



Tidewater Division

CALLBOARD

Volume 2019, Issue 5

NMRA MEMBER

June, 2019

“Tracks Ahead”

Fred Humphrey, Superintendent

At our last meeting the membership approved creating a Tidewater Division Layout Tour for the month of October 2019. The tour would include visits to individual's layouts for the membership to view. It so happened the James River Division was having a Summer Layout Tour on 8 Jun 2019 in Williamsburg. John Fallon and I took the opportunity to attend the event to see two O scale layouts. Ed Rappe and Jim Raverna layouts are very large for O scale which covered their entire basements. What a grand tour it was, the modelers were great hosts and saw different layout operation styles. This included unique backgrounds used and the level of detail within the layout itself. I know our October layout tour will be a great success. I hope everyone will be interested in attending.

Additionally, John Fallon and I were able to meet with the James River Division Superintendent, Phil Taylor

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This Month in Rail History

June, 1981 Washington Terminal Co purchased by Amtrak. Takes until December, 1985 to assimilate all unions into its Washington Division.

1 Jun 1982: Norfolk & Western and the Southern Railway consolidate to become Norfolk Southern.

June 7, 1953 C&O Hudson #490 comes out of retirement for Washington Chapter. This was the last C&O steam into or out of Washington.

13 Jun 1919: Canadian National Railways incorporated

21 Jun 1870: Congress approves the Baltimore & Potomac RR (B&P) entering Washington via a bridge across the Anacostia River and a tunnel under Virginia Avenue, SE from 11th to 8th St. and tracks on Virginia Ave to 6th St. SW with a location for its station on the Mall at 6th & B St. NW (today's Constitution Ave). The Baltimore & Potomac station was built on the present-day site of The National Gallery of Art. Today's freight only Virginia Avenue trackage was the original freight & passenger mainline until Union Station's opening.

June 24, 1908 First streetcar service to Union Station, over 8 months after opening (compliments of DC City Commissioners).

26 Jun 1964: Bay Area Rapid Transit (San Francisco) begins construction.

BILL OF LADING – JUN 2019

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“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

Denver & Rio Grande Western RR

Predecessors Once Completed 3ft Narrow Gauge



The Utah Division of the former Denver & Rio Grande Western Railroad is a rail line that connects Grand Junction, Colorado and Salt Lake City, Utah (formerly Ogden) in the Western United States. It is now incorporated into the Union Pacific Railroad (UP) system as its Green River and Provo Subdivisions, forming a portion of the Denver-Nevada Central Corridor. Daily passenger service is provided by Amtrak's *California Zephyr*, and the BNSF Railway and Utah Railway have trackage rights over the line.

The line dates back to the early 1880s, when the predecessors of the D&RGW completed a 3 ft narrow gauge line through the Royal Gorge, over Marshall Pass, through the Black Canyon of the Gunnison, across the Utah desert, and over Soldier Summit. It was rebuilt to standard gauge in 1890, and has since remained a through line, often serving as parts of larger networks including the Gould transcontinental system, Southern Pacific, and now the Union Pacific.

When the Denver & Rio Grande Railway (D&RG) was chartered in 1870, it had the goal of connecting Denver with El Paso, Texas. But when it reached Raton Pass in 1878, it found that the Atchison, Topeka and Santa Fe Railroad had beaten it to the best crossing into New Mexico. After several years of financially draining battle, the two companies came to an agreement in 1880, and the D&RG, under the direction of William J. Palmer, set its sights on Salt Lake City.



The expansion resulted in a large debt that the D&RG was unable to pay the interest on. D&RGW president Palmer and D&RG president Frederick Lovejoy got into an argument over the management and payment of rental for the leased D&RGW. Unable to break the lease, Lovejoy ordered the tracks torn up at the state line in retaliation, costing both railroads the Chicago, Burlington and Quincy Railroad's through traffic. Improvement of the standard gauge main line through Utah to relieve congestion had begun in 1898, when the RGW added a second track to the steep 4% grade to Tucker on the west side of Soldier Summit.

