



## Tidewater Division

# CALLBOARD

Volume 2019, Issue 10

NMRA MEMBER

December, 2019

### “Tracks Ahead”

**Fred Humphrey, Superintendent**

I hope everyone had a great Thanksgiving and like to wish all a Merry Christmas and Happy New Year.

This past year has seen some wonderful location for the Tidewater Divisional meetings. Additionally, we had some great speakers provide presentation on numinous subjects of interest. Overall, I believe the Tidewater Division had a very good year with increased attendance, more membership involvement and improved inter-action during our meetings. Many good ideas have been brought forward and several were enacted upon after membership approval. I hope with the membership help to arrange better meeting locations, continue with presentations and clinics to make 2020 even better.

**FRED**

### **BILL OF LADING – DEC 2019**

- 2** Timekeeper's Report – Dec 19 Board of Directors Meeting Minutes.
- 3** “Division Club Car” Train Related Events
- 3** Division BoD Election Information
- 4** Union Pacific 9 Car Derailment Still Under Investigation
- 4** White Elephant Sellers Needed
- 5** Who's Responsible For Passenger Losses?

### **A Division Member Reminder**

The annual Tidewater Division Meeting is scheduled for 18 January 2020, starting at 10am. The schedule includes reports from the board, board member elections and a White Elephant Table.

The January meeting will be held at the Lee Hall Depot. The Depot is located at the corner of Elmhurst St and Warwick Blvd in the Village of Lee Hall.

### **This Month in Rail History**

Dec 1, 1959: Norfolk & Western Railway merged with the Virginian Railway.

Dec 1, 1933: Capital Transit formed by consolidation of Washington Railway & Electric Co and Capital Traction Co. thereby placing all street railways under one management for the first time.

Dec 3, 1909: Camas Prairie Railroad (Lewiston WA) begins operation.

Dec 12, 1887: U.S. Congress passes Interstate Commerce Act.

Dec 24, 1928: Great Northern Railroad completes Cascade (Everett, WA) Tunnel.

Dec 26, 1917: U.S. Government temporarily nationalizes the railroads for WWI.

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***Timekeepers Report***  
**Board of Directors Meeting Minutes**  
**11 December 2019**

**Call to Order:** The meeting was called to order at 1831 at Fred Humphrey's home.

**BOD Attending:** Fred Humphrey, John Fallon, John Robey, Bob Cook, Roger Bir, Norm Garner, and Ethan Vogel. John Cryderman was absent.

**No Announcements**

**Reports:**

Membership: 145 active members in the division.

Paymaster's Report: Read without issue.

Elections: Ethan Vogel reported that Gary Brown expressed interest in the empty BOD seat, Fred Humphrey, Roger Bir, and John Fallon will run again.

**Division Business:**

1. January Meeting:
  - a. ABz Rentals will provide the chairs and tables. Cost for delivery is \$85, \$8/table, and \$1/chair. 25 tables and 60 chairs will be delivered at 1100 on 17 January.
  - b. Doors will open at 0830 on 18 January.
  - c. Meeting will start at 1000. White elephant table buying will start after completion of the meeting and run to 1300.
  - d. Tables and chairs will be picked up at 1400 and we will have exited the building.
  - e. Tidewater Division will donate \$300 or 10% of white elephant sales to the Lee Hall Depot.
2. NMRA National is requesting that the Tidewater Division man a booth at the World's Greatest Hobby show in Hampton on February 15-16, 2020.
3. Plans for the 2020 annual show will be discussed at the BOD meeting on 8 January at 1830 at Fred Humphrey's house.

The meeting was adjourned at 1938.



## Tidewater Division

### Board of Directors

Superintendent: Fred Humphrey  
([fredrickhumphrey@outlook.com](mailto:fredrickhumphrey@outlook.com))  
Asst Superintendent: John Fallon  
([zzoxdoc@yahoo.com](mailto:zzoxdoc@yahoo.com))  
Timekeeper: Bob Cook  
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Member at Large: Roger Bir  
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Member at Large: Norm Garner  
([nwgrail2@aol.com](mailto: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.nmarmer-tidewater.org/>. Printed copies in B/W are available on request, contact the Callboard editor at [sorcerer54@cox.net](mailto:sorcerer54@cox.net) for details.

