



Tidewater Division

CALLBOARD

Volume 2020, Issue 4

NMRA MEMBER

Sep, 2020

“Tracks Ahead”

Fred Humphrey, Superintendent

This year has been difficult for everyone due to the pandemic and the restrictions placed on everyone. We will get through this challenge like we have many times before and continue to move forward. Keep everyone and out of harm way by following the COVID-19 guidelines and everyone will make it through OK.

Several things have happened that I want to bring to your attention since the last CALLBOARD Newsletter release. As you know the pandemic has caused us to cancel meetings scheduled for September 2020, November 2020 and January 2021. However, we are working to locate a site that will permit us to hold the annual business meeting as soon as possible in 2021 and hope to include the white elephant sale. Additionally, the BOD voted to cancel the 2021 Annual Train Show and wait to see if there's a possibility we'll be able to have it in 2022 if the pandemic restrictions are lifted or eased up.

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BILL OF LADING – SEP 2020

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Division BoD Elections

3 Positions Open

In conjunction with the country's national elections, this too is the time to decide who will represent your interests on the Tidewater Division Board of Directors. Per the division by-laws, three positions are open for 2021.

Should you want your name to be considered for one of three positions, you will need to submit a resume to the division superintendent, Fred Humphrey. Deadline to submit your application is 1 November 2020. You can send your resume via e-mail to: fredrickhumphrey@outlook.com or by mail to: 929 Priscila Lane, Chesapeake VA 23322. If you are a prior member of the board, then no resume is needed for submission.

The division chair for these elections is Roger Bir and the member handling the ballots (mail coordinator) is John Fallon, assistant division superintendent. With this year's annual business meeting (January) in jeopardy due to COVID complications, the three open board positions will be decided via a mail in ballot. Ballots (with a self-stamped/addressed envelope included) will be sent to all members on 28 November 2020. Your ballots, to be counted, need to be received NLT 4 January 2021.

It is the wish of the Board to be able to announce the results at an “in person business meeting” hopefully in January 2021.

“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

Master Model Railroader Update

Tidewater Division Members

by Norm Garner

Most division members are aware of who within Tidewater holds the prestigious "MMR" rating. Currently John Johnson, Chuck Davis and most recently Norm Garner carry the coveted title of MMR. The "Callboard" would like to acknowledge the following members in their quest to join JJ, Chuck and Norm:

Dale Ridgeway MMR #657 Awarded

Qualifications for this ranking include choosing seven of the following eleven categories and successfully completing all the requirements. They are: Author, Official, Volunteer, Master Builder-Scenery, Master Builder-Cars, Master Builder-Motive Power, Master Builder-Structures, Master Builder-Prototype Models, Model Railroad Engineer-Civil, Model Railroad Engineer-Electrical and Chief Dispatcher. For more details contact the Achievement Program chairman, Norm Garner at: nwgrail2@aol.com

Division Mtg/Contest Schedule 2020

Sept 19, 2020: Business Meeting CANCELLED

Nov 21, 2020: Business Meeting CANCELLED

Jan 16, 2021: Annual business meeting and White Elephant Table. Location: TBD Contest: Favorite Train

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.nmar-mer-tidewater.org/>. Printed copies in B/W are available on request, contact the Callboard editor at sorcerer54@cox.net for details.

Tidewater Division

Board of Directors

Superintendent: Fred Humphrey
(fredrickhumphrey@outlook.com)

Asst Superintendent: John Fallon
(zzoxdoc@yahoo.com)

Timekeeper: Jim Keiper
(eljek8952@gmail.com)

Paymaster: John Robey
(jrobey2019@gmail.com)

Member at Large: John Cryderman
(hjcryderman@cox.net)

Member at Large: Norm Garner
(nwgrail2@aol.com)

Member at Large: Roger Bir
(sorcerer54@cox.net)

Achievement Program: Norm Garner
(nwgrail2@aol.com)

Something to Contemplate In Your Future

by John Robey, Division Paymaster

Something that you have thought about, but haven't done anything about it? Your model railroad empire and what will happen after you have passed on, is the answer. There are numerous articles in various modeling magazines or organizations that discuss this subject. How many times have you said, "I need to organize my inventory and determine how to direct the liquidation of such"?

