



Tidewater Division

CALLBOARD

Volume 2021, Issue 5

NMRA MEMBER

November 2021

"Tracks Ahead"

Fred Humphrey, Superintendent

I would like to thank all the members for their donated items to Gary Brown community service effort to give train sets to families with children this Christmas. Great effort by all, **WELL DONE!** Our number one priority is to locate facilities where we can hold our bi-monthly meetings until we secure a place under Project Endeavor. Our next two meetings will be held at 10am, Prince of Peace Church on 424 King Grant Road, Virginia Beach, VA 23452 on 15 Jan 2022 and 19 Mar 2022. The 15 Jan 2022 will be our annual business meeting which will entail voting in new Board of Director officers for 2022. This year we have five candidates for four positions. This hasn't happened in several years that our members have step up to support Tidewater Division to provide fresh ideas to guide us in the future. Additionally, the 15 Jan 2022 meeting will offer the opportunity for members to bring items for sale at the White Elephant Sale after the meeting.

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BoD Elections

Electronic Ballots Will Be Tried

The end of the year will soon be upon us. In November, the division will be sending out notifications to all members interested in running for a position on the Board of Directors. Three current board members, John Cryderman, John Fallon, and Jim Keiper are not seeking reelection.

According to division superintendent, Fred Humphrey, three-division members have expressed an interest in serving on the board. The superintendent is encouraged by the membership in their showing interest in best serving the interests and needs of the division.

The 2022 Board elections will have a distinct difference from those of the past. Before, the Division would mail a ballot (a self-addressed, stamped envelope included) to all members. This year, in an effort to save on postage, the Division will use the internet and an electronic ballot. Sharon Prescott has volunteered to head up the electronic portion of the elections. Once details are finalized, all division members will be notified (by e-mail) on how to submit their choice for the 2022 Board of Directors.

Using electronic means to conduct our elections will be an interesting endeavor. Like running a new train, we ask for your patience should any problems occur during the process.

Look for your electronic ballot towards the end of November 2021.

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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

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 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.



Tidewater Division

Board of Directors

Superintendent: Fred Humphrey
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Asst Superintendent: John Fallon
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Paymaster: John Robey
(jrobey2019@gmail.com)

Timekeeper: Roger Bir
(sorcerer54@cox.net)

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

Member at Large: Jim Keiper
(eljek8952@gmail.com)

Member at Large: Dale Ridgeway
(ridgerail@aol.com)

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

Bringing Smiles at Christmas

by Roger Bir

His resume is an impressive one. A Naval aviator with time flying the F-4/Phantom and the F-14/Tomcat giving us all visions of "Top Gun." He ended his naval career as a Commander to enter the private sector. He worked on his certification to become a qualified aviation mechanic, so he could perform all the required maintenance on his World War I kit based dual-winged fighter craft. Now to that impressive resume you can add this...humanitarian. That's how the paper would read with regards to former Tidewater Division superintendent, Gary Brown. Here is his own take on a very worthwhile project.

"I have seen the hobby moving away from simple blue box kits to expensive ready-to-run, and the average age of folks in the hobby getting older. I felt the answer was to get kids interested in trains at an early age. So, I started in 2008 when conversations with co-workers who had small children revealed that most of them had never heard of having a train under the Christmas tree, much less actually had a train. I had all sorts of equipment I had acquired over the years because 20 years ago I thought they were neat, but when I started building my own layout, I realized that a BNSF GP30 would look out of place on a Virginia 1948 coal hauler layout, and why did I have 3 Tichy Brownhoist kits, etc, etc, etc. (None of us have done that, have we?). So, I took the cars and locos that were excess and scrounged/bought snap track and DC power packs to put together train sets. I received help from some Division members, most notably Bill Faye, and began offering train sets to families. The reception was wonderful; people were so grateful. Many offered to pay me, but I asked them to just send me a picture of the kids playing with the trains would more than enough payment. I still enjoy doing it, so I would ask anyone who has some extra cars, locos, power packs or track that are clean and in good operating condition that they want to go to a good home, I would be happy to find one for them. Flex track does not work well unfortunately, one bump from a child or if Mom tries to move it, it comes apart. Also, if any member knows a family that needs a train, please let me know, or better yet, take your stuff and make a train set to give them yourself. Believe me, the look in a child's eyes as they play with THEIR train is worth it."

If you are so inclined to help Gary, you can drop him an e-mail at: alleghenyRR@yahoo.com

IN MEMORIUM

Leonard W. Boucher

1937-2021

Leonard W. Boucher, long-time Tidewater Division member, passed away on September 26, 2021 from COVID-19 and other health related complications.

