firemen on that line. He was finally promoted to engineer, his lifelong goal, on February 23, 1891.



Jones was also famous for his peculiar skill with the train whistle. His whistle was made of six thin tubes bound together, the shortest being half the length of the longest. Its unique sound involved a long-drawn-out note that began softly, rose and then died away to a whisper, a sound that became his trademark. The sound of it was variously described as "a sort of whippoorwill call," or "like the war cry of a Viking."

Jones was issued nine citations for rules infractions in his career, with a total of 145 days suspended. However, in the year prior to his death Jones had not been cited for any rules infractions. Railroaders who worked with Jones liked him but admitted that he was a bit of a chance taker. Unofficially though, the penalties were far more severe for running behind than breaking the rules. He was by all accounts an ambitious engineer, eager to move up the seniority ranks and serve on the better-paying, more prestigious passenger trains.

On April 29, 1900 Jones was at Poplar Street Station in Memphis having driven the No. 2 from Canton. Normally, Jones would have stayed in Memphis on a layover; however, he was asked to take the No. 1 back to Canton, as the scheduled engineer had called in sick with cramps. Jones loved challenges and was determined to "get her there on the advertised" time no matter how difficult it looked. Although it was raining, steam trains of that era operated best in damp conditions. However, the weather was quite foggy that night (which reduced visibility), and the run was well known for its tricky curves.

Nevertheless, due to the delays with the change in engineers, the No. 1 did not leave Memphis until 12:50 am, 95 minutes behind schedule. By the time he got to Durant (155 miles into the run) Jones was almost on time. He was quite happy, saying at one point to fireman Simeon Webb "the old girl's got her dancing slippers on tonight" as he leaned on the Johnson Bar. Unbeknown to Jones, three separate trains were vying for rail and siding space at Vaughan with at least four freight cars overlapping the main line. Meanwhile, Jones was almost back on schedule, running at about 75 mph and unaware of the danger ahead, since he was traveling through a 1.5-mile left-hand curve that blocked his view. Webb yelled, "there's something on the main line," to which board to slow the train, he no doubt saved the passengers from serious injury and death (Jones himself was the only fatality of the collision). His watch stopped at the time of impact: 3:52 AM on April 30, 1900. Popular legend holds that when his body was pulled from the wreckage of his train near the twisted rail, his hands still clutched the whistle cord and brake.

The final I.C. accident report was released on July 13, 1900 by A.S. Sullivan, General Superintendent of the I.C., and stated that "Engineer Jones was solely responsible having disregarded the signals given by Flagman Newberry." John M. Newberry was the flagman on the southbound No. 83 that Jones hit. According to the report he had gone back a distance of 3,000 feet where he had placed torpedoes on the rail. He then continued north a further distance of 500 to 800 feet, where he stood and gave signals to Jones's train No.1.

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But doubt still lingers about the official findings and some wonder where Newberry was positioned that night. Some feel he wasn't there at all. Some say Jones was "short flagged," but Newberry was an experienced man and he had flagged No. 25 a short time before. In the report Fireman Sim Webb states that he heard the torpedo explode, then went to the gangway on the engineer's side and saw the flagman with the red and white lights standing alongside the tracks. Going then to the fireman's side, he saw the markers of the caboose of No. 83 and yelled to Jones. But it would have been impossible for him to have seen the flagman if the flagman had been positioned 500–800 feet before the torpedoes as the report says he was. Once the torpedoes exploded the train would have already been too far past the flagman's reported position for him to be visible.

