

## Tidewater Division

# CALLBOARD

Volume 2022, Issue 4

NMRA MEMBER

July 2022

### “Superintendent’s Desk”

**John Robey, Superintendent**

Welcome back to another edition of the Callboard. Again, we would like to acknowledge and thank the Prince of Peace Lutheran church for hosting and facilitating our meetings. It’s a wonderful facility and their gracious hospitality is appreciated! We are still maintaining the practice of having a full “social hour” before each meeting serving coffee and doughnuts, this is the time to socialize, present “show-n-tells”, and you’re free to do swaps, give-a-ways or sell an item if you want. Enjoy the comradery and the hobby!

Looking ahead at our schedules, we have planned several activities for the fall. We have several open house/layout tours scheduled in the months that we don’t have a Division meeting; we have a fall MER Convention “Carolina Special” in Charlotte, NC; a November Division meeting scheduled at the Virginia Beach Main Library Auditorium followed by an open house in the adjacent meeting room, planning to feature a HO and N Scale layouts, a Division information table, and a continuously running audio visual presentation about trains and model railroading.

*continued on page 10*

### Bob Cook

**Awarded**

**MMR #710**

(see photos page 11)

### This Month in Rail History

July 1, 1862: President Lincoln signs the Pacific Railway Act, authorizing the construction of the transcontinental railroad.

July 2, 1881: President James A. Garfield shot by Charles J. Guiteau, a disappointed office seeker at B&P (Wash DC) station. Garfield dies from blood poisoning September 19, 1881

July 2, 1958: Class S-2 #746 makes the last revenue freight trip of a NKP Berkshire.

July 4, 1828: the Baltimore & Ohio railroad lays first stone.

July 6, 1831: the New Castle and Frenchtown RR, the first in the state of Delaware opens for business.

July 29, 1896: First successful electric conduit operation for streetcars in Washington. Only Washington & New York City-Manhattan Island ever adopt this type of operation in the United States. Overhead wires permitted outside city limits (remember we had Washington CITY as well as Washington COUNTY until after the turn of century) necessitating 'plow pits' for changing from conduit to overhead trolley & vice-versa.

### BILL OF LADING – JULY 2022

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- 5** Engineer Gets 3-years for intentional derailment
- 7** MER Conference Flyer
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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](mailto:sorcerer54@cox.net)

## **Master Model Railroader (MMR) Update**

### **Tidewater Division Members**

**by Norm Garner**

**M**ost 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:

Bob Cook – MMR #710  
Roger Bir – Master Builder Scenery

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](mailto:nwgrail2@aol.com)

## **NMRA Benefits Information**

**A**s 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**

**T**he Callboard is available for free via e-mail or at the Tidewater Division web-site: <http://www.nmarmer-tidewater.org/>. Printed copies in B/W are available on request, contact the Callboard editor at [sorcerer54@cox.net](mailto:sorcerer54@cox.net) for details.

## **Division Mtg/Contest 2022**

Sept 17 – Prince of Peace Church – Engines

Nov 5 – Virginia Beach Main Library – Favorite Car (National Model Train Month)

Nov 19 – Warrenton VA – Joint Mtg w/James River and Potomac Divisions

## **Tidewater Division**

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# Railroad News of "Yesteryear"

## Accident Caused by Deer

**Oelwein Daily Register, (Iowa) Dec 30, 1912**

Engineer A. O. Morrisette of the Milwaukee Railroad, residing at Maiden, Washington, is in the company hospital at St. Joe as the result of a freakish accident.

When train No. 63 emerged from tunnel No. 37 about 15 miles east of St. Joe, the engine struck two deer. One of them, a large buck, hit the embankment and rolled back through the engine cab, striking Morrisette on the head and knocking out several teeth, the antlers puncturing his chin and bruising him about the face. It was first reported that his jaw was broken.

## New Rails to be Used

**Council Bluffs (IA) "Nonpareil" 8 Oct 1939**

New heavy weight rails being used. The new steel rail being laid on the Rock Island lines weighs 112 pounds per yard. The average weight of the rail in use over the country is 94 yards to the yard, a striking contrast to the wooden rails, and the light, flimsy iron rails first used on the country's railroads.