First, you should get organized with an inventory of your empire. As sophisticated as an extensive database program that include photos, valuations, and detailed descriptions.....to..... a simple hand written list on notebook paper. For me, I prefer my inventory on Excel spread sheets that I can maintain on my desktop, email it my smart phone, and that way I have the inventory at my fingertips while shopping at a hobby shop or train show.

Now, after you have organized you collection into a format that your heirs can decipher and begin to make "heads or tails" out of the stuff that's in the train room! You need to think about what to do with your collection and how you want it disposed of. (whew....those are tough words...."disposed of" when referring to your prized DCC with sound, highly detailed locomotive...) Well, there are several avenues to consider. You could leave detailed instructions to your heirs on how to sell each individual piece on venues such as Ebay and reap the profits. They could rent a table at the local model train show and try their hand at being a "dealer". All of which, takes dedication and time. Another avenue, is contacting brokers who advertise in modeling magazines that offer to purchase entire collections. The advantage is one transaction can clear out the inventory, but the downside is the monetary offer will be a lot less than what the collection is really worth on the resale market. They have to make a profit....you know...."buy low/sell high"! Another possibility that people have chosen is donating the collection to a non-profit organization and perhaps, gaining a tax deduction receipt. You can find more information about non-profits by contacting your NMRA Division board members or model train clubs that have non-profit status (501.(c)3). There are also other ideas, such as donating the applicable items of your collection to the historical society that has modelers for that railroad. And of course, the situation that we would all like to be in, is to have a relative or young member that shares your interest in the hobby of model railroading and would love to inherit your collection!

And now the final thoughts. Have you considered "thinning the herd" of those unnecessary models, kits, buildings that you don't need now, never needed, or got overcome by events (OBE). Do you really need 89' flat cars for your 18" radius curve layout? Have you settled on modeling a specific era or time and you have rolling stock and motive power that doesn't fit that era now? This is simply a way to evaluate your collection and fine tune it to reflect your modeling tastes!

I hope that this has made you think about what we all need to do and make your wishes known to your heirs. In the meantime, continue enjoying your modeling and your hobby!

Railroad Lingo

ARMSTRONG: Old-style equipment operated by muscular effort, such as hand-brakes, some turntables, engines without automatic stokers, etc.

BIG FOUR: The four operating Brotherhoods: Brotherhood of Railroad Trainmen, Order of Railway Conductors, Brotherhood of Locomotive Firemen and Enginemen, and Brotherhood of Locomotive Engineers

BELL RINGER: Locomotive fireman

Wisconsin Great Northern To Restore & Operate Zephyr

By David Yeter

TREGO, Wis. — The opportunity may be coming to travel to Northwest Wisconsin and ride one of the first diesel-powered streamlined passenger trains. In a Trains News Wire exclusive, the Wisconsin Great Northern Railroad has announced it has purchased the *Mark Twain Zephyr*, one of nine trainsets built by Philadelphia's Budd Co. for the Chicago, Burlington & Quincy in 1934. The shovelnose locomotive and three-car articulated trainset, along with an extra car, are in the process of being trucked to WGN's Trego yards where the train will undergo a full restoration to operating condition.

The *Mark Twain Zephyr* has been through four owners, all of whom said the train would be restored, but no work has been done on the trainset. The trainset has mostly been mostly gutted, and no longer has the Winton engine, but Wisconsin Great Northern President Greg Vreeland has a plan for the storied train. It has been stored at several Midwest locations, mostly in Illinois. The train's trucks have already been delivered to Trego, with power car No. 9903, the *Injun Joe*, to be shipped from Gateway Rail Service in Madison, Ill., this week. Originally powered by a 600-hp, eight-cylinder Winton diesel engine, the 9903 will be first and most complex part of the restoration and repowering project. "Our CNW-painted No. 1280 [an SW600] will be donating its EMD 600-hp 6-567 C engine to the 'Injun Joe,'" Vreeland says. "I've already taken measurements and I know it will fit with some modifications and fabrication of some steel parts." Several other components from No. 1280 will be used in the 9903, including the control stand and generator.