## Division Mtg/Contest Schedule

Jan 18, 2020: Annual Meeting & White Elephant Table:  
10am, Lee Hall Depot, Elmhurst St, Newport News, VA  
– Contest: Favorite Train.

Mar 21, 2020: Southampton Heritage Village, 26315  
Heritage Lane, Courtland VA. Coordinator: Bryan  
Holloman.

## Division Club Car

### (Train Related Events)

CB&W Open House  
30 Dec 2019  
10am to 4pm  
110-F Dare Road  
Yorktown, VA

Greenberg's Great Train  
and Hobby Show  
Dec 28-29, 2019  
Virginia Beach Convention Center

Greenberg's Great Train  
and Hobby Show  
Jan 15-16, 2020  
Richmond Raceway Park

## Board of Director Elections

### by Ethan Vogel

Just giving an update on the candidate slate for the upcoming Board of Directors election. I contacted a candidate that had previously expressed interest, and they have changed their mind about running for the Board. At present I only have three candidates for the election.

I would like to have the lineup of candidates locked in and communicated to the Division by the 18th of December, a full thirty days before the election, well before the fifteen day minimum notice. (Article XV, Section 5.)

As a reminder, per Article XV, Section 4 of the Division Bylaws, "any three Division Members may nominate someone via a written notice to the Nominating Committee, with the permission of the nominee. Such nominations must be submitted to the Nominating Committee at least thirty days ahead of the election."

Please let me know if you have any intention of running for the Board, as well as if someone you know would be interested by the 18th.

If interested, please send me an email at [emvogel627@gmail.com](mailto:emvogel627@gmail.com).

## **UP 9-Car Iowa Derailment Cause Still Under Investigation**

Nine cars on a Union Pacific train derailed in Boone Saturday evening, damaging several railroad employee cars in a parking lot. The rail cars, part of a westbound train, derailed at about 6 p.m. behind the Hy-Vee and Dollar General stores near 8th & Benton Streets.

A natural gas leak that occurred because of the derailment forced the stores, along with an O'Reilly's auto parts store nearby, to close early after they were evacuated. Local news 5 reported that around 11 pm natural gas crews were able to isolate the natural gas line.

The derailment also damaged several railroad employee's cars in a parking lot, officials said. In a Monday update, a rail spokesperson said the derailed cars were empty and being moved, but were not part of a full train. The spokesperson said repairs to a section of track inside the rail yard were expected to be complete sometime Tuesday. Rail traffic was not affected by the derailment. No injuries were reported. The cause of the derailment is still under investigation.



## **Railroad Fever "Oddities"** **by Fred Humphrey**

In 1955, a conductor on a Pennsylvania train honored a ticket presented by a lady whose father had purchased it in 1872.

The average speed of a first-class Union Pacific train in the early 1870's was twenty-two miles an hour.

Before the use of the telegraph, station agents often climbed up to lofty perches to scan the horizon for approaching trains.

During WWII, many "combat railroaders" were known to have cooked their eggs on a coal shovel heated by locomotive steam

## **Did You Forget Something?** **THE GRUNDY REPUBLICAN** **Grundy Center, IA, Nov 1, 1917**

Have you ever forgot anything? Well, listen to this and take heart. A man and wife with a year old babe from North Dakota were traveling to Kansas City the other day over the Chicago Great Western.

They got into Oelwein, Iowa at three A.M. and changed trains, going from one Pullman to another. The train they got off started on to Chicago and at Dubuque the porter went to make up the berth occupied by said man and wife and found they had forgotten their year old baby, leaving it in the berth. A telegram was sent back and caught the Kansas City train at Waterloo. When the conductor asked if anyone in the Pullman had left a baby on the other train there was a scream and some excitement, followed by a red hot debate as to whether the father or mother were to blame for forgetting the baby. They asked the railroad company to forward the baby at Kansas City but the officials said "come and get it", so the father and mother got off at Waterloo and Daddy took the first train to Dubuque to get the lost child.