Born in Maine and raised in Nashua, N.H. he was the loving husband of 40 years to his wife Elizabeth, for whom he cared for throughout her 30-year battle with Multiple Sclerosis. She passed away in October 1999.

Lenny was a US Navy veteran, retired as a Chief Electrician's Mate, serving our great nation from 1954 until his retirement in 1974. Following his retirement from the Navy, Lenny continued as a master electrician and then electrical supervisor for Newport News Ship Building from 1974 to 1994. After two remarkable careers, he then went on to volunteer for 25 years at St. Matthew's Catholic School, until the week of his passing. His volunteer contributions to both the school and church were a source of great joy to Lenny. He loved his SMS family and taking care of their building almost as much as he loved sharing his sea stories.

Lenny is survived by his children, Lisa Barlow of Virginia Beach and Lauro Stoy of Chesapeake and his son, Chris; and five grandchildren.



Railroad News of "Yesteryear"

Hogs Stolen from Local Train

Webster (Iowa) City Journal, 24 April 1924

A preliminary hearing for Charles Butler, charged with receiving stolen property was held in Justice C. A. Biermatzki's court this afternoon. It charged that Butler received four hogs, three Chester Whites and one red hog, which had been removed from a Northwestern stock train early last Monday morning. The value of the hogs is estimated at \$75. Numerous witnesses were called to the stand, including members of the crew in charge of the train at the time the car was broken into and the hogs removed, special agents of the railroad company, who discovered the hogs in question on Butler's farm and the alleged owners of the stock.

The first witness called was M. K. Reibhoff, of Eagle Grove, engineer of the stock train. Mr. Reibhoff told of how the train had been brought to a halt about a mile and a quarter out of Woolstock by a burning flare placed near the middle of the tracks. He also said that after instructing the head brakeman to extinguish the flare the train proceed to Jewell. The second witness was Harry Ferguson, head brakeman on the stock train. He told of discovering the car with a door partly opened while inspecting the train at Jewell later in the morning.

Charles Anderson and M. L. Bull, both special agents of the Northwestern, related the story of their visits to the Butler farm and the locating of the hogs.

Tramps Lock 4 Boys in Rail Car

OELWEIN (Iowa) REGISTER, March 5, 1891

While four little boys of 4 and 6 years were walking down the railroad tracks on their way to school in Burlington, Iowa, five tramps met them and demanded the food in their dinner pails. On being refused the little fellows were bound and gagged and locked in a box car of a train about to start westward. They were carried several hundred miles before anybody's attention was called to their presence.

When rescued they were nearly famished and nearly frozen.

Invest Act Pass House

Bill is With the Senate

In July the US House of Representatives passed the Invest Act. This act includes a provision to keep two qualified persons on all freight trains in the United States.

This also includes more money for Amtrak funding to possibly add service to the Amtrak route. Now it has to pass the Senate and then President Biden has promised to sign the bill into law. This will keep two people on all trains as a minimum. The railroads have been pushing for 1 person crews for a few years now. Having 1 person on a train would make it very difficult to fix a problem such as a broken air hose.

Having just one person on a train could cause a crossing to be blocked for a very long time if there is any kind of problem.

ATSF #2926 Update

By Gordie Miller

As most know, the Santa Fe 4-8-4 had a mostly successful second steam up on July 29 except for safety valves that released at a lower pressure than the maximum of 290 psi. Other than that, testing of appliances and performance of blowdowns were successfully completed. After the safety's are adjusted, tested and reinstalled, the pistons will be installed so the engine can move under its own power.

But there is a problem. The track and switches east of the 8th street crossing need serious work so as to be able to support the weight of the loaded engine and tender and the society is asking for help to pay for the \$30,000 cost of the work.



Our 19 Mar 2022 meeting schedule will be different because we have two presentations lined up. At 10 AM will be Dave Ackerman from the Gateway Division of the Mid-Continent Region of the NMRA. He'll present a virtual clinic on "Create Custom Decals" and will have a question-and-answer session following the presentation. Around 11 am the second presentation will be "Achievement Program Judging Criteria" presented by Dave Chance Achievement Program Coordinator for the MER. Each presentation should last around 45 – 60 minutes. Our normal meeting will be held last and would cover only several issues to keep the meeting down to about 2 ½ hours.