The second car in the train, baggage car No. 506, *Becky Thatcher*, will be rebuilt to include a historical walk-through interpretation of the Zephyr program. The third car is No. 551, dining car *Huckleberry Finn*. Plans are to restore it and to be a full-service dining car, with the interior modeled after the 1936 *Denver Zephyr*. Plans for boat-tail observation lounge-parlor car No. 573, the *Tom Sawyer*, include first-class seating, with low-back chairs to enable passengers to enjoy the view. An extra car that was originally part of the *Pioneer Zephyr*, 1938-built dinette-coach car No. 500, the *Effie Dean*, will be transformed into a tavern lounge. This car was included in the Burlington's 1962 sale of the trainset because Chicago's Museum of Science and Industry, which purchased and displays the Pioneer Zephyr, did not have room for the entire train.

Wisconsin Great Northern's staff, including carpenters, painters, electricians, and diesel mechanics, has experience restoring equipment, having prepared cars for the railroad's popular bed & breakfast and passenger operations. "We have done a ton of research," Vreeland says. "We are going to give it every bit of Zephyr flavor as we can, using Zephyr floor plans and interior colors and decoration that befits the Zephyr period."



Roger Vreeland of Wisconsin Great Northern Railroad poses in the cab after purchasing #9903 earlier this year.

UP Derails East of North Platte

Photo by Heather Harvey

NORTH PLATTE, Neb: The Union Pacific Railroad had 38 railroad cars derail Saturday evening around 6:00 p.m. east of North Platte.

Spokeswoman Raquel Espinoza told News 2 (NBC Nebraska - North Platte) there were no injuries in the pile up. The train was traveling from North Platte to Little Rock, Arkansas. It derailed before passing Maxwell, east of North Platte.

The accident is under investigation.



BOXCAR BLUES

Charles D. Dulin

Beneath a prairie starlit sky
An old dead freight is pounding by
With all her odors, clinks, and squeals
And rhythmic thump and spotted wheels.

Away out there the whistle screams
To all the universe, it seems,
And now the markers blink and sway,
Lunge suddenly, then glide away.

A vagrant tramp, as you've surmised,
She's not among the advertised.
She's not allowed to make a pass
At glamour in the varnish class.

But this old op just loves to stand,
A yellow lantern in his hand,
And sense that old nostalgic flare
Riding her cars from everywhere.

From Railroad Magazine, March 1951, Vol.54, No.2

(A special thanks to Pat Mahoney for submitting this ode)

Former MR Editor Succumbs to COVID Complications



Neil Besougloff, age 61, passed away in Puerto Vallarta, Mexico on July 26 due to complications from Covid-19. Neil was the Editor of Model Railroader Magazine until his retirement in 2017.

He is survived by his wife Susy, his parents Paul and Roslyn Besougloff. Beloved brother of Jeff (Sarah) and Laurie Hankins. Father of Austin and Hunter Besougloff, Holly Tidwell, Ricky, Michael and Sammy Quinones.

Donations in Neil's name can be made to Monzon Brewing Company, his favorite brewery in Puerto Vallarta, Mexico. Monzon is assisting the community with meal programs and food donations during these very tough times.

This Month in Rail History

Sep 1, 1935: NMRA organizes in Milwaukee, WI

Sep 2, 1919: Congress passes bill barring rail strikes.

Sep 3, 1930: Thomas Edison runs first experimental electric passenger train between Hoboken and Montclair, New Jersey.

Sep 7, 1958: Eckington-Mt. Rainier-Branchville (Washington) street car line is abandoned.

Sep 15, 1981 Smithsonian hosts a 150th grand celebration of the "John Bull" steam locomotive, with it operating on the B&O's Georgetown Branch

Sep 20, 1850: President Millard Fillmore signs first Railroad Land Grant Act.

Sep 20, 1984: Singer/Songwriter, Steve Goodman, who composed "City of New Orleans" died in Seattle.

Sep 21, 1856: Illinois Central Railroad connects Cairo, Illinois with 700 miles of track, making it the longest railroad in the country.