## Runaway Locomotive Causes Calamity

**May 9, 1895 – Rockford (IA) Gazette**

A Chicago Great Western switch engine ran amuck Monday about noon at Gypsum when it left the track while rounding a curve, did some little damage and caused work for the wrecking crews. No one was hurt and the escape all around was very fortunate.

About noon, either spreading rails, or a broken rail forced the engine from the track, causing it to demolish a big Western Union telegraph pole and the wires and to damage the end of the station platform somewhat. The engine lay flat on its side on one side of the track and the tender, in a similar position on the other side. Several cars behind did not leave the rails. By Tuesday morning, all signs of the accident had disappeared as a result of the efforts of a wrecking crew sent out from this city.

## Local Train Crew Perish

**Wright County Monitor Clarion IA Jan 10, 1912**

A fatal wreck occurred on the Great Western at Bentley, the third station east of Council Bluffs, last Wednesday night, when Engineer Wilson and Fireman Hess lost their lives.

They oversaw local freight train No. 85 west bound and were to take the siding for No. 60, the fast meat train, east bound. No. 85 had stopped at the switch and the engine was only partly onto the sidetrack when the big mogul engine pulling the fast train crashed into it with the above result. It is supposed that the noise of escaping steam which probably enveloped their engine which prevented the unfortunate men from either hearing or seeing the oncoming train in time to escape. The engine crew on the meat train jumped and were unhurt.

The local was in charge of Conductor Snyder, with Brakemen Pierce and Goeschel. No. 60's crew consisted of Conductor Wheeler, Engineer Perry, Fireman Sharp. Brakemen Porter and Dean. Both train crews are well known in Clarion where part of them reside.

## Going "Postal" On the Railroad

**Daily News, (Des Moines, IA) – Aug 6, 1906**

Ed Younker, a Great Western engineer, crazed over religion and believing himself commissioned to close up the Lake Manawa Park, was shot and killed there this afternoon by three city officers and two park policemen.

Younker had armed himself with revolvers and threatened to kill the manager. No arrests were made following his death. This is the ninth death at Lake Manawa since the 4th of July.



# Potomac Division Clinic Schedule

(As of 3/12/22)

**Sunday August 21<sup>st</sup>, 2022, Virtual Clinic 3 PM**

Bob Sprague – Deconstructing a Track **Potomac** Plan

**Saturday August 20<sup>st</sup>, 2022, Clinic 9AM**

In Person – Martin Brechbiel [Master Builder - Cars](#) Workshop  
Knights of Columbus Hall, 3700 Old Lee Highway, Fairfax, Va.

**Saturday Sept 17<sup>th</sup>, 2022, Make and Take Clinic 10AM**

In Person – Nicholas Kalis, Gary Eames – Turning Plastic into Wood in All Scales  
inexpensively  
Jerry Stanleys Hobby Barn, Hume, Va.

**Sunday Sept. 18<sup>th</sup>, 2022, Virtual Clinic 3 PM**

Nigel Phillips – – "Old, Rusty & Wobbly": Narrow Gauge Across the Ozarks on the Ohio River  
& Western Railroad

**Saturday October 15<sup>th</sup>, 2022, Make and Take Clinic 10AM**

In Person – Kate Kalis – Painting a back drop in a train room  
Jerry Stanleys Hobby Barn, Hume, Va.

**Sunday October. 16<sup>th</sup>, 2022, Virtual Clinic 3PM**

Bob Sprague – The Ma & Pa in HO, design of my layout related to the prototype

**November (5<sup>th</sup> or 19<sup>th</sup>), 2022, Joint MiniCon with James River and possibly Tidewater  
Divisions, Battlefield Baptist, Warrenton, Va.**

**Sunday December. 4<sup>th</sup>, 2022, Virtual clinic 3PM**

Virtual – George Gaige – Adding working headlights to HO scale vehicles

(Editor's Note: if you are interested in attending any one of the scheduled events, please contact Jerry Stanley, 1950 Old Gallows Road, Suite 200, Tysons Corner, VA 22182 – cell: (703) 595-8081 – [jerry@madisonhomesinc.com](mailto:jerry@madisonhomesinc.com). I attended their photography of model railroading clinic, and it was well worth the time and money to attend.)