The papers say the father seemed to have the best of the argument as to which one was to blame when they got off the train at Waterloo.

## **White Elephant Table – Sellers Needed** **by Roger Bir**

We are less than four weeks out from the annual business meeting and with this year's new twist...a White Elephant Table instead of an auction. Per Division Superintendent, Fred Humphrey the change in concepts is an attempt to encourage local train organizations, whether they belong to the NMRA or are an independent, to participate with the Division and sell their train related items.

Another Division change is the location. Missing this year are the friendly confines of St. Matthew's cafeteria. Replacing the cafeteria is the historic Chesapeake & Ohio train station, the Lee Hall Depot. Established in 1881, historic Lee Hall Depot is the last remaining station from the C&O Railroad's expansion into Warwick County, Virginia.

So, if you are so inclined to participate in the White Elephant Table, let the division know how many items you plan on selling...they'll have the tables ready. You can contact the division by e-mail at: [sorcerer54@cox.net](mailto:sorcerer54@cox.net)

## Who's Responsible For Passenger Losses?

Amtrak Inspector General Kevin H. Winters recently issued a report about the economic impact of sub-standard On-Time Performance (OTP) of Amtrak trains caused by the freight railroads that host and dispatch its services. The objective of this Congressionally mandated report was to identify potential cost savings or revenue improvements associated with improved on-time performance (OTP).

The other side of the coin is the private railroads don't make money with Amtrak trains on their tracks because they have to give Amtrak a discounted price for using their infrastructure. Also it costs more to operate passenger trains carrying passengers in comfort compared to carrying freight which is the prime source of income for the private railroads. What is needed is tax dollars to insure the railroads are in a good state of repair to have the capacity to operate both freight and passenger service without conflicts. Many problems with allowing Amtrak on the privately owned railroads is Amtrak trains often have mechanical problems which is a factor in Amtrak trains running late and causing problems with dispatching freight service. In much of California local government helps pay the railroads to run passenger trains by adding tracks and improving the shared railroads.

## Oregon Teen Struck By UP Train Taking Senior Photos On Local Bridge

A 17-year-old boy was struck and killed by a train on Saturday while taking his senior photos on a set of train tracks, Oregon authorities said. The teenager was having his photo taken near a bridge in Troutdale, east of Portland, when he was hit by a Union Pacific freight train, according to the train company.

The railroad said its thoughts were with the boy's family and friends and it pleads with "parents , students, and photographers to not take photos on or near the tracks.



## Amtrak Cost Cutting Are They Saving Money?

Given Amtrak's announced strategic decision to kill off the long distance routes starting with the elimination of dining cars east of the Mississippi directly attacking sleeping car revenues, coupled with the lack of any plans or proforma before Congress for new equipment, the cost of delay is acceptable to Amtrak. Such costs manipulated, with the acquiescence of the faux Board, to further bury the long distance train sector as unsalvageable. Indeed, given how the Board is loaded with Potomac hanger-ons and Northeastern pals lacking the requisite credentials and expertise, the Board elects to ignore how these trains are running with full sleeping cars; how passengers travel an average of 800 miles (just like airlines); but unlike air, how the accommodations turnover an average of 2.5 times per trip. Unlike air, Amtrak refuses to accept the standard transportation metric of passenger miles traveled with which provides a true window into the costs and profitability of the long distance passenger routes.

Frankly, it appears the Amtrak OIG merely reacts to issues that have already happened, instead of better serving Amtrak and Congress by drilling deep into current situations to prevent such issues. Certainly, what goes begging is to define the metrics creating the lack of accurate full cost accounting to the states; why GAAP is so irrelevant to Amtrak; how Amtrak actively seeks to violate its mandate from Rail pax to operate a national network of inter-regional connecting routes.