Sep 29, 1897: Capital Traction Co. cable car powerhouse bums on site of present Wilson/District Building and Ronald Reagan Building.

Sep 29, 1988: rededication of DC's Union Station after \$160M spent in revitalization project.

Fred Harvey's Contributions To Railroading

Hospitality, Restaurants and Western Railroads

(thanks to John Robey for the suggestion and pictures for this article)

The Fred Harvey Company was the owner of the Harvey House chain of restaurants, hotels, and other hospitality industry businesses alongside railroads in the western United States. It was founded in 1876 by Fred Harvey to cater to the growing number of train passengers. When Harvey died in 1901, his family inherited 45 restaurants and 20 dining cars in 12 states. By 1968, when it was sold to Amfac, Inc., the *Fred Harvey Company* was the sixth largest food retailer in the United States. It left behind a lasting legacy of good food, dedication to customers, decent treatment of employees, and preservation of local traditions.

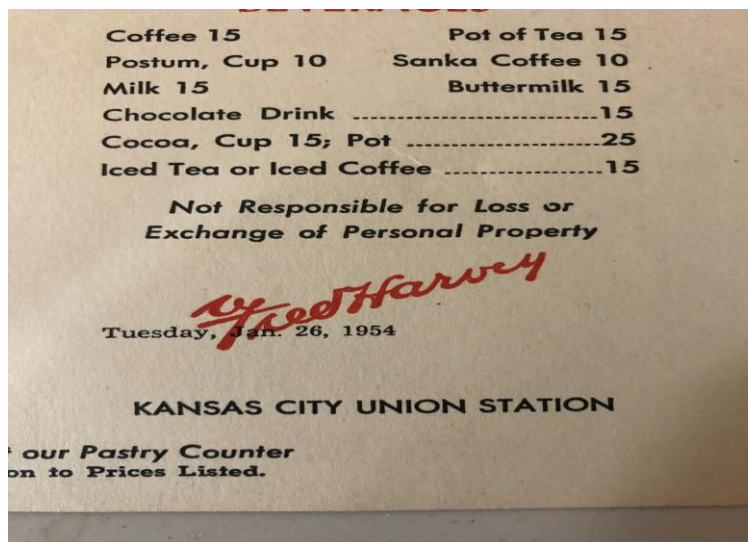
The company traces its origins to the 1876 opening of two railroad eating houses located at Wallace, Kansas, and Hugo, Colorado, on the Kansas Pacific Railway. These cafés were opened by Fred Harvey, then a freight agent for the Chicago, Burlington & Quincy Railroad, who emigrated to the United States from England when he was 17 years old. The café operation ended within a year, but Harvey had been convinced of the potential profits from providing a high-quality food and service experience at railroad eating houses. His longtime employer, the Burlington Railroad, declined his offer of establishing a system-wide eating house operation at all railroad meal stops, but the Atchison, Topeka & Santa Fe Railway subsequently contracted with Harvey for several eating houses on an experimental basis.

In 1883, Harvey implemented a policy of employing a female, white-only serving staff. He sought single, well-mannered, and educated American ladies, and placed ads in newspapers throughout the East Coast and Midwest for "white, young women, 18–30 years of age, of good character, attractive and intelligent". The girls were paid \$18.50 a month, plus room and board, a generous income by the standards of the time.



The women were subjected to a strict 10 p.m. curfew, administered by a senior Harvey Girl who assumed the role and responsibilities of house mother. The official starched black and white uniform (which was designed to diminish the female physique) consisted of a skirt that hung no more than eight inches off the floor, "Elsie" collars, opaque black stockings, and black shoes. The hair was restrained in a net and tied with a regulation white ribbon. Makeup of any sort was absolutely prohibited, as was chewing gum while on duty. Harvey Girls (as they soon came to be known) were required to enter into a one-year employment contract, and forfeited half their base pay should they fail to complete the term of service. Marriage was the most common reason for a girl to terminate her employment.

Harvey initially balked at the suggestion that in-transit dining facilities be added to all AT&SF trains operating west of Kansas City. Eventually, Harvey agreed to support the railroad in this endeavor, and the *California Limited* became the first AT&SF's name trains to feature Harvey Company meal service en route. Later trains, such as the vaunted *Super Chief*, included dining cars (staffed by *Fred Harvey Company* personnel) as part of the standard passenger car complement right from the outset.



