



Tidewater Division

CALLBOARD

Volume 2022, Issue 1

NMRA MEMBER

January 2022

“Tracks Ahead-Final Edition”

Fred Humphrey, Superintendent

Welcome to the new year of 2022. I'm hopeful this year will be better than the past two years and we can have the opportunity to enjoy our hobby even better.

I would like to this moment to thanks the members for their support during my three years as your superintendent. We had our ups and downs, but we were able to move in the direction of getting back to some form of normalcy. I believe with the new leadership, we'll continue to reach our goal of having a place to hold meetings, run model railroad trains, and provide education to the younger generation. Who knows, we may be able to unite other model railroad club under a single roof someday and remove the ideal that the Tidewater Division is only an HO scale model railroad organization. Allot of hard work is still ahead and we'll take on this challenge to reach our objective. I know the membership will support the new Board of Directors and help volunteer were needed in moving the Tidewater Division forward.

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BoD Elections – Results

The 2022 Tidewater Division Board of Directors election results are complete. In a change from previous elections, the Board decided, in a cost-saving mode, to use the internet/email as a means to count votes.

Due to scheduling conflicts, only part of the new board met at the January business meeting. Procedures are the “new” board meets and decides positions (superintendent, member at large, etc.). There were enough new members for a quorum discussion and a partial position vote. Here are the partial results:

John Robey – Superintendent
Gary Brown – Asst Superintendent

The returning board members for 2022 are:

Dale Ridgeway
John Cryderman

Newly elected members to the board (including Gary Brown) are:

Bob Cook
Bill Miller
Greg Warth

Final board positions will be determined at the first meeting of the board, scheduled for some time in February 2022. At this meeting, positions will be determined, and the business meeting schedule and division contests will be finalized for 2022.

“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 (MMR) Update

Tidewater Division Members

by Norm Garner

Most division members are aware of who within Tidewater holds the prestigious "MMR" rating. Currently John Spanagel, John Johnson, Chuck Davis, Norm Garner and Dale Ridgeway carry the coveted title of MMR. The "Callboard" would like to acknowledge the following member(s) for their most recent MMR Achievements:

To those members wanting to work on "Chief Dispatcher." Division member Chuck Davis MMR #425 has volunteered both his layout and expertise to help members complete that facet of training. You can contact Chuck directly at: chuck-davis@cox.net

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

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.



Special thanks to former Division superintendent Pat Mahoney for this Joint Base Langley-Eustis photo.

Tidewater Division

Board of Directors

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Greg Warth
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Achievement Program: Norm Garner
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Union Pacific's "Bailey Yard"

Valhalla for all UP Enthusiasts

The name comes from a former President of Union Pacific Edd Bailey. The history of the rail yard starts back in 1866 for the first train to be received. An engineer named Grenville Dodge chose the location as it was near access to water. The town here then was called, Hell On Wheels. The staff here are more than willing to pass on a wealth of knowledge. I came to learn more than I thought I would. Buffalo Bill himself homed here with his Wild West show so he could get around the whole country from one point easily.

During WW2 over six million soldiers passed through for a 10-minute stop when going and coming from the war, the staff at canteen worked hard on giving refreshments and baked meals to all of them.

Now the Bailey Yard is owned by the Union Pacific Railroad and is a huge 2800 acres approximately in size. To put that into perspective it is 8 miles long and 2 miles wide! The sorting and repair of all the trains covering North America is done here and the total numbers can be staggering. On average around 140 trains with 14,000 train cars pass through daily. Of these cars 3000 are sorted, every day. More than 8000 locomotives are fueled and serviced per month plus 750 that are repaired. 10,000 wheels are repaired every year.

There is a visitor center on site of course that also has the attraction of the Golden Spike Tower. From up in the tower, you gain a 360 view all around and over the rail yard. A way to see the sheer size but also with memorabilia and historical references to view within. If you think that this place is just for train buffs then you may be pleasantly surprised like me, that it is interesting for all. A unique stop off in Nebraska on the Oregon Trail.



CSX Derails in Indiana

Cause Under Investigation

(special thanks to cub reporter Pat Mahoney for this story)

Six train cars derailed near a railyard in the town of Avon, Indiana – about five miles from Indianapolis – on Tuesday, January 18, causing a small fire along with lube oil and diesel fuel leaks.

No injuries were reported and there was no threat to the population, the Wayne Township Fire Department wrote in a caption. Freight transportation company CSX said there was no safety risk to the public and no impacts on waterways, according to local sources.

Drone footage filmed by the Wayne Township Fire Department shows firefighters and officials on the scene, where toppled train cars covered tracks.