After periods of ownership by Eastern bankers, the courts appointed two local trustees in 1935. The system was slowly rebuilt into a profitable enterprise, and in 1947 it was reorganized as the *Denver & Rio Grande Western Railroad. After buying the Southern Pacific Transportation Company in 1988 and adopting the latter's name, the D&RGW became part of the Union Pacific Railroad in 1996



Metra Buys “New” Loco’s Contract Worth \$70.9M

The Metra Board of Directors today approved a \$70.9 million contract to purchase 15 remanufactured locomotives to begin to replace Metra’s aging fleet. The contract with Progress Rail Locomotives of La Grange includes options to buy up to 27 additional locomotives, if funding is available.

Progress Rail will take existing EMD SD70MAC freight locomotives and upgrade and configure them for passenger use. All components will either be refurbished, upgraded or new. The newly remanufactured locomotives will be designated as SD70MACH locomotives.

The remanufactured locomotives will meet the Environmental Protection Agency’s Tier 3 emissions standards. Replacing 42 of Metra’s current locomotives that are rated Tier 0+ with 42 Tier 3 locomotives will eliminate 61 tons of nitrous oxide emissions annually – the equivalent to taking 6,600 cars off the road.



Car Rammed by Train Ames (IA) Daily Tribune, Sept 2, 1927

After being smashed and carried nearly a block by a train here, an automobile was pushed off the tracks and driven away by its owner.

The car, in which two men were riding, was rammed by a freight train near the Rock Island station. The occupants jumped out of the car and followed the train down the track. When the engine stopped, the men, with the aid of bystanders, removed the machine from the pilot of the locomotive, stepped on the starter and drove away. Epilogue: Must have been a Ford.

Canada Issues Warning Over Track Debris

Canada's transportation safety watchdog is issuing a warning after two Via passenger trains were seriously damaged by material left on the track.

One of the incidents happened last week near Truro, N.S., when a Via train travelling from Halifax to Montreal had its fuel tank punctured. The train also had broken windows and lacerations to belly plates and water tanks. The other incident happened last month near Brighton, Ont., where a Via train suffered similar damage.

It turns out both trains were damaged by material that had been deliberately left between the rails in preparation for repair work that was to be done the next day.



6 Dead In Danish Train Incident

At least six are dead and 16 are injured in Denmark after likely debris from a freight train hit a passenger train going the other way on a bridge. The accident on the 11-mile-long Great Belt Bridge happened early Wednesday, with a police spokesman telling reporters that "we know an object hit the [passenger] train."

Initial reports said it was possibly a tarp from the freight train that flew off; other reports indicated it may have been a container that fell, per the AP.



From the Mid East Region

MID-EASTERN REGION NMRA, INC., (MER) AND ITS DIVISIONS CODE OF CONDUCT



A. APPLICATION OF THE CODE OF CONDUCT

This policy establishing these standards of conduct and procedures for discipline for violations thereof shall apply to any event or activity of the Mid-Eastern Region, NMRA, Inc. (MER), its Divisions, and any event or activity in which the MER or its Divisions are participating with other entities.

B. GENERAL PRINCIPLES

The Mid-Eastern Region, NMRA, Inc. (MER) is committed to the principles of diversity, integrity, civility, and respect in all of our activities. MER looks to each participant in MER activities, whether a National Model Railroad Association (NMRA) member or not, to be a partner in this commitment by helping us to maintain a collegial and cordial environment. MER expects all participants to behave in ways that reinforce the mission and founding principles of NMRA and MER.

Consistent with the purposes of NMRA, MER acknowledges the dignity and worth of all its participants and strives to create a safe, orderly, caring, and inviting environment to facilitate participant learning, achievement, and collegiality, and in which people are treated with dignity, decency and respect.

The environment of MER is characterized by mutual trust, tolerance and acceptance, and the absence of intimidation, oppression, dishonesty and exploitation. We celebrate diversity and differences of opinion, including vigorous debate, while remembering that we are individuals who may disagree without becoming disagreeable.

MER promotes a society where bad conduct in the form of abusive behavior, harassment or rude behavior, as well as violent or disruptive behavior, is not tolerated. These types of bad conduct disrupt a participant's ability to learn and to enjoy model railroading. Demonstration of appropriate behavior, treating others with civility and respect, and refusing to tolerate bad conduct is expected of every participant.

Reading Railroaders Prototype Meet

September 13-15, 2019

This event is sponsored and hosted by The Reading Company Technical & Historical Society and will be held at our Reading Railroad Heritage Museum in Hamburg, PA. Please note that while this is our 7th year of this event, new for 2019 is the expansion to include other anthracite hauling railroads. We are following the ARHS base model railroad list.