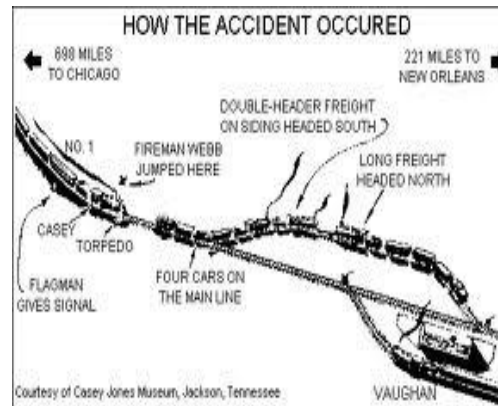


Simeon Webb circa 1936

So if Webb did see the flagman at this point, he had to be out of position at about 3,000 feet north of the switch, not 3,500–3,800 feet north as stated in the report, which means Jones was indeed "short flagged." It's possible that after the flagman flagged the No. 25 freight through, he heard the commotion as No. 72's air hose broke and everything got jammed up with No. 83 fouling the main line. He may have gone to No. 83 to find out what the situation was, assuming he had time before Jones arrived. He then headed north along the tracks and placed the torpedoes, but by then Jones may have come roaring out of the fog before he made it to his reported position. If this is what happened, Jones lost a good 500–800 feet of stopping distance, which might have prevented the collision. In any event, some railroad historians have disputed the official account over the years, finding it difficult if not impossible to believe that an engineer of Jones's experience would have ignored a flagman, fusee (flares) and torpedoes exploding on the rail to alert him to danger.

Contrary to what the report claimed, shortly after the accident and until his death (in 1957) Simeon Webb maintained that "we saw no flagman or fusee's, we heard no torpedoes. Without any warning we plowed into that caboose."

In a closing note, those members who are considered "baby boomers" are likely to remember the TV show from the 1957-58 season "Casey Jones" starring Alan Hale Jr. in the title role and Hollywood veteran Dub Taylor as fireman "Wallie" Webb. Don't recognize the star? Well after the Jones series ended, Alan Hale Jr. moved from being a train engineer to skipper of his own yacht in "Gilligan's Island."





THE DISPATCHER

Your current issue of the PhillyNMRA newsletter has arrived!

Greetings NMRA Members,

We are pleased to inform you that the electronic version of the March 2019 edition of **THE DISPATCHER**, our Division newsletter is available now at the following link:

<http://www.phillynmra.org/wp-content/uploads/Disp2019-03.pdf>

Unlike the printed version of **THE DISPATCHER**, the online version is in color and contains much more content. Please be patient as it may take a while to download depending upon your connection speed. You will need a PDF reader installed on your computer to display it. There are many such programs available for free on the Internet, but the most well-known is Adobe Reader DC, which can be downloaded at:

<http://get.adobe.com/reader/>

If you wish to save a copy of **THE DISPATCHER** on your computer for future reference, use the PDF reader's controls to save it to the location of your choice. If you need any help, or for any issues with this email please don't hesitate to contact us at howard@phillynmra.org.

NEW FEATURE: EZ-NAV works to make your PDF navigation less cumbersome. Just click on any page in the table of contents or that mentioned within the text and be taken to that page. Click on any page footer to return to the table of contents.

Kind Regards,
The Philadelphia Division Board of Directors

From the Mid East Region



You can also visit the MER website to download this and previous LOCALs all the way back to 1996. The MER website is at: <http://mer-nmra.com>.

Follow the link to the Archives. In addition, you can purchase a CD with the .pdf files for *The Local* issues 1949-2018. This is a 37 page issue with lots of color. Be patient – depending upon your connection speed, it may take a long time to download. You will need a copy of the industry standard Adobe Reader on your system to display the eLOCAL. If you do not already have a copy, you can download a free copy from the Adobe site at: <http://www.adobe.com/products/acrobat/readstep2.html>

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Howard Oakes
MER Business Manager

Italy Suspends High-Speed Rail

Italy has suspended the tenders for the Turin-Lyon high-speed rail project after differences over the project escalated within the ruling coalition. Italian Prime Minister Giuseppe Conte said that the government has asked the project developer TELT to suspend the tenders scheduled to be launched this week.

The government will now completely re-discuss the project. Commonly known as TAV link, the Turin-Lyon high-speed rail project has been a cause of dispute between the ruling League party and its coalition partner the 5-Star Movement.