Clinicians Needed

October 2021



To the Tidewater Division,

We've got the place, the date and the logo, but we need you and your Division. The 2021 Local Convention Committee is charging forward with planning of the Mount Clare Junction model railroader convention, to be held 21 through 24 October, 2021. Hosting this event will be at the Delta Hotels Baltimore Hunt Valley in scenic Hunt Valley, Maryland.

We are looking for clinicians, with a preference towards attendee participation hands-on projects, and those willing to offer "on the way home" layout tours. In the interest of providing ease of access and greater likelihood of visitors, we encourage those within a reasonable distance of the major interstates (I95, I70, I83) participate in the layout tour.

An online form has been created to indicate your interest in participating, and it's easy to use; just click on the word "JotForm" to be taken there. Should you prefer a more traditional form, we can provide a fillable PDF upon email request.

Regards,

Rick Uskert

2021 Local Convention Committee Chair
2021 Mid-Eastern Region Convention
2021lcc.chair@chesdiv-nmra.org



LOOK SOUTH IN 2020

MID-EASTERN REGION 2020 CONVENTION CAROLINA SPECIAL

OCTOBER 15TH – 18TH 2020
Crowne Plaza Charlotte,
Executive Park
CHARLOTTE, NORTH CAROLINA

HAS BEEN CANCELLED

Due to concerns regarding the COVID-19 virus

Board of Directors (BOD) Meeting Minutes of 9 Sep 2020 At 1728 Springs Edge Court, Virginia Beach, VA 23456

1. **Call to Order.** 6:30PM
2. **BOD Present:** John Fallon, John Cryderman, John Robey, Roger Bir and Fred Humphrey
3. **Reports.**
 - Membership –John Fallon reported 138 members.
 - Finance – John Robey reported the current balances. Received MER annual membership checks for deposit.
4. **Division Business.**
 1. As a reminder the meetings scheduled for 19 September 2020, 21 November 2020 and 16 January 2021 have been cancelled because of Convid-19. However, still working to locate a site that will permit us to hold the annual business meeting as soon as possible in 2021 and include the white elephant sale, if possible.
 - a. Discuss the possibility of holding virtual meetings and determined it wouldn't work for us. So the idea was shelved.

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- b. Since our last meeting the superintendent issue an email advising all interested parties Project Endeavor to establish a Hampton Roads Council of Model Railroaders and locate a facility to house layouts has been suspended due to the Convid-19.
- c. Due to the current pandemic situation the Annual Train Show has been cancelled for 2021. Should the pandemic improve and permit us to have a show in 2022. Time will tell.

5. New Business.

- a. Earlier this year superintendent provided information from NMRA policy regarding youth and at-risk person. NMRA has released the final policy guidance and is available for your review on our web site <https://nmra-mer-tidewater.org>.
- b. It's time to begin the nomination process for 2021 vote for three BOD members. Roger Bir (Committee Chairman) and John Fallon (voting by mail coordinator) comprise our committee. They will provide additional information in the near future. At this time John Robey and John Cryderman are up for re-election with Norm Gardner stepping down. Looking forward to receiving your nominations.
- c. Have been unable to present awards and certificates at our regular meetings due to the pandemic, the superintendent will be forwarding these awards and certificates by mail. Will retain a list of who received these awards and certificates to be announced at our next scheduled meeting. This information will be available on our web site <https://nmra-mer-tidewater.org> for all to view.
- d. Just received word from Pat Mahoney via email regarding Micro Trains has been affected by fires out west. George Irwin sent this UMTRR (Unofficial Micro Trains Report) on the company's position following the fire and theirs been a "GOFUNDME" site established to provide aid. Go to our web site <https://nmra-mer-tidewater.org> to read the complete email.
- e. Provide an update on efforts to place a model railroad layout at the Pungo Aviation Museum. Please read the superintendent's Track Ahead article for more in-depth information about the Pungo Aviation Museum.
- f. BOD approved a donation of \$250 for the Pungo Aviation Museum restoration fund.
- g. The superintendent has volunteered to held conduct an MER financial audit with two other MER members during 15 January 2021 till 28 February 2021.