The balance of the year meeting schedule hasn't been established at this point in time. I request the members provide suggestions on where we can hold a future meeting around the division for May, Jul, Sep, Nov 2022, and Jan 2023. Furthermore, I recommend we have one summer BBQ style meeting either in Jul or Sep 2022, and one evening divisional dinner in Oct 2021. These opportunities will bring the division together and be a social event to meet and greet members from around the division. I suggest these two events become an annual gathering to thank our members for giving time and effort to support the divisional programs and events throughout the year. The BBQ meeting would be open to the entire family while the dinner would be open to only Tidewater Division members and their spouses. The January meeting should establish a committee chairperson to take charge in planning and executing each event. The chairperson would obtain the necessary volunteers from the membership to plan their event to completion. We had annual dinners in the past and it fell apart when we lost the Fairfield Shopping Center location. This year we tried to have a picnic but were canceled due to my illness. So let bring these events back.

We have seen an increase in the number of members working to obtain their Achievement Program (AP) certifications. I personally want to congratulate each of those individuals in the desire to learn more model railroad skills at the same gain the respect of their peers. This is one reason why I requested Dave Chance to come and talk to us about the Achievement Program and what we should know what the judges look for. This knowledge will aid many of you in wanting to go forward in obtaining an AP certificate. I look forward to hearing and listening to Dave's presentation to aid me in getting another Achievement Program certificate. I hope it works for you as well.

Finally, while I have the opportunity to be your superintendent for one year before reaching my term limit just want you to know I've had a great time being your superintendent over the past three years. We have had to overcome some major problems during the Covid-19 restriction cause us to stop the Annual Train Show and the loss of the Fairfield Shopping Center layout and meeting place. These factors caused our membership to decline and visibility over the past two years. But the division is working hard to locate a new facility to house layouts, hold meetings, training sessions to help modelers learn more about their craft, and get the train shows up and running again. I won't be far away and will still offer a helping hand if needed while still on the board for one more year.

Fred

Tidewater Division Meeting 13 November 2021

Called to order: 10am

Division Membership (John Fallon): is currently at 127. Membership is down due to the pandemic. Hopefully, numbers will increase once a return to normalcy is achieved.

Treasurer (John Robey): the figures presented were accepted as provided by those in attendance.

Board Membership: John Fallon has reached his maximum time as Assistant Superintendent. Robey can continue as treasurer. John Cryderman is stepping down due to his pending retirement and plans to travel the country. Jim Keiper is stepping down as a member. Five nominees: Bob Cook, Greg Warth, Barry Cruthers, John Fallon, Roger Bir.

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Roseville Rail Robbery Nets \$187,000

\$2.78M in 2021 Money

(a special thanks to Chuck Davis for this article)

Not since the infamous 'gentleman bandit' Black Bart, had the west coast seen anyone quite like Roy Gardner. Although most people may not recognize his name today, in the early 1920's, Roy Gardner was a household name, and one of the most sought-after fugitives of his time. Known for robbing mail trucks and mail trains all over the southwest and his crafty escapes from the law on every turn, Roy Gardner's nefarious adventures made headlines across the country and entertained millions along the way. Although Roy's criminal history did not start and end here in Roseville, it did set the stage for his biggest heist, on May 21, 1921.

For days, Roy scoped out the train that headed up to New Castle, even riding the top of the rail cars to get an idea of the twists and turns on the track. He noticed that in the sharper turns that the hard rubber connections between cars would pull apart on a curve, which would allow him to slip in and make his way to the mail cart. After casing the train, he hopped off and made his way back to Roseville. That next night, at 10:15 p.m. Roy snuck onto the Pacific Limited (No.20) train headed for New Castle. By the time the train had reached Rocklin, Roy had managed to sneak into the mail cart, startling Ralph Decker, the mail clerk. Although Roy pointed a 45-caliber pistol at Decker, he never harmed him. After stealing \$187,000 from about 50 different bags, he threw his bag off the train first, and then he pulled the emergency brake cord and jumped off the train as well. Unfortunately, he searched the tracks for most of the night, never finding the bag with the loot he had just stolen.

On January 10, 1940, the "last of the western train robbers", as he was dubbed, took his own life in his San Francisco hotel room by way of cyanide gas. A man who lived his life on the edge and suffered the consequences of a lifetime of his own choices, made the last choice he had left, escaping the world one last time.



Railroad Lingo

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

CHERRY PICKER: Switchman, so called because of red lights on switch stands. Also, any railroad man who is always figuring on the best jobs and sidestepping undesirable ones (based on the old allusion, "Life is a bowl of cherries.")