In a bit of a twist..... I live in Michigan, Detroit western suburbs and have been modeling the Reading for near 35 years. I have been a member of the RCT&HS for about 30 years and Chairman of the MEET for all 6 years plus 2019. I am also editor of our NCR Regional magazine, the HotBox and the Div 6 newsletter.

THANK-YOU for your time and any help you can give us!! I look forward to hearing from you soon.

Thanks!!

Barry Hensel
Chairman, RDG MEET VII

Amtrak to Buy New Siemens's \$850M Purchase to Replace Aging Fleet

The initial order contract covers the Tier 4 locomotives and associated services, to be deployed principally on Amtrak's Long Distance train services, with options to purchase more for use on some state-supported routes and for future growth. "These new locomotives will offer increased reliability, more hauling power, improved safety features and lower emissions," said Amtrak President and Chief Executive Richard Anderson.

"Siemens Mobility is honored and grateful for this opportunity to assist Amtrak in their mission to provide safe, world-class, environmentally-conscious technology for their long-distance services," said Michael Cahill, president of Siemens Mobility's North America rolling stock business.

The new locomotives generate 4,400-horsepower through a 16-cylinder Cummins QSK95 diesel engine, and are geared for a top speed of 125 mph. The Alternating Current electrical propulsion system is paired with the latest Tier 4 emissions technology, reducing nitrogen oxide by over 89% and particulate matter by 95%, and providing an average of 10% savings in diesel fuel consumption. The units will come equipped with Positive Train Control safety technology.



Experts have said that everyone, somewhere in the world...has a twin. In the movie "Twins" it was Arnold Schwarzenegger and Danny DeVito. After a long search, I think we've found Conrad Haas'.



to discuss the future MER conference in 2022. Also met Clint Hype, editor of the MER newsletter "The Local". A small round table discussion ensued and discussed the upcoming MER Conference in 2022 hosted by James River Division. The discussion covered historical pitfalls, not wanting to re-event procedures, the best method to share responsibilities and what level of responsibility each division would have. It appears several divisions are interested in having a joint co-operation effort with James River. It includes multiple divisions up and down the east coast and includes a division from Canada. There will be a meeting this fall in Charlottesville, VA to discuss who will help support James River Division and what responsibilities each division(s) would have. This is what a see will most likely happen, MER responsible for common items which are the same from one conference to another, i.e., tickets, marketing, etc. James River Division would be responsible for coordinating all other division responsibilities for lodging, clinics, presentations, tours, etc.

Here's the question of the day: Is the Tidewater Division membership willing to step up and help in this joint effort with James River Division? We MUST sent one or more individuals to Charlottesville that can speak and make decision for committing the Tidewater Division to some level of responsibilities in the 2022 conference. Should more than one division is able to support the joint effort; then I see our level of responsibility would cover only one or two areas (not the whole conference). More to follow when additional details become available.

Best Regards,

Fred

Division Meeting/Contest Schedule

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

September 21, 2019: 10am, Suffolk Seaboard Station Rail Museum, 326 N. Main St, Suffolk VA, Guest Speaker: Norm Garner - Contest: Engines (Steam vs Diesel).

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

January 20, 2020: Annual Meeting/Auction: 10am, Peninsula Model Railroad Club (Lee Hall Depot), 14302 Old Court House Way, Newport News VA - Contest: Favorite Train.

Railroad Oddities

by Fred Humphrey

"Home Sweet Home"

In the days before diesel, many engineers fashioned their own train whistles. You could often tell who was at the throttle by the tunes with their whistles. "Whistling Bill" Wardoff, a Reading, Pennsylvania engineer, was adept at playing "Home Sweet Home." During World War I, his run took him near an army base close to the New Jersey seacoast.

His version of "Home Sweet Home" made so many soldiers homesick that the commander officer asked the railroad management to instruct "Whistling Bill" to refrain from whistling this tune within earshot of the base.

Drunkard Attempts High-Speed Train Slowdown

German police say a drunken man with a fire extinguisher smashed his way into the driver's cab of a high-speed train running from Frankfurt to Paris and demanded that the driver slow down. Federal police said the ICE train operated by Germany's Deutsche Bahn stopped near Frankfurt after the incident Sunday morning.