Division Meeting/Contest Schedule

May 11, 2019: National Train Day – Denbigh Community Center, 15198 Warwick Blvd, Newport News, VA – Contest: Structure (off-line).

July 20, 2019: 10am, Clown “N” Around, 209 Charles Street, Elizabeth City, NC – Contest: Favorite Photo

September 21, 2019: Site:TBD/Time: 10am/Contest: Engines (Steam vs Diesel).

November 16, 2019: 10am – Virginia Beach Public Library – 4100 Virginia Beach Blvd, Virginia Beach, VA. Contest: Your favorite Car.

Great Western Caught in Snow Drift

7 March 1959

Chicago Great Western Passenger Train No. 14, Northbound, got stuck in the deep snow between Thornton and Swaledale, Iowa. Two "F" units were set down from Mason City to pull the train out of the snow and they became stuck before they reached No. 14. They did not tie down the pin lifters and the deep snow caught the pin lifters and the two units broke apart, which destroyed the "MU" receptacle so they had only one working unit when they got stuck.

In the attached photo you can see where 2 older section men with shovels are getting the train unstuck. Roadmaster Harold Fortsch is standing up on the bank supervising the operation. The kid in the motorcycle jacket forgot to bring his shovel.



Wind Derails Union Pacific

Train Derails Near New Mexico Bridge

March 13, 2019: The UP westbound stack train at Logan, NM blown off of the Canadian River trestle, which is 173-ft tall. Logan is on the ex-Rock Island Golden State Route, 20-mi east of Tucumcari and 20-mi west of the Texas state line. According to New Mexico State Police, the train derailed near State Road 469 near Logan.

26 railcars spilled onto the ground below. Reports say the wind was a main contributing factor.



Railroad Oddities

by Fred Humphrey

"The Wrong Train"

The Los Angeles Limited wasn't ten minutes out of the Chicago Union Station when a little old lady noticed a stranger in the front of the car whose head was buried in his hands. His shoulders shook as he cried his eyes out. Her motherly instincts kicked in but she resisted the impulse to comfort him. All that day and into the next day, she watched him sniffle into his handkerchief. On the third morning, with the train almost to its destination, she couldn't stand it any longer. "My poor boy," she said as she patted him on the shoulder, "maybe if you talk about your troubles, you'll feel better."

With tears in his eyes the man looked up at her and said, "For three days now...I've been on the wrong train."

UP Derailment

Hazmat Officials Called In

According to scanner traffic, the Union Pacific train left the tracks between the small town of Ottawa and the river. Initially, the railroad reported that the train operator said an ambulance wasn't needed, but then the call cut off abruptly. When contact was reestablished they learned the situation had worsened and the locomotive was on fire. It took fire crews a little over 20 minutes to locate the exact spot of the derailment. Upon arrival, they determined that the train crew suffered just minor injuries.

Emergency workers on the scene reported that the locomotive and four or five cars came off the tracks and landed in a creek. They also said it appeared that the rail bridge over that creek had failed. Because of the fuel from the train engine leeching into the creek, hazmat crews have been called in.



Minutes of the Tidewater Division Meeting

March 16, 2019

The meeting was called to order at 1033 at Hobby Town Store in Virginia Beach, VA.

Attendees: 30, no visitors.

Membership: No report. Have not received an update from National since December.

Finance: Report given.

Committees:

- Newsletter: March issue was sent as an attachment to an email. This method worked with no bounce backs.
- Webpage: Will be adding pages for the Achievement Program, highlighting the Master Model Railroaders in the Division ("JJ" Johnson, Chuck Davis, and Norm Garner).
- Hospitality: No report.
- Annual Show: Planning on a report at the September meeting on the future of the show, and the possibility of moving the timing to the spring of 2020.
- Contest: 5 entries. George Downer received his plaque for Modeler of the Year.
- Publicity: No report (no show scheduled).
- Public Display: No Report.
- Achievement Program: "JJ" Johnson and Norm Garner have been approved as co-chairs by National.
- Railroad Club Coordinator: Roger Bir has contacted several clubs but has not received any replies.

