



Tidewater Division

CALLBOARD

Volume 2019, Issue 2

NMRA MEMBER

February, 2019

“Tracks Ahead”

Fred Humphrey, Superintendent

I'm looking forward for ways to improve Tidewater Division inter-action with other train modelers. First, to continue the follow-on from the previous superintendent's goal to change the Tidewater Division imagine from just a HO organization to one that supports all modelers (regardless of scale). My top priority will be to move some meetings near a train club or layout to be included into the meeting schedule so the membership can visit that club's or individual's layout. The object is to share information, exchange ideas and reach agreements on ways to spread the word regarding railroad club events. We have done this in the past by holding our meeting at the Denbigh Community Center. Several railroad clubs or organizations having a traveling train layout did setup at the Denbigh Community Center. Those events support my second priority by having these events placed in the CALLBOARD to spread the word and support local railroad clubs in a small way. I request

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BILL OF LADING – FEB 2019

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This Month in Rail History

Feb 5, 1836: Henry R. Campbell patents the first 4-4-0, a steam locomotive type that will soon become the most common on all railroads of the United States.

Feb 7, 1908: Washington, Baltimore & Annapolis Electric RR opens between Washington & Annapolis.

Feb 8, 1808: Washington Bridge Co. authorized by an Act of Congress to construct the "Long Bridge" as a toll crossing. 1835 Long Bridge rebuilt across Potomac River

Feb 12, 1934: Union Pacific's M-10000 begins a coast to coast tour.

Feb 14, 1855: Chicago, Burlington & Quincy Railroad is formed.

Feb 14, 1845: James Polk becomes first President-elect to travel by train. He rode from Relay, Md. to Washington prior to his inauguration.

Feb 23, 1861: President-elect Abraham, Lincoln arrives under guard from Baltimore via B&O RR for inauguration.

Feb 28, 1827: the Baltimore & Ohio Railroad is chartered.

Feb 28, 1903: President Theodore Roosevelt signs into law a measure "to provide for a Union Station in the District of Columbia."

“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

Invitation to Authors & Photographers

by Jack Dziadul, Director - MER

Do you have a modeling tip, a how-to article, a step-by-step scratch-build, kit-bash, or kit build to share with your 1,800 friends in the Mid-Eastern Region? Perhaps you have photo exhibits of a recent train show, from a layout tour, or of an operating session. With our e-Local, we have an expanded page count available to publish your contribution and sharp color to give some pop to your photographs.

Among our Region's objectives are:

- Expand interest in and publicize the hobby of model railroading
- Promote membership growth (and retention)
- Support the National Achievement Program

Each member can play a role in achieving these objectives.

We have a great deal of talent in the MER as evidenced by so many Master Model Railroaders in the Region, and in the variety of high-quality contest entries at our conventions. Let us all share those talents more broadly.

For those participating in the Achievement Program and working toward their Railroad Author Certificate and MMR, the Region and Division level requirements below are excerpted from the NMRA web site. Refer to www.nmra.org Education tab for the full statement of requirements that encompass clinics, etc.

To qualify for this certificate, you must:

1. Prepare and submit material on any of the following subjects:

- Model Railroading.
- Prototype Railroading, Applicable to Modeling.
- NMRA Administration (e.g. Officers or Committee Reports)

The material being claimed must be the work of the author, photographer, artist, draftsman, etc. applying for the certificate. A total of forty-two (42) points must be earned. This is material that appears in printed media, such as newsletters and may include text, photographs, drawings, etc. Material that has been published or accepted for publication may be claimed. A copy of the published material or of the acceptance receipt from the publication must be submitted as proof.

Item	Region	Division
Article or Column	2	1
Photos or Art Work	2	1
Scale Drawing of Prototype	4	2
Scale Drawing of Track Plan	2	1

- A "page" is approximately 1200 words. Credit may be claimed for partial pages down to quarter pages.
- No more than half of the total required points (21) may be claimed for Division or 100% NMRA Club publications.