DRAWBAR FLAGGING: Flagman leaning against the drawbar on the caboose, or standing near the caboose, to protect the rear end of his train, instead of going back "a sufficient distance" as rules require. Such a man is taking a chance, due maybe to laziness, exhaustion, severe cold, fear of the train leaving without him.

FUSEE: Red flare used for flagging purposes. Its sharp point is driven into the right-of-way and no following train may pass as long as it is burning, although on some roads it is permissible to stop, extinguish the fusee, and proceed with caution in automatic.

My First RPM (Railroad Prototype Modelers) Meet

By Mark Nieting

If there was a good time to get a shot in the arm for modeling, this was it for me. A year of “Covid Crazyiness,” a severe shortage of train shows and a slow-down of op sessions left me in the model railroad doldrums. I needed some fresh enthusiasm and a kick in the caboose to dust off the tools and get motivated to do some modeling. Therefore, when Curt Backer, a good friend from Roanoke (who models the Frisco circa 70s in Fort Worth) called back in March to ask if I wanted to go to an RPM meet, I jumped at the chance. “Sign me up!

“Ever been to an RPM? I hadn’t, and I found out that there’s a world of difference between an RPM and the typical “train show” that most of us are used to. Fundamentally it boils down to this: RPM meets are all about the modeling. Why hadn’t I gone to one sooner, I soon asked myself. After all, the Mid-Atlantic RPM group has been hosting one annually in Fredericksburg since 2013! They’ve had some great presenters, as I found out after the fact. I’ll say it this way....I plan to be at the next one they have, scheduled for September 2022.

So, what’s the difference? What did I find out? Come along on my journey! After an evening of running Frisco locals on his layout, we left Roanoke early Wednesday, July 28. We burned through some Provie slide film on the RJ Cormandown in the New River Gorge, shooting their ex-SP “Tunnel Motors.” Then we chase done of Watco’s lines, the ex-NYC on the north side of the Kanawha River, their shiny black GP-38s doing good work with coal and chemicals. Curt, who drives professionally for FEDEX, did the majority of the driving as we headed for Louisville, where we stayed close up to the Louisville and Indiana, a prosperous short line on the north side of the river best shot in the afternoon.

Thursday morning was beautiful, even if our visit to the Paducah and Louisville yard yielded only one cut of GP-40s in their green scheme, so it was off to the next “target,” the LNAC, a Lucas Oil property in Corydon, Indiana. The crew was fueling their SW-8, a former Rock unit, for the day’s work. They welcomed us warmly, showed us the gems hidden in their shop building and more.....but I don’t want to get those nice guys in trouble, so we’ll leave it there! At Oakland City we caught an NS job fresh out of Old Ben Mine #2 loaded with power plant coal crossing the diamond in the center of town. Next up was Mt. Vernon, Illinois. home of National Railroad Equipment and a busy crossing of NS and the ex-C&E UP. Lots of action and hundreds of dead locos to see.

West of town the BNSF (ex-Burlington) crossed the Evansville and Western, another Pal line running on former CSX nee L&N trackage. The BNSF southbound local was working the interchange, but when the conductor threatened to “call the law” because we stepped on their ballast, we moved 10 feet. Five minutes after the BNSF left, here come the EVW with 3 units. They set about working the same interchange.it was just like a model railroad interchange on a fast clock! Then it was off to St. Louis (actually Collinsville IL) and a tall cold one from the Doubletree’s tap.

The next morning, we were in line with a few hundred others, waiting for the doors to open so we could plunk down our \$30 for two days of pure joy. And it was. Pure joy. Over *2200 models were on display*, not for sale, but just to see. Here’s the deal, as Joe says. Each model came with a slip telling who made it, what parts were added, how it was weathered, and all the other pertinent info that a modeler would want. Many included prototype photos that the guys had followed.