CSX said the cause of the derailment is still under investigation.



This Month in Rail History

Jan 1, 1881: Denver-Rio Grande Railway begins service between Denver and Colorado Springs.

Jan 1, 1956: 1st Gas Turbine locomotive in the US begins service for the Union Pacific RR.

Jan 1, 1986: the Milwaukee Railroad merged into the Soo Line.

Jan 10, 1863: the London underground railway opens for business.

Jan 16, 1868: William Davis patents the first refrigerator car.

Jan 16, 1906: United Railways incorporated.

Jan 25, 1875: Pinkerton agents bomb the home of Frank & Jesse James. Neither is there but half-brother Archie is killed and their mother is injured.

Jan 31, 1932: US railway unions accept 10% wage reduction.



(Photo Courtesy of Brian Becker)

The Adam's Express Robbery

\$1.8M in 2021 Money was taken

(a special thanks to Chuck Davis for this article)

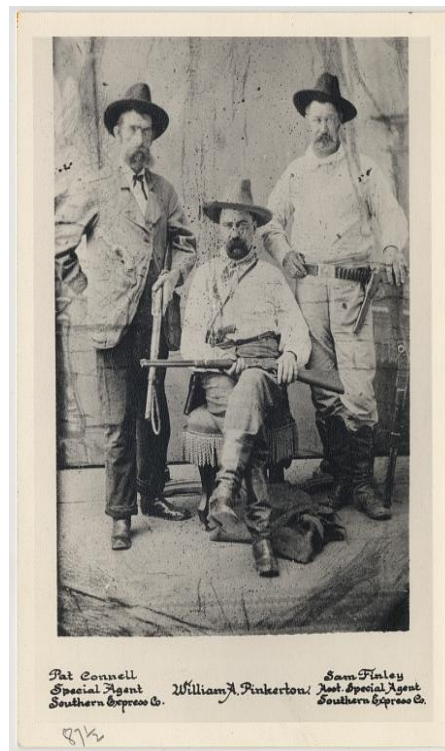
On May 22, 1868, the Great Train Robbery took place near Marshfield, Ind., as seven members of the Reno gang absconded with \$96,000 in cash, gold, and bonds. The May 24 New York Times reported: "While the train was taking wood and water at Marshfield, twenty miles below Seymour, a party of robbers seized upon the engine, and disconnecting the express car from the train, started off in the direction of Seymour While in motion they broke into the express car, disabled the messenger and threw him out of the car. ... It had been ascertained that the men ... opened two safes and made a clean sweep of both."

The Reno gang, headed by the Indiana brothers Frank, John, Simeon, and William Reno, are widely regarded as the country's first train robbers. They began their lives of crime robbing individuals, post offices and stores, and operating a counterfeiting ring before robbing their first train in 1866. The Reno robberies were believed to have set off multiple waves of train holdups by outlaws throughout areas in the West during this time period.

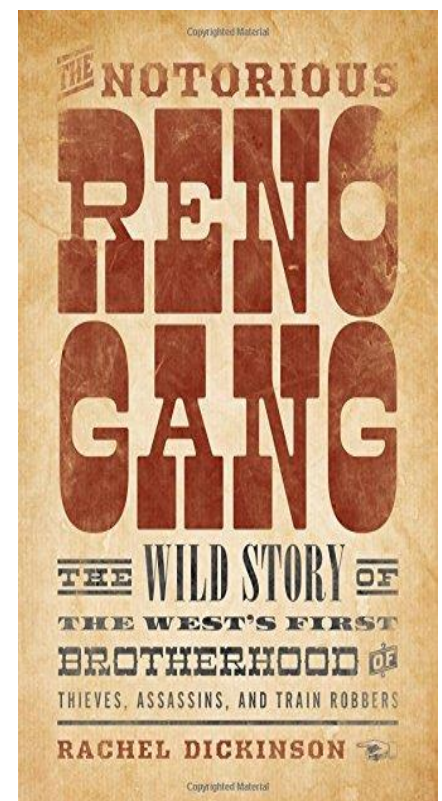


The Marshfield robbery was the Reno gang's greatest heist, but it was also the beginning of the end for them. The Pinkerton Detective Agency pursued them and caught six of the gang's members, none of whom were Reno brothers, in July 1868. In two separate attacks, vigilantes lynched the six men.

William and Simeon Reno were also captured in July but placed in a higher security prison. Frank Reno and gang member Charlie Anderson joined the two brothers in October. In December of that year, a large vigilante group broke into the prison and lynched the four men. Only John Reno, kept in a separate prison, avoided vigilante justice. He died in 1895.