You will note that your article does not need to actually even be published before submitting your Region level points for credit. You only need certification from the Editor that your work has been accepted for publication. For guidance or questions pertaining to the Achievement Program, please contact Region AP Coordinator Dave Chance or your Division AP Coordinator.

What is the next step? Submit your article, photographs or inquiries to Editor Clint Hyde (local-editor@mer-nmra.com) with a copy to Jack Dziadul (jdziadul@mer-nmra.com). Other information including the publication schedule and deadlines can be found in The Local.

NS Seeks Efficiency

Virginian Pilot, 12 Feb 2019

Norfolk Southern railroad expects to become significantly more efficient by 2021, and operate with 3,000 fewer employees and 500 fewer locomotives.

NS has been working to reduce costs and get more efficient since 2015, but other railroads, particularly eastern rival CSX, have cut expenses and overhauled operations more aggressively over the past several years.

Norfolk Southern plans to apply some of the same principles CSX has used successfully to operate its railroad on a tighter schedule with fewer cars and locomotives.



2nd Amtrak Departure Set

Norfolk to Washington DC

After previously announcing it would add a second Northeast Regional train to between Norfolk and Washington, D.C., Amtrak will add a 9 a.m. train on weekdays to its existing 6:15 a.m. departure.

The service will begin March 4. Norfolk travelers will still have only the 6:15 a.m. option on weekends, according to information from Amtrak.

The new 9 a.m. weekday service is scheduled to arrive in Washington, D.C., at 1:27 p.m.

States Pass Two-Crew Requirement

WY & CO House Passes Legislation

Both the Wyoming and Colorado House of Representatives passed two-person crew state legislation. The next step for both states - the State Senate.

On January 29th, by a vote of 38-21, the Wyoming House of Representatives Passed HB0104; and yesterday February 5th, the Colorado House of Representatives, with a vote of 39-23, passed HB19-1034. Both bills require a minimum of two-person crew on freight trains operating in their state.

In addition, New Mexico passed a two-person crew bill out of its first committee unanimously thanks to the hard work of New Mexico State Legislative Director, Donald Gallegos. Tomorrow, the Maryland House of Delegates will be holding its first hearing on a two-person crew bill.

Look to your local news in the coming days for additional information regarding state legislative efforts in Wyoming, Colorado and other places around the country. Bills have been introduced in 18 other states.

BNSF Runs Red Signal

Head On Collision in New Mexico

A BNSF train struck head on with a locally known train as the Albuquerque "Flyer" in Belen, NM. This is a yard train that runs between Albuquerque and Belen to move intermodal traffic. The vehicle train ran a red signal as it arrived in Belen hitting the yard job right at the junction where they take off to head to Albuquerque.

The crew on the yard job put their train in emergency stop and jumped off prior to impact. The crew on the vehicle train sustained non-life-threatening injuries. Due to the Incident, 8 auto racks derailed upright but two of them were sideways across the main tracks. Some BNSF vehicles were damaged with the auto racks hitting them that were parked near the depot.

Brakeman is killed

(EVENING TIMES-REPUBLICAN, Marshalltown, Iowa, Oct 30, 1903)

C. V. Cassadey, a brakeman on one of the gravel trains here, on the Chicago Great Western Railway, was instantly killed last evening about 8 o'clock near the bridge across the Shell Rock River west of the city. The train was switching and he was walking backward trying to open a knuckle on a car, when he stumbled and fell across the rail. The wheels passed over his body completely severing it.

Freak Telescoping Wreck

(AMES-REPUBLICAN, Marshalltown, Iowa, June 22, 1907)

A narrow escape from telescoping the Chicago Great Western depot occurred here yesterday, when a string of 3 loaded box cars left the track and plowed through the platform taking off a part to the operator's window and smashing things up generally. The train pulling the cars was moving at a rapid gate, when the cars left the track about 20 feet above the depot. The trainmen gave a warning shout, which gave the passengers in the depot time to make a hurried exit.

One of the freaks of the wreck was the antics cut by two heavy beams serving as supports to the platform. When the cars struck them, they tilted up, one penetrating the floor of the car, going through seven feet of sacks of cement and coming out through the roof. The cars were badly damaged, and the track was torn up for several rods before they broke loose from the train.

