

Tidewater Division

CALLBOARD

Volume 2019, Issue 8

NMRA MEMBER

October, 2019

“Tracks Ahead”

Fred Humphrey, Superintendent

The Tidewater Division will hold their annual business meeting at Lee Hall Train Station and Museum at 10AM, 18 January 2020, Newport News, VA off US Route 60 and 238. This gives our membership the opportunity to see the progress Lee Hall Train Station Foundation has accomplished in restoring the military hospital railroad car. The Lee Hall group has for several years been restoring the CSX train station since it was relocated to its present location. Additionally, they've been hard at work restoring a World War II military hospital car.

The World War II military hospital car was donated to the Lee Hall Train Station Foundation by the Joint Langley - Ft Eustis Command, Newport News, VA. For the past three years, the effort has been ongoing to restore the exterior of the hospital rail car. The project will be dedicated to the sacrifices and the service of military personnel, as well as highlighting the

continued on page 5

Division Member Featured in MR Magazine

Tidewater member and Master Modeler John “JJ” M. Johnson’s layout “A Place on the Pennsy” was the cover story in the November 2019 edition of Model Railroader Magazine.

For those privileged to have visited his layout, the cover story only reinforced what you already knew.

This Month in Rail History

Oct 3, 1922: Canada creates Canadian National Railway and nationalized system.

Oct 9, 1863: U.S. Congress sets transcontinental RR gauge at 4' 8-1/2”.

October 15, 1906: Potomac Yard opens, removing most unsightly yard switching from along Virginia Ave. & the Mall, per McMillan Commission & the "City Beautiful" movement. Shepherd's Landing-Alexandria freight car ferry operation ends with Potomac Yard opening.

Oct 16, 1964: Norfolk & Western Railway merges with Nickel Plate Road and leased Wabash Railroad.

Oct 17, 1968: the first legal mixed drink is purchased in Virginia post-Prohibition, a \$1.14 scotch and soda served to a patron sitting, not standing, in the club car of a Chesapeake & Ohio railway Co. train parked in Newport News.

BILL OF LADING – OCT 2019

- 2** Railroad's Experiencing Revenue Decline
- 2** Pigeon's Delay BART Repairs.
- 2** 7 Reasons to Take the Train in Europe
- 3** Brakeman Eludes Police – 25 April 1904
- 4** “From the Timekeeper” Sept Board Meeting Minutes
- 5** “End of a Tradition” Amtrak to Cut Dining Service

“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

Railroads Experiencing Revenue Decline

Railroads have predicted freight volumes will fall further this year due to a number of sectors doing poorly. For example, CSX is moving less coal because natural gas prices have fallen, making it a more affordable alternative. And let's not overlook the emerging wind energy. The ongoing U.S.-China trade war and other potential trade spats have also cut into shipping and cast doubt although companies are moving from China to other SE Asia countries and that new trade business is starting to jell. President Trump recently made a deal with the European Market to import more American beef. Bad weather and flooding have hurt crop production, which also impacts shipping volumes for the rails.

On the positive side, the increase in American manufacturing and infrastructure projects are beginning to make a slight impact in shipping. However, railroads are warning investors that freight shipments will continue to fall this year.

High-Speed Rail Link Vancouver to Seattle

The report prepared by engineering consulting firm WSP says it currently takes about two hours and 40 minutes to drive from Seattle to Vancouver, or more than four hours by bus or train. The driving time from Portland to Seattle is about three hours, or about three and a half hours by bus or train, it says.

A high-speed system would feature frequent trains running at speeds as high as 400 kilometers an hour and include stops in between the major cities with connections to other transportation, says the report. It suggests intermediary stops in Surrey, Bellingham, Everett, Tacoma and Olympia, among others, and says these stops would only result in "minor" time penalties.

Pigeons Delay BART Repairs

BART said nesting pigeons are responsible for delaying escalator repairs at a station in San Francisco, for an entire month. While an escalator at the 24th Street Mission station was closed for repairs, BART workers discovered this pigeon nesting in the machinery. The bird even laid two eggs.

San Francisco Airport/BART To Deal with Homeless

San Francisco International Airport is ready to make changes to deal with a spike in homeless people arriving on BART trains and sleeping in terminals. As some homeless people made their pilgrimage from BART to the airport, SFO quickly realized the status quo was not working. Airport officials say that homeless people are riding the last train south from the city to the airport and then looking for a place to sleep.