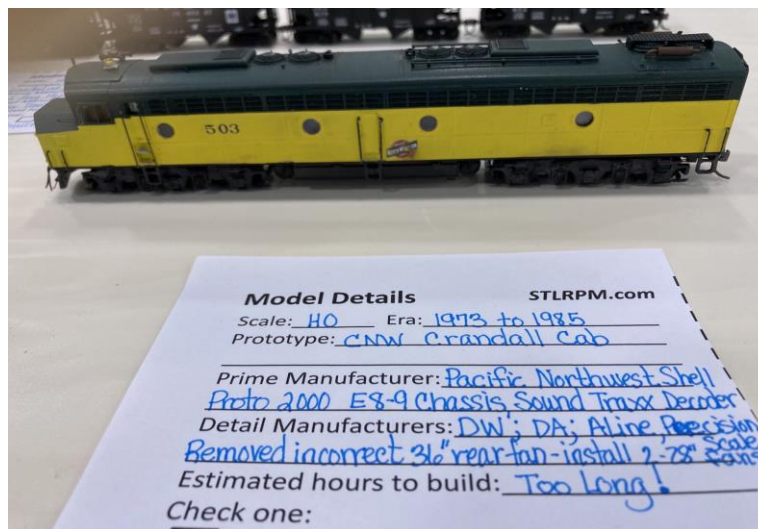
There were on-going clinics called “learning stations” where old hands were weathering, spraying, and detailing away like John Hammond does at our shows. Mike (the Spoon) Ostertag demonstrated the Proto-throttle for two days.....and yes, Curt bought one! JMRI was another learning station, as was Badger Airbrush. 19 RR historical societies had tables, along with many of the major manufacturers: Scale Trains, Rapido, ESU, Dijikeys, Exact rail, Micro-Engineering, Arrowhead, Athearn.....the list goes on. So yes, you could spend money (and I did), but the cool thing was that all these guys were there to talk, share, teach and educate modelers. There were photo guys there too, probably 15 tables of binder after box of prints and slides to help you get the right shot of the prototype you are detailing.

There were 3 modular layouts present. One was a traditional “Roundy Roundy” layout with a variety of trains running. Another was a modular D&RG HOn3 Colorado-based layout with excellent scenery. For me the kicker was the Milwaukee Kingsbury Switching District in N-Scale, with each loco (even an SW-1!) *equipped with sound* and run flawlessly for two days with Proto-throttles!

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One more thing: the actual Clinics. Over the 2 days there were 20 clinics offered, most of them slide or video aided. I was in one with over 100 guys, presented by Soundtraxx. Many focused-on coal in the lower Midwest, the over-arching theme of the meet, with presentations on drag-lines, car modeling, unit coal operations and track planning for flat-land coal mining. One really great one was on the IPD boxcars of the 70s. Finally, Saturday's main presentation was the GM of the Indiana Railroad, Pete Jespersen, and his operating manager, who highlighted the decline of coal traffic in the last few years and what they are doing to replace it.

That was my first RPM and I loved it. I'd go back in a heartbeat. My trip home included rail-fanning in Chicago, a trip to Milwaukee (and Jones Island, which I model), a 3 day Milwaukee Road Historical Association Convention in Elgin, and a lot more trains on the way home, but that's another story for another time.



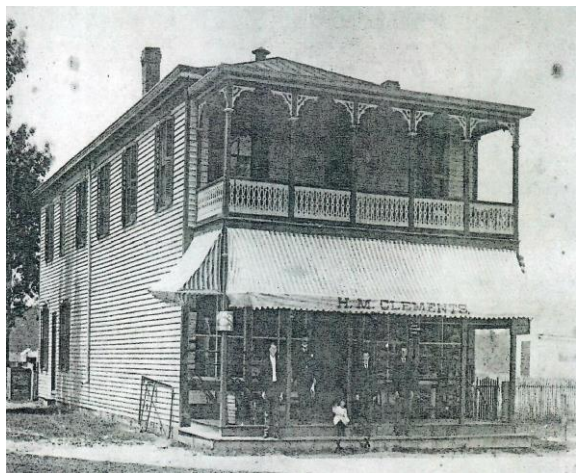
(All photos courtesy of the author)

Lee Hall Depot Diorama

by George Downer

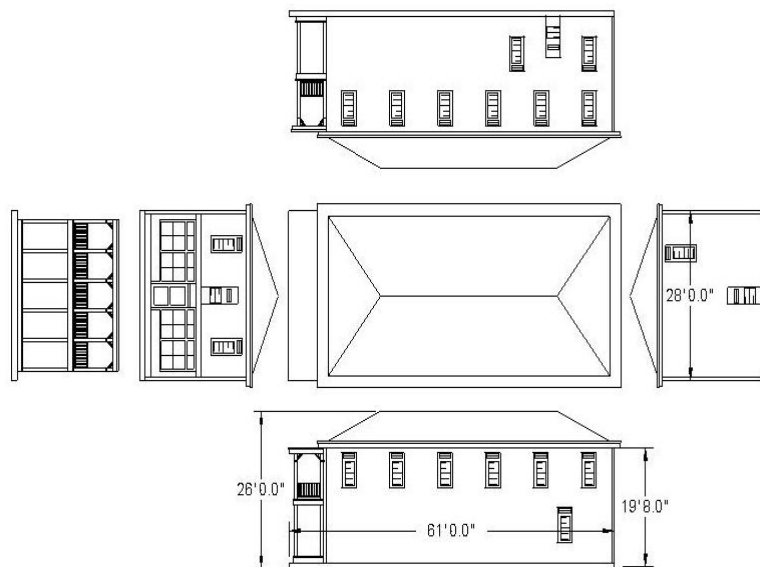
I thought I'd write up a description of how I scratch built H. M. Clements General Merchandise building for the Lee Hall diorama. Roger Bir asked me if I would build one of the structures, so I picked the Clements building because it looked like it would be an interesting build. I chose to use styrene for the build since I had plenty on hand and it's easier to fasten similar materials together. I used commercial castings for doors, windows and details and they are styrene.