6. **Next BOD Meeting.** 6:30 PM, 11 Nov 2020 at 929 Priscilla Lane, Chesapeake, VA 23322.

7. **Adjoin Meeting.** 7:52PM



A BNSF train with a load of tanks as it heads to California for Army training. The loads originated in Camp Ripley, MN.



A UP train, with VP of Operations on board...inspecting tracks of the former Rock Island and KATY railroads.

The Historical Perspective of Std Railroad Gauge

Or The Scientific Theory of "Being a Horse's Ass"

(thanks to John Robey for this Article)

The U.S. Standard railroad gauge (distance between the rails) is 4 feet, 8.5 inches. That is an exceedingly odd number. Why was that gauge used? Because that's the way they built them in England, and English expatriates designed the U.S. Railroads.



Why did the English build them like that? Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used. Why did 'they' use that gauge then? Because the people who built the tram ways used the same jigs and tools that they had used for building wagons, which used that wheel spacing. Why did the wagons have that particular odd wheel spacing? Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in England, because that's the spacing of the wheel ruts. So, who built those old rutted roads? Imperial Rome built the first long distance roads in Europe (including England) for their legions. Those roads have been used ever since. And the ruts in the roads? Roman war chariots formed the initial ruts, which everyone else had to match for fear of destroying their wagon wheels. Since the chariots were made for Imperial Rome, they were all alike in the matter of wheel spacing. Therefore, the United States standard railroad gauge of 4 feet, 8.5 inches is derived from the original specifications for an Imperial Roman war chariot. In other words, bureaucracies live forever. So, the next time you are handed a specification, procedure, or process, and wonder, 'What horse's ass came up with this?', you may be exactly right. Imperial Roman army chariots were made just wide enough to accommodate the rear ends of two war horses.



Now, the twist to the story: When you see a Space Shuttle sitting on its launch pad, you will notice that there are two big booster rockets attached to the sides of the main fuel tank. These are solid rocket boosters, or SRBs. The SRBs are made by Thiokol at their factory in Utah (Ed Note: not far from Promontory Point). The engineers who designed the SRBs would have preferred to make them a bit larger, but the SRBs had to be shipped by train from the factory to the launch site. The railroad line from the factory happens to run through a tunnel in the mountains and the SRBs had to fit through that tunnel. The tunnel is slightly wider than the railroad track, and the railroad track, as you now know, is about as wide as two horses' behinds.

So, a major Space Shuttle design feature of what is arguably the world's most advanced transportation system was determined over two thousand years ago by the width of a horse's ass. And you thought being a horse's ass wasn't important! Now you know, Horses' Asses control almost everything. Explains a whole lot of stuff, doesn't it.



CGW Engineer Shot

OELWEIN (IA) REGISTER, January 27, 1904

Charles Zwisler, a CBW engineer and well known in Oelwein, was held up and shot twice on Cherry Street between Eighth and Ninth Streets in Des Moines Friday night at 8:30 o'clock.

He was not seriously injured, although his escape from death was a close one. One bullet was embedded in the base of the skull. Another passed through his hand. The hold-up men got his watch and escaped. Zwisler made his way to the Great Western dispatcher's office in the Union depot, dizzy and covered with blood, and the police were notified.

Streetcar Struck by IC Train

OELWEIN (IA) DAILY REGISTER, Oct 30, 1907

R. G. Stallnecker, a motorman employed on the Waterloo Cedar Falls and Northern Railway, was killed last night by a collision with an Illinois Central passenger train while running his car across the tracks. The trolley came off the wire, causing the car to come to a stand-still directly across the railroad track.

The coach was splintered into kindling and Stallnecker was caught in the debris. He sustained a fractured skull and internal injuries, producing hemorrhages. The accident occurred at 6 o'clock, and he lived but a short time in the hospital.

It's that time of the year to begin the nomination process for 2021 vote for three BOD members. Roger Bir (Committee Chairman) and John Fallon (voting by mail coordinator) comprise our committee. They will provide additional information in the near future. At this time John Robey and John Cryderman are up for re-election with Norm Gardner stepping down. I look forward to your input on who will be nominated.