Fire Cancels Italian High-Speed Rail

A suspected arson fire threw Italy's high-speed rail system into chaos Monday, forcing the cancellation of dozens of train runs and frustrating vacationers and commuters along the heavily-traveled Milan-Naples corridor. The state railways company said the suspicious fire occurred near Rovezzano station along the Rome-Florence line and caused those trains, which did depart, to be delayed as much as four hours.

7 Reasons to Take the Train in Europe

Taking the train instead of a plane might not be much of an option in most of the U.S., but it's hugely popular in Europe – and often almost as fast or even faster than flying. What's more, intra-European train trips have a much lower per-passenger carbon output than planes, so they are benefiting this year from the so-called "flight shaming" environmental movement.

Canadian National Upgrades

The first four of the SD9043MAC to SD70ACU upgrade units were delivered to Dubuque by the CN early this morning and were being taken to the CP interchange track. The four were CP 7000-7003.

Also, there were two more SD9043s in the CN yard and four more units still in the Dubuque CP yard. Eventually, these all will be headed east for Mayfield and the upgrade program.

Tidewater Division

Board of Directors

Superintendent: Fred Humphrey
(fredrickhumphrey@outlook.com)
Asst Superintendent: John Fallon
(zcoxdoc@yahoo.com)
Timekeeper: Bob Cook
(seadevil8@verizon.net)
Paymaster: John Robey
(jrobey6@cox.net)
Member at Large: John Cryderman
(hjcryderman@cox.net)
Member at Large: Roger Bir
(sorcerer54@cox.net)
Member at Large: Norm Garner
(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 for details.

Division Mtg/Contest Schedule

Nov 16, 2019: 10am-Portsmouth Children's Museum of Virginia, 221 High St, Portsmouth VA, Guest Speaker: Skip Novac – Contest: Your Favorite Car

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

Brakeman Eludes Police

**Evening Times - Republican,
Marshalltown Iowa, April 25, 1904**

A rather amusing story is going the rounds among Iowa Central Employees which has to do with the merry time a Hampton, Iowa constable had in attempting to arrest Ray Fuller, a brakeman for the company, who lives in Oskaloosa. As the story is told, Fuller at the time, was running with conductor "Ed" Clifford on No. 91. At Chapin the station agent, Peter Neehan wanted some switching done, and he and Fuller had some words over it which ended in Fuller knocking the agent down.

The following day when the crew was coming south, a green and white flag greeted the engineer at Chapin, and a constable was on hand with a warrant for Fuller's arrest. Applying to Clifford for information, the officer was told Fuller was ahead packing a hot box and while the constable was making his way forward, the crew gave the engineer the "high ball" and the constable was left behind.

In the meantime, Hampton had been telephoned and when the train reached there, Fuller, who was busy transferring butter, was accosted by another constable who asked him if he was Fuller. Fuller told him no, that the man he was looking for was on ahead. While the officer plodded up one side of the train, Fuller ran ahead on the other side and continued on south of Hampton about a half mile, where he caught the train as it pulled through to Ackley. The constable rode in the caboose, while Fuller was ahead riding in the engine cab. At Ackley the engineer cut off his engine as soon as he stopped and ran by the station, leaving Fuller again a half mile or so south. When the engineer returned to the train the constable, on asking what he did that for, was told that the locomotive was run down and back "just to pump her up a little."

The officer gave up the chase when the train pulled out, but the Chapin agent, having complained to headquarters, Fuller was ordered to quit when the train reached Pickering.

**From “The Timekeeper”
Tidewater Division - Business Meeting Minutes
21 September 2019**

The meeting was called to order at 1001 at Seaboard Station Railroad Museum, Suffolk, VA.

Attendees: 25, one visitor.

Membership: 151 members

Finance: Report given.

Norm Garner presented the history of the model railroad layout that is part of the museum. The Division stepped in and built the layout on request from the Museum. The Museum had tried to find a professional builder but costs were too high. The layout was built for about three thousand dollars. Several of the buildings on the layout were entered in NMRA contests and won best in show (JJ Johnson was the builder).