Unfortunately, the building no longer exists, but Roger sent me some pictures of the building to work with. He said it had a 28'x60' footprint. The pictures were taken in two different eras, but other than the awning, the building didn't seem to change any.



I cropped the last picture from a larger picture of the area. It gave me an idea of how the right side of the building looked. That's the Lee Hall station in the background.

Projecting the footprint dimensions on the building pictures, I was able to figure out the height of the building and the size of various details like the balcony, and the front store windows. I drew a set of plans on my computer to make sure I had the proportions of the model right. I used these drawings to make detailed construction drawings.



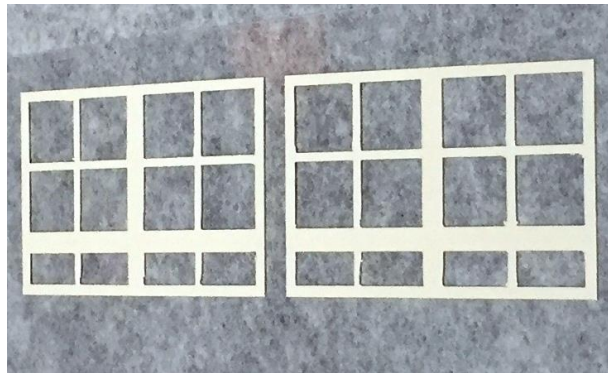
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I loaded detailed drawings of the front, back and two sides into my Cricut paper cutting machine and cut the styrene walls. OK, It wasn't that easy. I used Evergreen styrene siding which is 0.040" thick. There's no way Cricut can cut through that, but it can do an excellent job of scribing the cut lines for the walls, windows and doors. I did the "cut" on the back side of the styrene. For the outside wall edges, I simply snapped the styrene along the lines that the Cricut machine had scribed. For the window and door openings, I used a nibbler. I first drilled a hole in the opening so the nibbler could be inserted and then cut out to the scribed lines.

The challenging part of this build is the front of the building. After the front wall was cut out, I started on the store's front windows. When I zoomed in on the picture, they appear to have a dark trim with white mullions. I made the white mullions with vinyl cut on the Cricut machine. These were mounted on 0.020" clear styrene.

Cutting vinyl and fastening it to a surface is a multi-step process. Crafters use vinyl to make designs on mugs, plaques and other smooth surface items. The vinyl comes mounted on a backing paper. Cricut has settings for cutting vinyl, so it only cuts the vinyl, not all the way through the backing paper. The unwanted pieces of vinyl are "weeded" out and then a clear transfer sheet, with an adhesive back, is fastened on top of the vinyl. The backing paper is then removed. The back of the vinyl has adhesive on it, so it can then be fastened to the clear styrene.

This picture shows the vinyl mullions fastened to the clear styrene.



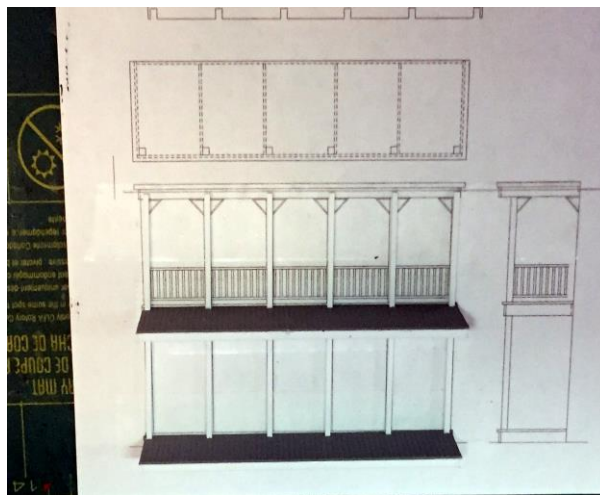
Next, the windows were cut out and mounted in the wall.