Earlier this year I provided information from NMRA policy regarding youth and at-risk person. NMRA has released the final policy guidance and is available for your review on our web site <https://nmra-mer-tidewater.org>.

Since we have been unable to present awards and certificates at our regular meetings due to the pandemic, I will be forwarding these awards and certificates by mail. We will retain a list of who received these awards and certificates to be announced at our next scheduled meeting. This information will be available on our web site for all to view.

As you remember I stood up Project Endeavor to bring local model railroad club together and find a location to provide a public venue of several scaled layouts. Project Endeavor has been placed on hold due to the pandemic. However, Greg Warth talked with Gerald "Jerry" Yagen, owner of the Pungo Military Aviation Museum regarding the possibility of placing layout at the Pungo Aviation Museum. Greg spoke with Roger Bir about this possibility and was brought to my attention. Roger contacted Jerry Yagen and requested if it was possible to meet and discuss the idea of a permanent layout at the Pungo Aviation Museum. Roger Bir and I met with Jerry Yagen and received an in-depth tour of the Pungo Aviation Museum and discussed the possibility of placing a model railroad layout there. We had a great tour and discussion regarding Jerry's outlook and what we believe would work. Several locations were viewed as possible locations, but only one building came close to meeting Pungo Aviation Museum access control issues and our ability to have access any time (not willing to issue keys to our membership). The drawback to this location it was large enough to handle $\frac{3}{4}$ the length of two aisles from the old club house at Fairfield shopping center. The Museum is open 9AM – 5 PM daily which creates a manning problem for us. We had a hard time getting folks to open and close the Fairfield location three days during a week. Based on our past history and the new requirement for seven days a week, manning was believed too hard to maintain. Finally, a side discussion between Jerry Yagen and I indicated he was in process of selling his businesses and the Pungo Aviation Museum in order so he can retire. All of this information was discussed at our BOD meeting and decided it is too hard to meet all requirements in having a layout at the Pungo Aviation Museum. We will continue to look for a location to house a layout.

Just received this from Pat Mahoney via email regarding Micro Trains affected by fires out west. George Irwin sent this UMTRR (Unofficial Micro Trains Report) on the company's position following the fire. I know you guys are not N scalers, but there are division members who model in N scale.

SPECIAL REPORT ***

Friends, there was a dispatch on Facebook from Micro-Trains within the last hour as I type this (September 10, 2:30 Eastern Daylight Time). You may have heard or read about the wildfire that devastated the Medford, Oregon area including the small town of Talent where MTL is located. The buildings on the other side of the highway from the MTL factory were destroyed. The Micro-Trains building was saved along with its inventory. HOWEVER, people including MTL employees (I don't know which) have been severely affected by the fire and its aftermath. Much of the immediate area was involved according to a map I saw in the New York Times. There is a "Go Fund Me" site set up by a fellow N Scaler to help the employees who were affected. (I'm not affiliated with this effort but I support it!). <https://www.gofundme.com/f/micro-trains-line-fire-fund>. Meanwhile, the MTL building is closed as there is no water and no power in the area. I would expect delays in shipping and other interactions with the company... obviously, please be patient. More bad news in a year that has had enough of it already. We all send our best wishes, love and light to everyone affected.

I saw this email about a month ago when it came to me from Kurt Thompson (MER President). I verified this was a hoax and within a day another MER member email to all members that this hoax was bouncing around. Well, the hoax has appeared again using my name as illustrated below:

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----- Forwarded message -----

From: Fred Humphrey
<referenc@urmaresaon.com>
Date: Fri, Sep 11, 2020 at 7:06 AM
Subject: Mid-Eastern Region-Tidewater Division
To: jrobey2019@gmail.com
<jrobey2019@gmail.com>

Hello John

Are you available to assist? I am unavailable now and I've got credence in you to take care of this. I would have called your phone but I presently do not have access to my mobile phone.

Mid-Eastern Region-Tidewater Division needs some gift cards for donation to Veterans at Hospice and Palliative care units for preventive items from Corona Disease (COVID 19). I am liable for reimbursement. Need more info?