Business:

1. John Fallon and Gary Brown attended a meeting in Charlottesville VA regarding the 2022 Mid East Region Annual Convention. The meeting will be hosted by the James River Division and will be in Richmond. Other Regions had expressed interest in combining conventions but that will not happen. The Tidewater Division will be available to assist the James River Division.
2. The coordinator for the Annual Show decided fall of 2020 is the best opportunity for the next show. Several large shows are planned in the winter/spring of 2020 so getting vendors to appear for another show in this area would be difficult. Search is ongoing for a site that will provide the room without the expense of the Virginia Beach Convention Center (with its parking problems)
3. Bob Cook highlighted the article in the Callboard that the Division is looking for volunteers for opening their layouts to open houses. The goal is to have a couple of layouts for tours on Division meeting days.
4. The Board of Directors (BOD) is researching potential legal and tax issues with opening up the white elephant tables to non-NMRA members at the annual business meeting in January at the Lee Hall Depot. The BOD has authorized three door prizes of \$300, \$200 and \$100 with the option of buying additional tickets at \$1 apiece.
5. If anyone has been having problems opening up the Callboard, contact Roger Bir.
6. Suggestion was made to issue the Callboard after the meetings to allow for pictures of the award winners to be published in a timely manner, as opposed to waiting almost two months until the next meeting. The consensus was to put the Callboard out before and after a meeting.
7. Dale Ridgeway continues to improve from his heart surgery and plans to attend the November meeting.
8. Bob Cook announced that he has purchased a Lok Programmer and is willing to program ESU sound decoders for Division members.
9. The Superintendent announced that the MER has issued a code of conduct, however, at least one member has had an issue with it.
10. Model Contest: Steam vs Diesel Locomotives:
 - a. First. Pat Mahoney Wabash Steam
 - b. Second. Bob Cook Virginian ABA Diesels
 - c. Third.
11. Bob Cook was presented with a Golden Spike Award, Certificates of Achievement for Chief Dispatcher and Model Railroad Engineer – Electrical, and merit awards for three structures.
12. Bill Waples won the door prize.

The meeting was adjourned at 1130.

history of rail in Newport News and the United States.

The Tidewater Division would like to support this noted effort by donating 10% of our white elephant sales to the Lee Hall Train Station Foundation. We request all railroad modelers to come and join us in this worthy effort by bring model railroad items to sale in the white elephant sale. As of this writing we have N and HO scale items available for viewing and purchase. We hope you will come a join us and bring item to sale regardless of scale.

There will be several raffles and everyone that attends will get one free raffle ticket. You can purchase an additional raffle ticket for \$1 each. The raffle ticket is good for all drawings which include \$300 cash, \$200 cash, \$100 cash, \$50 credit to select an item on our shopping list and a railroad frame picture.

Fred

Railroad Fever

by Fred Humphrey

"The Intelligence Test"

A dim-witted engineer was worried sick when he heard that all engineers would have to take an intelligence. Fearing the worst, he convinced to examiner to let him take the test on Sunday.

"OK," began the examiner, "This test has just one question. Imagine you are running a train from Rouses Point to Albany, stopping at Saratoga. Where would you stop, and where would you side track?"

The nervous engineer straightened up, cleared his throat, and finally answered, "I'd stop at Saratoga and Albany."

The examiner shot out of his seat and shouted, "You idiot, that's wrong! You'd have seven accidents. You've failed the test!"

"But sire, protested the engineer. "Didn't you say I'm running the train today?"

"That's right." Answered the examiner.

"Today is Sunday. *Those other trains aren't running today.*"

End of a Tradition

Amtrak to Cut Dining Service

by Luz Lazo – Washington Post

Harrison Keely's most fond memories of riding Amtrak all include snapshots of the dining car. The shiny silverware and white linens. Enjoying thick slices of French toast covered with powdered sugar and drenched in syrup while taking in the scenery. The friends made over a slice of cheesecake. "There's something fantastic about dinner in the dining car," said Keely, 32, a writer from Brasstown, N.C., who swears by the Amtrak crab cake and steak dinner. "You get to meet other people and hear so many great stories. It is to me one of the best parts about traveling."

That experience is about to change. Amtrak says it is reinventing its dining service on long-distance trains, killing the traditional dining car to create more "flexible" and "contemporary" dining options. The carrier says the change, starting this fall on the one-night routes east of the Mississippi River, is driven by the desire to save money and lure a younger generation of new riders — chiefly, millennials known to be always on the run, glued to their phones and not particularly keen on breaking bread with strangers at a communal table.

With the transition, Amtrak is doing away with the traditional onboard kitchen, switching to serving prepackaged meals and easing restrictions on the traditional serving times. The change allows the railroad to cut costs associated with cooking aboard and keeping up with the white-tablecloth service that was once known to rival high-end restaurants and clubs. For now, the changes are only on Amtrak's one-night routes on the East Coast. The "flexible" dining service for sleeping car customers starts Oct. 1 on the Cardinal (New York-Chicago), City of New Orleans (Chicago-New Orleans), Crescent (New York-New Orleans) and Silver Meteor (New York-Miami). The shift will happen next year on the Silver Star — another New York-Miami service.