Too Much Coal

(THE STORM LAKE PILOT, Storm Lake, Iowa, July 7, 1911)

A peculiar accident happened to a Chicago and North Western engine at Jewell Junction, Iowa the other day.

The tender was being filled with coal when the chute gave away and the entire engine was buried with coal and it took several hours to extricate it.

“Railroad Oddities”

by Fred Humphrey

“No Whiskers”

In the mid to late 19th century, a man wasn't fully dressed unless he wore a hat and a beard. During the panic of 1873, many railroad workers were laid off and a new “brass hat” was brought in to the Reading, Pennsylvania railroad.

Among his first “official” acts was to order the remaining workers to shave their beards. Though unorganized, all the workers immediately walked off the job. When they left, they took with them the coupling links and pins and the engine side rods.

With the railroad at a standstill, management was frantic to negotiate, but since the workers weren't organized, they could find no one to negotiate with. They finally managed to get the workers back on the job by promising to end the ban on whiskers.

“You're Hired”

In 1853 Cornelius Vanderbilt was riding between Albany and New York on the Hudson River Railroad. He went to the baggage car to smoke a cigar, even though smoking was permitted only on the platform.

The conductor, Allen Conrey, informed Vanderbilt of the rules, but Vanderbilt kept right on smoking. The conductor stuck to his guns and insisted that Vanderbilt refrain from smoking in the baggage car. Vanderbilt so liked Conrey's manner and persistence that he brought the entire railroad just to have Conrey work for him.

Staff of Ignorance

A switchman's job was to link and unlink the cars by using a hickory staff that was known as a “Brakeman's Club,” or “The Staff of Ignorance.”

One trainman snuck up behind a gunman who refused to pay his fare and used his “Staff of Ignorance” as a “persuader.” It turned out the outlaw had a price on his head, and the trainman collected a \$2,000 reward.

Model Railroad Safety

(Special Thanks to Pat Mahoney for this Article)

Model railroading is fun! But remember that we need to be careful of what we are doing while having that fun!!

You need to be thinking about safety any time you are working on your layout. We use tools that can cut, chemicals that can be toxic, and electric devices that have the potential to shock us. The fact that there is the possibility of harm should not dissuade us from engaging in model railroading. Hazards can be anticipated and avoided by a little planning and common sense.

Keep your work area clean and well lighted. Use goggles or safety glasses when cutting or performing striking operations where there is any chance that a chip or piece might fly off towards your eyes. Always err on the side of safety!

It is really not necessary to go out and buy one of every tool there is in advance of your need for them. You can start with a very simple set of tools. But be sure that you have the right tool for each job before you start to do it since it is much easier and safer to use the correct tool for each process. Buy the more advanced tools individually as you need each one. Be sure that your tools are in good shape before using them. Check them out before and after each use. In particular, cutting edges must be sharp. A dull tool is an unsafe tool. Heads should not be loose on their handles. Striking faces should not be mushroomed or chipped. Generally speaking, most tools are a one-time expense. Buy the best that you can afford. Cheap tools are usually not worth the money you spend on them. They are not made with precision. Cheap cutting tools don't hold a sharp edge. A dull tool not only is unsafe, it can ruin your project while it is cutting you! Some cheap tools have even come apart when being used.

Glues are an important part of our arsenal of tools. Some are pretty innocuous. We use "white" and "yellow" (or "carpenter's") glues to fasten wood and paper. These glues are water based and can't do you much harm. Where you have the choice, it is safest to use water-based glues. But water-based glues are not always the best choice for many of the projects we will be doing. And other glues are not as harmless. Plastics are best joined with solvent based cements. Rubber based glues such as "Goo" and "Pliobond" are very handy in a number of applications. We normally only use small amounts of these glues at a time. But these all give off vapors that in quantity can be toxic. Be sure to use them only in a well-ventilated area. The family of "super glues" is great for joining all sorts of things together - including human flesh! It is a good idea to keep a small bottle of super glue solvent (acetone) handy in case you do succeed in gluing your fingers together. Just remember that the solvent is itself unhealthy. Use only enough to break the cement bond and then wash your hands thoroughly.