Announcements

- Hobby Town has allowed the Division the use of a display case to promote model railroading. Members are asked to provide models for display, especially in scales other than HO.
- Hobby Town offers a discount on purchases to Division members. Hobby Town also has a "rewards" card for frequent buyers.

Schedule: The Superintendent has a goal of spreading the location of meetings around the area to encourage inclusion modelers of different scales.

- The 11 May meeting will be at the Denbigh Community Center, 15198 Warwick Blvd., Newport News in conjunction with National Train Day. Coordinator is John Fallon.
- The 20 July meeting will be held in Elizabeth City, at Clown 'n' Around, 209 Charles St. Bill Shafer from the Tennessee Valley Museum will speak. Also, a speaker from the Chesapeake & Albemarle Railroad may also speak with the possibility of having an operating locomotive to view. Coordinator is Fred Humphrey.
- The 21 September meeting will be in the Suffolk Seaboard Station Railroad Museum, 326 N. Main Street Suffolk, Virginia 23434. Coordinator is John Fallon.
- The 16 November meeting is in the Virginia Beach Central Library, 4100 Virginia Beach Blvd, Virginia Beach, VA 23452, provided construction isn't occurring. Coordinator is Pat Mahoney. The contingency location is the Portsmouth Children's Museum of Virginia, 221 High St, Portsmouth, VA 23704. Coordinator is Fred Humphrey.
- The 18 January meeting will be held at the Peninsula Model Railroad Club (Lee Hall Depot), 14302 Old Court House Way, Newport News, VA off US Route 60. Roger Bir is the coordinator.
- The 21 March 2020 meeting is planned to be held in Courtland with an opportunity to view several layouts. Coordinator is Bryan Holloman.
- The 16 May 2020 meeting will be in Denbigh. Coordinator is John Fallon.
- The 18 July 2020 meeting will be held at the Portsmouth Children's Museum of Virginia, provided a meeting wasn't held there in November 2019. Coordinator is Fred Humphrey.

New Business

- A suggestion was made that members of a railroad historical society (or members that model as specific railroad) provide a presentation on aspects of their favorite railroad.
- Dale Ridgeway was awarded a Merit Award for his B&O Locomotive.
- Superintendent is looking for someone with knowledge or experience with Layout Command Control or using Arduino boards.

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- Contest winners:
 - 1st \$25 to Steve Prescott for his airplane loads
 - 2nd \$15 to Roger Bir for his tractor loads
 - 3rd \$10 to Jimmy Curth for his crate loads
- Raffle winners:
 - Pat Mahoney – Locomotive
 - Jim Kieper – Gift Certificate
 - Roger Bir – O.W. Link Print
 - Norm Garner – O.W. Link Print
- There will be a live steam Open House in Currituck on May 4th.

The meeting was adjourned at 1135.

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Parksley, VA, live steam in Chuckatuck, VA, train display in Portsmouth, VA and various layouts within the Hampton Roads area of the Tidewater Division. There's so many more layout to be seen throughout our division. I look forward to seeing other layouts like the Suffolk Depot (HO scale), Elizabeth City, NC (various scales), Denbigh Community Center (various scales), Courtland (O and HO scale), Virginia Beach Public Library, (various scales), Peninsula Model Railroad Club at Lee Hall (N scale) and the Children's Museum in Portsmouth, VA (various scales). Request the membership provide suggestion on other layouts within the Tidewater Division that we can all enjoy as part of our meeting schedule next year

I'm looking for items to be placed in the Hobbytown display case. I'm particularly looking for items to showcase the various scales within our hobby other than HO scale. Your showcase items will help the others to understand our hobby better and foster our public relations efforts. Please let me know if you have something to share for public viewing. Contact me at fredrickhumphrey@outlook.com.

Fred

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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](#)