Arresting Pinkerton Agents



NS Heritage Loco in Rockslide Incident

Status of heritage locomotive remains unknown

(thanks to Tom Trombauer for this story)

Norfolk Southern's Southern Railway heritage unit, an ES44AC, was among two locomotives damaged when a train hit a rockslide and derailed in Pittsburgh's Baldwin Borough. The Pittsburgh Post-Gazette reports the derailment occurred about 4 a.m. along the Monongahela river paralleling State Route 387, with both locomotives overturning and five cars of the intermodal train derailling. The Southern heritage unit was leading the train. No injuries were reported and no hazardous materials were involved in the incident.

Norfolk Southern spokesman Connor Spielmaker told the newspaper that the 100-car train was en route from Chicago to New Jersey. The status of the locomotive has yet to be determined. The rockslide came after the area had been hit by rain and high winds, with up to half-inch of rain reported in some areas.



Railroad Lingo

BOARD: Fixed signal regulating railroad traffic, usually referred to as *slow board*., *order board*., *clear board* (for clear tracks) or *red board* (stop). Do not confuse this with *extra board* or *spare board*, colloquially known as *slow board* or *starvation list*, usually containing names of qualified train or enginemen not in regular active service who are called to work in emergencies. These names are listed in order of seniority; the man hired most recently being the last one called to service.

CARRYING GREEN: Train whose engine displays green flags by day or green lights by night to indicate that a second section is following closely. *Carrying white* in the same manner signifies an extra train.

DEADBEAT: is defined by Webster as "one who persistently fails to pay his debts or way." The word was coined in the late 1800's when railroad workers noticed that loaded freight cars made a different beat over the track-joints than cars that weren't carrying a load. The empty cars made a "dead beat" which meant they weren't paying their way. By the beginning of the 20th century "deadbeat" came to encompass people who failed to carry their share of the load also.

FLYING SWITCH: Switching technique, in which the engine pulls away from a car or cars she has started rolling, permitting them to be switched onto a track other than that taken by the engine. The switch is thrown instantly after the engine has passed it and just before the cars reach it. This procedure, common in bygone days, is now frowned upon by officials.

INDIAN VALLEY LINE: An imaginary railroad "at the end of the rainbow," on which you could always find a good job and ideal working conditions. (Does not refer to the former twenty-one-mile railroad of that name between Paxton and Engels, Calif.) *Boomers* resigning or being fired would say they were going to the *Indian Valley*. The term is sometimes used to mean death or the railroader's Heaven. (See *Big Rock Candy Mountains*)

A Special Christmas in Pictures

Division Member Gary Brown gives back

(photos by Gary Brown)

As most of you read in the October edition of "The Callboard," division member Gary Brown's efforts to bring smiles to as many children as possible had another great Christmas give away. Gary takes donated trains, cleans them up and in turn gives them to deserving children within the Hampton Roads area. Below are pictorial results of this noteworthy



Engineer Pleads Guilty in COVID Rail Crash

Target was Hospital Ship, USS Mercy

A train engineer, Eduardo Moreno, who intentionally derailed a locomotive near a U.S. Navy hospital ship, the 1,000-bed Mercy, that was deployed in Los Angeles harbor to help during the COVID pandemic pleaded guilty to committing a terrorist attack. Moreno, 45, who worked at the Port of Los Angeles, acknowledged that on March 31, 2020, he drove a locomotive at full speed off the end of the tracks near where the Mercy was docked because he believed it might be involved in a sinister conspiracy. The train smashed through concrete, steel and chain-link barriers and skid through a parking lot before coming to a stop about 250 yards from the Mercy. Fortunately, no one was hurt in the incident.

Moreno told port police he was suspicious of the Mercy and believed it had an alternate purpose related to COVID or a government takeover and said he knew the derailment would bring media attention and he wanted "to alert people." Moreno said he acted alone and hadn't planned the derailment in advance. Moreno could face up to 20 years in prison when he is formally sentenced in March. However, prosecutors said they will push for a 6 1/2-year sentence and \$7000,000 in restitution to the Pacific Harbor Line railroad.

The Mercy, based at Naval Base San Diego, had been sent to the Port of Los Angeles in March 2020 to accept non-coronavirus patients to alleviate local hospitals from being overwhelmed as cases surged. The initial rise in hospitalizations wasn't as severe as expected; the Mercy's crew treated about 80 people before departing in mid-May.



Herculean Effort

Talk about a herculean effort. The locomotive, a GE C44-9W or commonly referred to as a Dash-9, is a type of 16-cylinder, 4,400 horsepower, six-axle diesel locomotive built from 1993 to 2004.