Some of the paints that we use give off vapors that are toxic if breathed in large quantities. Experienced modelers will paint with an air brush in a spray booth that will exhaust any over spray to the outside. Beginners don't usually have that equipment, so be sure to work only in very well-ventilated areas when painting. It is a good idea to wear a cartridge type filter mask that is rated for paint while working. Dust masks are not good enough - they will filter out the particulates but let the vapors through to you. When painting inside, remember that the odors can infiltrate into the main part of the house to the annoyance of other family members. And the vapors are usually flammable so be careful of open flames - stove and water heater pilot lights, smoking etc. It is a good idea to wear gloves when painting. Avoid direct skin contact with solvents, many of which can be absorbed directly through the skin into the system.

We mostly deal with relatively low voltages. Direct current electricity is fairly simple to understand and low voltage circuits can be worked with safely by beginners. But it can also cause fatal shocks when abused, so be sure that you know what you are doing before doing it. Read and follow directions! In particular, do not open any 110 volt appliance (such as a power pack) unless you really know what you are doing. Make sure that the grounding pins on all plugs are in good shape so that any stray voltages will exit to ground through the line cord and not through you! It is a bad idea to use "adapter plugs" to plug a 3-prong plug into an old-fashioned 2-hole socket. If necessary, have the socket rewired by a professional electrician unless you really understand 110 volt current. And absolutely under no circumstances should you cut the third, grounding pin off a plug to get it to fit a 2-hole socket.

When soldering, remember that the end of the iron is very hot! It is best to have and use a stand for your iron that is designed for the purpose of holding it safely. Melted solder is also very hot. When working overhead (usually under the

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layout) be careful that excess solder does not drip down onto you causing painful burns. If using a lead-based solder, work in a well-ventilated area, do not handle food while handling the solder, and wash your hands thoroughly when finished soldering.

When using power tools be careful to wear tight fitting clothing. Do not wear loose or flapping items such as ties or unbuttoned shirt sleeves that have any chance of being caught in the tool you are using. Keep your fingers completely out of the cutting area. Use a wooden "pusher" to control your work in the area of saw blades and cutting heads. Wear safety goggles at all times. Stand aside from the area through which the work might fly if caught by the machine and kicked back at you.

BNSF Has Does It Again! Completes Peak Season with US Postal

They have completed a perfect UPS Peak season with no failures in UPS deliveries between the day after Thanksgiving and the final trains that arrived on Dec 23rd.

As of December 31st, that streak is still going. BNSF has done this many times over the past years and the ATSF did it several years prior to the forming of BNSF. During this year's Peak Season, BNSF handled over 34,000 UPS loads.

That means they handled about 1,000 per day on average. Those 34,000 loads represent about 70 million packages!

Iowa Steam Announces Summer Tour Four Dates Set for 2019

There will be more steam trips on Iowa Interstate this coming summer, presumably with steam locomotive No. 6988. The railroad announced Nov 30th there will be four trips out of Menlo, west of Des Moines, June 29th to benefit the local volunteer fire department and rescue squad, similar to the trips out of Mitchellville and Brooklyn, Iowa, last August. The road said there will also be a second QJ



UP Derails In Nebraska No Crew Injuries

A Union Pacific train carrying coal near Fremont derailed 23 cars early Tuesday morning, near Old Highway 275. No one was injured in the derailment and the cause is under investigation. Crews are working to clear the area of spilled coal and mangled cars.

Old Highway 275 will be shut down from Highway 36, just south of the derailment to the Downing Street stoplight in Fremont, officials reported. Traffic is being detoured to Highway 275 to bypass the site.