Individual strips of 0.010" styrene were painted and glued on top of the vinyl mullions.

The balcony and porch were then assembled. I laid the pieces on the plans to get the correct spacing and alignment.

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A drawing of the corbel trim pieces was glued to a piece of 0.010" styrene and pieces were cut out using a razor blade. Just tap the back of the razor blade with a small hammer and you get a nice neat cut.



Tichy windows, doors and shutters were added to the wall. Tichy railings were cut to length and glued in place. The completed balcony assembly was glued to the front wall.

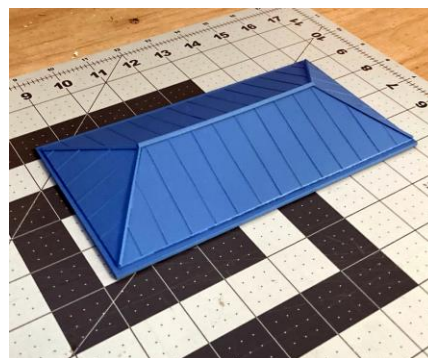
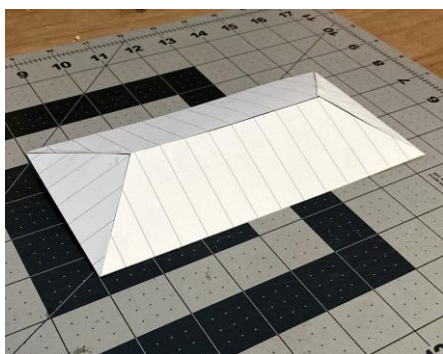


The picture on the left shows the walls being glued together. 6"x6" pre-painted corner posts were added to the ends of the walls before gluing them all together. The windows are Tichy. 0.010" clear styrene windowpanes were added along with paper shades and curtains before I assembled the walls. When the building is all closed up, the curtains are hard to see.

The right picture shows the building's internal bracing. You can't have too much internal bracing. The bracing also served as a wide gluing surface for the foundation and roof.



Before the roof was cut from styrene, I made a mockup from cardstock to ensure everything would fit properly. There are internal triangle-shaped bracing pieces that can't be seen.



Here are some pictures of the completed building. The pictures I had didn't show the back of the building or the back end of the right side, so I had to guess what it would have looked like.

I have been asked how long it took to build it and my answer was that I had no idea. More time was spent planning and drawing than in the actual building. As with any project like this, a lot of time was wasted waiting for paint and glue to dry. It was a lot of fun and I'm glad I had the opportunity to build the H.M. Clements General Merchandise building.



Topics from MER conference (Fred Humphrey): change bylaws to encourage participation. Term limits (Gary Brown): we need term limits. The problem with that is the good ol' boy network – creates hate and discontent. 2nd: no new blood to showcase new and improved ideas. (John Hammond) set BoD at 5 members. The main reason is to bring in new/fresh blood. Fred states that after January 2022, he wants to step down as superintendent. Voting: November 30th is the deadline to get ballots to membership. Jan 5th all ballots must be in.

Train Shows Update (John Fallon): one-day train show in Franklin at Community College. The rent for the weekend is reasonable. Still searching for additional locales to serve. John F has not looked at local colleges as a possible venue. Parking is a major concern. Discussion: Franklin is a greater distance than normal for a train show. Membership is concentrated with 77 members in the southside. Williamsburg/Newport News/Hampton/York has 39 members. Elizabeth City has 19, 6 members are on the eastern shore. Denbigh rec center...is it under consideration.

Thanksgiving weekend (3-day) the traveling module show will be at the aviation museum. The division is planning to set up a table during this time. Pat Mahoney will head up the table. To those members who volunteer to man the table. The parking site will say (Engineers) so park their car in the east lot and enter through the hangar...NOT THE MAIN DOORS.

The superintendent addressed the fact...we don't do the best job of reaching out to the division members. One aspect discussed was the use of zoom. While there are many positives, logistics (computer, account, person to operate) could damper the use of zoom. The item was tabled for future discussion.

January/March 22 division business meetings will be at Prince of Peace Lutheran Church, 424 Kings Grant Road. The annual meeting is scheduled for Jan 15, 2022 and will include a white elephant table. At the December board meeting, it will then be decided if any contests will be held in Jan/March 2022.