The train pictured at the left had 99 loads weighing 4,353 tons and it was 9,527 feet (almost two miles) long. The train was moving from Portland Oregon to Los Angeles. It had double stacks that couldn't go through the tunnels on the Western Pacific that BNSF now owns in Northern California.

Rail Service Extends to New River Valley

Passenger Service Absent Since 1979

by The Roanoke Times

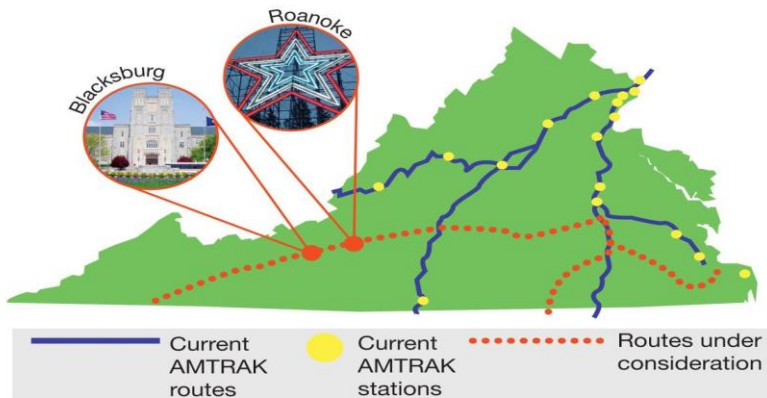
(special thanks to Pat Mahoney for this Article)

In the final week in office, Governor Northam's office says the commonwealth and Norfolk Southern have signed a "definitive agreement" to expand passenger rail service to southwest Virginia, a plan first announced last spring. The first step will bring a second daily Amtrak service to Roanoke later this year — then extending both trains to the New River Valley by 2025.

The Western Rail Initiative expands passenger rail service to the New River Valley and complements Governor Northam's historic \$3.7 billion Transforming Rail in Virginia program, the Commonwealth's roadmap for building a 21st-century rail network. The agreement was executed following authorization from the Virginia Passenger Rail Authority Board of Directors.

An historic investment in Southwest Virginia's rail network, the Western Rail Initiative will add a second state-supported round-trip train between Roanoke and Boston later this year, which will be extended to the New River Valley upon completion of a new station, track and signal improvements. The agreement also allows for a third train to operate in the future between Roanoke and the New River Valley. Further, the agreement preserves the existing freight rail service provided on the lines — helping to move the goods and materials for the Commonwealth's economy.

In an agreement with Norfolk Southern, the Commonwealth is acquiring approximately 28 miles of the Norfolk Southern owned "V line" right-of-way and existing tracks from Christiansburg to the Salem Crossovers and a passenger rail easement between the Salem Crossovers and the Amtrak Roanoke station platform. Norfolk Southern will continue to provide freight service on the line. In addition, the Commonwealth will invest in infrastructure improvements between Manassas and the Roanoke Yard to improve the reliability of passenger rail service over Norfolk Southern Railway-owned right-of-way.



Question asked....and now answered

by Richard I. Nation (reprinted from Train Magazine, Apr 1989)

On April 19, 1957, the Norfolk & Western roundhouse at Bluefield, WV got a hurry-up call from the "other Bluefield," the small town across the state line in Virginia. Train No. 5, the "Clinch Valley" passenger, which had been switched onto the yard lead to clear an eastbound coal train, had somehow gotten together with Work Extra #1446. No real harm, except No. 5's engine, an E2 4-6-2 (#563), wasn't safe to run. "Send a relief engine" was the call from Virginia.

The roundhouse had a problem, though, there were no more serviceable E2's available. In fact, no passenger engine of any sort was available. The call was answered with the N&W panacea for all haulage problems, a Y6 2-8-8-2. To be precise, a Y6b the last member of the finest family of Norfolk & Western steel monsters. (a special thanks to Sean Henderson, Tidewater Modular Railroad Club for this article)



Photo: Unknown
From: Museum of Norfolk and Western Power
By: Fred J. Nelson (1984) & Charles R. Williams, Roanoke, VA
Norfolk & Western #2174 Class Y-6b 2-8-8-2 Mallet
near Lenoir, WV - July 11, 1959



Photo: Unknown
From: Museum of Norfolk and Western Power
By: Fred J. Nelson (1984) & Charles R. Williams, Roanoke, VA
Baltimore & Ohio #2537 Class E-8 2-8-2
Lenoir, OH - circa Feb. 1957