From “the Timekeeper”
Division Business Meeting Minutes
6 February 2019

1. Call to Order: at 6:36 pm.
2. Announcements.
 - No announcements
3. Reports.
 - Time Keeper:
 - Membership –John Fallon: said he’s not received an update to the member roster since Dec 2018. He will contact the MER rep to ascertain what the problem is.
 - Finance – John Robey: the report was presented and accepted by those in attendance.
4. Division Business.
 - Discuss the BOD vote taken at the Annual Business Meeting of 19 January, 2019 at St. Matthew’s School as to the proper term for Superintendent and Director at Large to serve. By-laws articles IX and XV apply: Norm Garner will serve a two-year term, starting Jan 2019.
 - 0. Set the Division Meeting schedule for 2019 by date and location. Discuss division meetings switch to odd number months. May 11, at 10am (National Train Day, Denbigh Community Center, Newport News). July 20 at 10am: Site and Place TBD. Sep 21 at 10am: Site and Place TBD. Nov 16 at 10am, Virginia Beach Public Library for Callboard publication. Next meeting will be 10am 16 March, 2019 at Hobby Town on Virginia Beach Blvd, Virginia Beach, VA. Annual business meeting/auction is scheduled for 18 January 2020. Roger Bir will contact the Lee Hall Mansion POC to ascertain the availability of the facility for the annual business meeting/auction.
 1. Establish schedule for speakers and clinics for 2019 in the Callboard publication.
 2. Set contest schedule for 2019 to be included in the Callboard publication: March – Cars with Loads, May – Structure (on-line), July – Photos, Sep – Engines (steam vs diesel), Nov – Your Favorite One (1) Car, Jan 20 – Favorite Train.
 3. Review committee assignments and how best to fill vacancies: tabled until the March business meeting.
 4. Are committee responsibilities listed anywhere?
 5. BOD meetings are held at least fifteen days in advance of scheduled MER meeting (Article VII). Should Callboard follow the similar schedule? Are we satisfied with the current schedule? The board discussed the current timetable and decided upon meeting at eleven days prior to the business meeting.
5. New Business.
 - Several questions have been raised by our membership:
 - Charitable donations and how does it affect our IRS status because a profit is a result of the sale.
 - Any new business?
6. Adjourn Meeting. 8:00pm

March Business Meeting Door Prizes Announced

1. Two autographed O Winston Link prints.
2. One Athearn RTR SD 40-2 CSX engine is DCC/Sound ready. The diesel is a trade unit from NS to CSX having a NS black paint scheme with CSX markings.
3. One door prize selected from the list.

your support in identifying model railroad clubs (regardless of scale) within the Tidewater Division for possible inclusion in our future meeting schedule and promote visit by our membership.

The Board of Directors (BOD) is working to finalize the meeting schedule with dates and locations. You'll note several dates listed in the CALLBOARD are noted with a TBD (To Be Determined). We have identified options for these TBD dates and locations. BOD members are working the appropriate point of contact to nail down the meeting schedule out to Jan 2020.

We have given certificates and ribbons to contest winners in the past. Through leadership suggestions and membership approving changes to include cash awards for contest winners. We will still provide certificates and/or ribbons along with cash awards of \$25 for 1st place, \$15 for 2nd place and \$10 for 3rd place. Looking at the prize list and cash awards given out at the meeting will help individual members with buying something for the layout, rolling stock, to be included in the purchase scenic materials or building material for framing a layout. This is just one effort to draw more members in attending Tidewater Division meetings.

Request membership suggestion for quest speakers at future meets and individuals willing to conduct a clinic. Criteria for a speaker must cover material related to railroad transportation or railroad modeling. Clinics are to be model railroad related. This request for support covers all model railroad scales.

Fred

Railroad Lingo

BEANERY—Railroad eating house. *Beanery queen* is a waitress.

BLOW 'ER DOWN—Reduce water in a locomotive boiler when carrying too much.

CARD—Credentials showing Brotherhood or Union membership.

COULDN'T PULL A SETTING HEN OFF HER NEST—Derogatory description of old-fashioned locomotive.

DITCH—That part of the right-of-way that is lower than the roadbed. A derailed train is "in the ditch."

Tidewater Division

Board of Directors

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Member at Large: Norm Garner
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Hobby Shop News

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[Denbigh Hobby Center](#)

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[Dales' Trains](#)

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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](#)