MER Meeting Results (Fred Humphrey): MER is asking the division to host the 2024 conference. According to the superintendent, It takes +40 people to put together a conference. Problems sponsoring a train show is bad, a conference would be worse. One aspect was to have two divisions combine talent and put a conference together. Further discussion felts two divisions going together to sponsor a conference is a bad idea. The Tidewater Division is not equipped (personnel-wise) to properly operate a conference.

Thanks to Greg Warth/Pat Mahoney for their effort in Project Endeavor. Jim Curth has been tasked with searching out vendors. Good minutes are needed to verify all discussions. A business plan is needed to support building the bylaws of the new organization. 60% completion. John Hammond/Sharon Prescott will review the plan to ensure the effort is solid. Once their review is complete, then a "murder board" will be submitted to the membership for their final review. We've gone through 36 names for the effort. "Model Railroad Museum of Hampton Roads" is the name. the museum would be manned by volunteers. In the beginning, the officer structure will be the current Tidewater BoD. Once established, then voting will take place. A Floor Plan is needed: small workshop, two bathrooms, a large meeting room, small meeting room, layouts: S, HO, Lego, and O gauge. Would there be an admission charge: after looking at several locations, (age, military, etc). NMRA membership would not be required to be a member. A schedule of events was discussed: Mon/Tues general repairs, Wed/Thur open op's, Fri/Sat/Sun open to the general public.

Gary Brown: 12 years ago, Gary took train-related items (engines, cars, and track) he was no longer using...repaired them and then donated them to deserving families in his neighborhood. According to Gary, ANY SCALE IS ACCEPTABLE. Fred asked those present about the division making a donation. Sharon Prescott made the motion and it was approved to donate \$200.

Virtual clinics: Fred would like to sponsor a virtual clinic in the Spring of 2022. Dave Ackman will provide the clinic. The topic was chosen, decals. As the date nears, details will be made available.

Potomac/James River divisions have invited Tidewater to a joint meeting in Nov 22 in Warrenton VA. After a brief discussion, those present voted to accept the invitation. The superintendent will secure details and will make them available as the date nears. Lee Hall Diorama update: to date, the Clement Store and the Curtis home have been completed. A special thanks to George Downer and Dale Ridgeway for their expertise in completing these two bldg.

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The last heard from Lee Hall Depot was in September and were told bids had gone out regarding the build of the actual diorama, but nothing has been accepted as of late. The project manager (Roger Bir) asked those in attendance if they have any scenery materials (grasses, bushes, trees, etc.) that were no longer of use, to please contact him to donate those items to the build. Another item needed is vehicles, era 1920's. Research on the internet has shown this item will be costly and it could limit how many items (vehicles) would be included in the final project. Again, like scenery, if you have items you'd like to donate, please contact the project manager at: sorcerer54@cox.net

Meeting adjourned: 11:55 am

3 Trains Collide In Minnesota

CP Train Operating Without Functioning PTC Possible Cause

A Canadian Pacific train operating without functioning positive train control (PTC) triggered August's three-railroad, three-train collision in St. Paul, Minnesota, according to a preliminary report from the National Transportation Safety Board.

The preliminary report, released Wednesday, lays out basic facts of the accident but does not draw any conclusions or recommend any actions.

August 25, 2021, accident saw the eastbound Canadian Pacific train collide with a stopped Union Pacific train on the same track, derailing one locomotive from the Canadian Pacific train and two from the Union Pacific train; the derailed Canadian Pacific locomotive then struck a lumber car from a BNSF Railway train on an adjacent track.

The report says the Canadian Pacific train, which originated in Calgary, had four locomotives and 117 cars with 28 loads and 89 empties had a failure of its onboard PTC system on Aug. 23. Canadian Pacific's PTC help desk was unable to troubleshoot the problem and instructed the crew to proceed, per regular procedures. Upon arriving in St. Paul, the crew informed the BNSF dispatcher that the train was operating without PTC; the BNSF chief dispatcher authorized the train to proceed.

After stopping for a red signal at the Seventh Street control point, the Canadian Pacific train proceeded after receiving a diverging approach indication toward the next control point, Division Street where the accident occurred.

No injuries were reported; initial damage was estimated at \$674,000. A Canadian Pacific spokesperson said that all three railroads worked together to clear the derailment and reopen the line. The National Transportation Safety Board report indicates the ongoing investigation "will focus on train crew performance."



This photo shows excess storage of BNSF units in Gillette Wyoming. (photo courtesy of John Hammond)