DESTINATION:

STRYKER CENTER

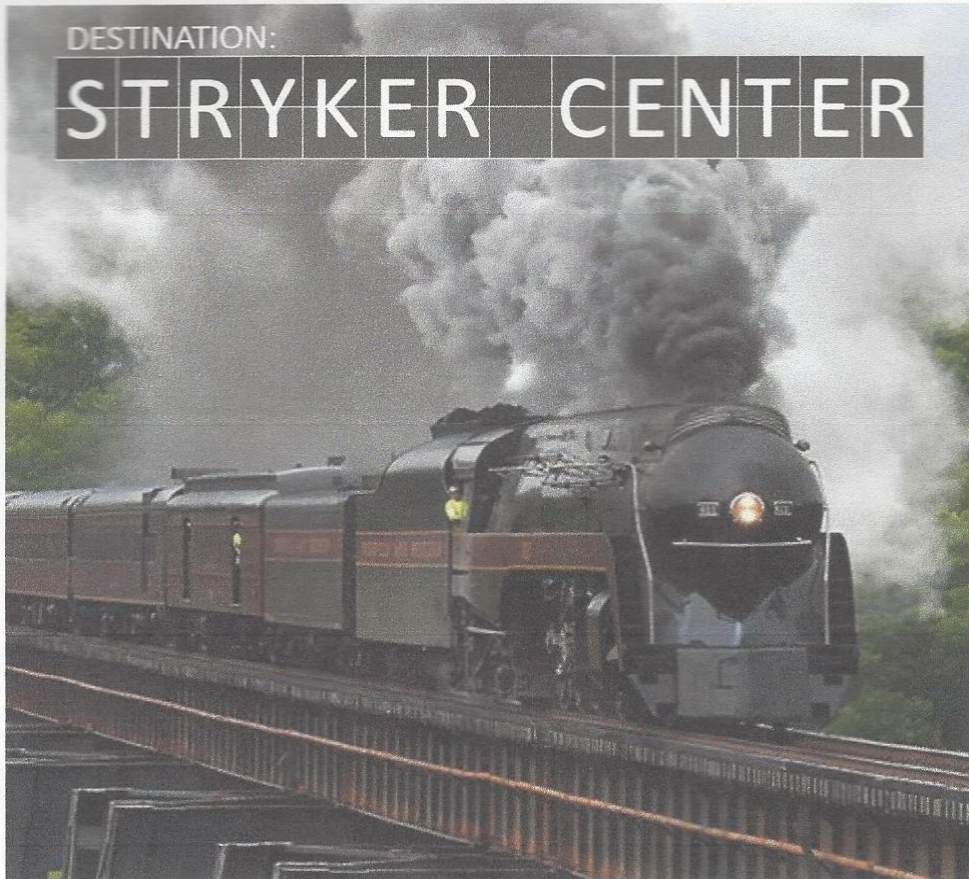


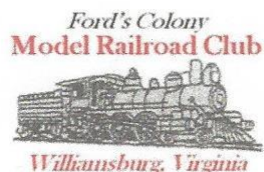
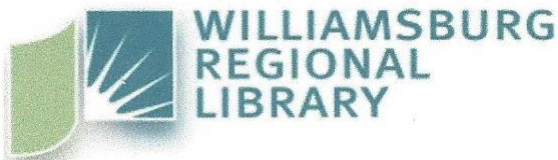
Photo: Norfolk Southern Railway Company

SATURDAY, DECEMBER 7: 10AM – 5PM
SUNDAY, DECEMBER 8: 1PM – 5PM

MODEL RAILROAD SHOW

Directions:

- The **Stryker Center** is located at the corner of North Boundary and Lafayette Streets in downtown Williamsburg.
- Three blocks north of Colonial Williamsburg's Merchants Square, adjacent to the Williamsburg Library.



Free Admission

**15th Annual Model
Railroad Layout
Show**

**See rooms of model
railroads in action**

**Eight operating
layouts, plus hands-
on activities**

**Trains take over the
Stryker Center!**

***Grand Illumination
Weekend***



STRYKER CENTER

412 North Boundary Street
Williamsburg, VA

www.wrl.org www.fchoa.org/railroad