Fred Humphrey
Superintendent, Mid-Eastern Region-Tidewater Division

www.nmra-mer-tidewater.org

I have included allot of information this time because we haven't been able to get together (meetings). However, the wheels of progress never stop. Be safe; take care of yourself and family.

Best regards,

Fred



NS, UP Accused Of Price Boosting Omaha World-Herald, Jul 2020

Dozens of major companies, including Campbell Soup and Dominion Energy, filed lawsuits last year against UP, BNSF, CSX and Norfolk Southern railroads saying he railroad conspired to boost prices starting in 2003 by imposing coordinated fuel surcharges and pocketing billions of dollars in profits. In the lawsuits, the railroad have generally contended that fuel surcharges are common across the transportation industry, that they are legal and simply intended to recover the skyrocketing cost of fuel at the time.

The Justice Department said in a brief filed July 13 that railroad discussions about rates for all traffic shouldn't be excluded in the lawsuit. The railroad argues that an obscure law allows railroad to discuss rates on shipments that cross multiple railroads protects the conversations they had about the fuel surcharges in this case and that the majority what was discussed a joint meetings had nothing to do with shipments that are handled by more than one railroad. The Justice Department countered by saying applying the law broadly "would exclude critical evidence of antitrust violations."

A federal judge will decide what evidence from those meetings will be included in the lawsuits.

Steam Visits Boone Iowa Dave Cook & Lisa Mount, Boone Rotary

It is not every day you see a historic steam locomotive, coal tender and passenger car weighing over 300,000 pounds rolling down the street, but that is exactly what is going to happen in Boone. On Wednesday and Thursday, this central Iowa community known for its railroad heritage will see its newly restored Welcome Train being moved across town to its new home adjacent to Highway 30.

Boone's Welcome Train will be among the most unique landmarks along Highway 30 and will become a popular attraction for travelers and tourists, said Dave Cook, who helped spearhead the project. "The Welcome Train is a half a football field long, weighs over 150 tons, and is comprised of a 2-8-0- steam locomotive, coal tender and passenger car each painted in historically-correct colors," he said. "The train will sit just off Highway 30 and S. Story St. at the entrance to Boone and look as if it's heading into town. Then later this summer 'Welcome to Boone' will be painted on the coal tender. We want to greet visitors to Boone in an unforgettable way and the size and scale of the Welcome Train will certainly do that."



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Exclusive Auctioneer Selected For M.T.H. Archive Sale



M.T.H. Electric Trains has selected Cabin Fever Auctions as the auction company to liquidate select contents of M.T.H.'s 124,000 sq. ft. Maryland warehouse.

Cabin Fever Auctions will conduct a series of online auctions to liquidate the vast amount of factory samples, photo samples, archival inventory, and original catalog artwork contained in this huge warehouse. Also going under the hammer are numerous show and display layouts to be sold online for pickup at the warehouse. All auction participants will have an opportunity to purchase items from the showroom, workrooms, library, archives & dusty long-ignored storage rooms of approximately 8 tractor-trailer truckloads.

Never participated in an online auction? No worries, Cabin Fever has online tutorials detailing the process. The first auction is **September 26, 2020**, and can be previewed by appointment on Friday, September 25, 2020, at Cabin Fever's auction facility:

1860 Weavertown Road
Douglassville, PA 18518

or online by visiting the auction [preview listing](#). Watch For More Auction Listings

www.CabinFeverAuctions.com

or call 800-789-5068 or 610-587-8139

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Hurry Before They're Gone, Just Five Or Fewer Of These S Gauge Items Remain In Stock

September 2, 2020 - Each week, M.T.H. releases product lists spotlighting quantities of **Five Or Fewer** S Gauge items that are remaining in our onhand inventory. In many cases, these items will **NOT** be re-run in the future and these lists could be your last chance for ordering them before they're **GONE FOR GOOD**. Don't miss out on these items! Click on the product line link below and then any item number in the corresponding list to purchase that item from the M.T.H. Online Store or order directly from your local [M.T.H. Authorized Retailer](#).