China Proposes Self-Driving High-Speed Trains

China will start running a 'smart' high-speed railway line equipped with automated bullet trains and AI-powered robotic porters by the end of this year (2019). According to the country's railway authorities, the self-driving trains will be the most advanced of its kind in China and can travel at a top speed of 350 kilometers per hour (217 miles per hour).

Amtrak Fails To Spot Drug/Alcohol Impaired Employees

Amtrak is failing to spot and stop drug and alcohol use among its employees who are trusted to keep passengers safe, according to newly released documents obtained by the Hearst Television National Investigative Unit.

In a 33-page report issued Thursday, Amtrak's Office of Inspector General found: There were more than double the number of safety-sensitive employees with drug or alcohol issues than Amtrak knew about

Minutes of the Tidewater Division Meeting on May 11, 2019

The meeting was called to order at 1024 at Denbigh Community Center, Newport News, VA.

Attendees: 13, no visitors.

Membership: 156 members

Finance: Report given.

Committees:

- Newsletter: Roger Bir had hip surgery, so the May Callboard was not sent.
- Annual Show: Planning on a report at the September meeting on the future of the show.
- Contest: 0 entries.

Schedule:

- Bob Grandle and Marshall Carter presented an overview of Layout Command Control and demonstrated some of the hardware.
- The 20 July meeting will be held in Elizabeth City, at the Villa Restaurant, 846 Halstead Blvd, Elizabeth City, NC 27909. Bill Shafer from the Tennessee Valley Museum will speak. No speaker from the Chesapeake & Albemarle Railroad is available nor is there 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. Norm Gardner will provide a history of the layout there. 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:

- Bob Cook made the suggestion that the division encourage members to open their layouts for observation. Membership moved that a non-meeting event of layout tours occur in October. Bob Cook volunteered to coordinate.
- 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. No volunteers have come forward.
- Chuck Davis stated that clinics were available for division use from the NMRA web site.
- The BOD discussed whether the division would be willing to host a regional convention. No one present thought that was a good idea given the amount of work and the age of most members. A suggestion was made to approach the James River Division to see if they were willing to team with the Tidewater to host a regional convention. John Fallon will contact the James River Division.
- A motion was made and carried to have a white elephant table vice an auction at the January meeting, and inviting the James River Division and other model railroad clubs in the area.
- The Tidewater Modular Railroad Club is setting up at the Military Aviation Museum during the Warbirds over the Beach Airshow.
- John Hammond won the door prize.

The meeting was adjourned at 1117.

Northwest Short Line To Close

(special thanks to Pat Mahoney for this article)

After 60 years in business, the Northwest Short Line of Hamilton Montana will cease operations effective August 30th, 2019. Northwest Short Line was one of the world's leading supplier of model railroad upgrade and repair parts.

This was released by Bruce Rygmyr, owner of Northwest Short Line. "The company will continue to take orders for in-stock products until July 1st, 2019." Closure comes after the death Lynda Rygmyr, the owner's wife. Sale of the business is not anticipated, although reasonable proposals will be considered.

NS Continues Modernization Program

Completion Runs Past 2021

The ongoing modernization of Norfolk Southern's locomotive fleet will be a key element of the financial and operational gains the railroad is seeking with its shift to Precision Scheduled Railroading. NS will ramp up the DC-to-AC conversion program, which has completed 190 units since it began in 2016. The program allows NS to get a modern locomotive for half the cost of buying new. "We've been very pleased with the results," Corbin says. By 2021, NS will convert 527 of its 1,200-unit fleet of DC-traction Dash 9s that were purchased between 1994 and 2004, Corbin says. That will boost the AC-traction percentage of the fleet to 61 percent, up from the current 32 percent. The rebuilding contract runs past 2021, NS officials noted, so it's likely that the railroad will convert more AC-traction units beyond its current three-year plan. NS will supplement the rebuild program by buying some new locomotives, Corbin says. By using fewer locomotives NS hopes to reduce its operating expenses at it aims for a 60-%operating ratio by 2021, down from 65.4% last year.

A smaller, more reliable fleet needs fewer shop workers, Corbin explains, and AC-traction power needs fewer replacement parts than their DC-traction cousins. And moving tonnage on fewer, longer trains also reduces fuel consumption. The practice better matches horsepower to tonnage and keeps locomotives running in their higher power range, which is more fuel efficient.

Tidewater Division

Board of Directors

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