## CSX crashes in Kentucky

A train partially derailed after crashing into a trailer that was stuck crossing the track in Hardin County, Kentucky. It happened around 10:15 a.m. Saturday in Glendale on Main Street. A truck pulling a lowboy trailer got stuck while crossing. Bryce Shumate, Hardin County's chief emergency services officer, said no one was hurt in the crash. Shumate said the main engine is the only part of the train derailed, it remained upright, and there weren't any leaks or other hazmat situations.

A couple running through the neighborhood at the time leading up to the crash said they saw the driver trying to crank the trailer up to get it over the tracks before the train started to approach. Alana and Glenn Petersen said it was like something out of a movie. "We saw the arms come down and we could hear the train blow the horn. And then the guy that was driving the semi, I mean he was waving his alarms for like three seconds...you could tell he was panicking," A. Petersen said. Workers at Mountain Mike's Coffee House told WDRB it felt like an earthquake and the lights flickered. Ward said there was a call made to try and stop the train before it could hit the trailer, but it was too late. All the engineer could do was try to slow down. Hardin County Sheriff John Ward reports that the train was removed by 7 p.m. on Saturday. The Petersen's said the lowboy trailer was hauling a wrecked truck.



## Engineer gets 3 years for intentional LA train derailment

Eduardo Moreno, a former train engineer for the port of Los Angeles, will serve 3 years in prison for intentionally derailing a train into a U.S. Navy hospital ship. The ship, Mercy, was based out of Naval Base San Diego, it was docked at the Port of Los Angeles to accept non-COVID patients and prevent hospitals from being overwhelmed during the COVID-19 pandemic. Moreno will also be forced to pay more than \$755,000 in restitution for his role in the March 2020 incident.

As part of the plea deal, Moreno acknowledged that on March 31, 2020, he intentionally drove a train at full speed off the end of the tracks near where Mercy was docked because he believed it might be involved in a sinister conspiracy. There were no injuries resulting from the derailment, but fuel was spilled. A hazardous materials cleanup was required. The derailment caused almost \$756,000 in damages



# Carolina Special Look South 2022 MER Convention, Pt 3

by Bob Halsey



LOOK SOUTH IN 2022

This is the third article in a series aimed at getting everyone psyched up to attend what is going to be the best, and certainly the most well-planned Mid-Eastern Region convention ever! Previously we covered some of the excellent tours we have scheduled, especially the North Carolina Transportation Museum (NCTM) which includes the largest roundhouse in North America, with stalls filled with historic steam and diesel engines and railcars, some undergoing restoration. Another tour is to the restored passenger/freight depot, railcars and engines at

Newton, including the N, O, and HO layouts in the Model Railroad Building. This tour will start with a visit to Neal Anderson's full basement double-level HO layout, which you can get a preview of by going to [www.kklrailroad.com](http://www.kklrailroad.com). Then after the Newton visit, there will be a stop at the N scale layout of Gil Brauch, MMR. Other visits you may want to make are to the large multi-deck HO full basement layout of Ed Smith's Erie Railroad circa 1947 (including his 10-arch viaduct) near Hickory, NC, or to Andrew Stitt's On30 East Tennessee & Western North Carolina layout in New London, NC (east of Charlotte). The ET&WNC was a real railroad; parts of it still exist, and you can get short rides on it.

We also mentioned the many activities of interest to non-modelers (both younger and not so young) to encourage you to bring family members when you come down this way (see the Jan/Feb issue of the Local), and the many fine feeding facilities close to the University Hilton hotel. In addition to the many layout tours, we have lined up (including two that were written up as cover articles in Model Railroader magazine), we will be presenting a variety of interesting clinics taught by experts from MER and other regions. Some of these include:

- Model railroad industries
- Construction electronics
- Layout sounds
- Tank cars
- Flat carloads
- Airbrushing techniques
- Making a section house or crossing shanty (make & take)
- Junctions, interchanges, and diamonds for your layout
- Southern Railway Murphy Branch
- and many more, too many to list here!

We are still looking to fill the last slots in the schedule. Of course, we will have a contest room, so work on your dioramas and detailed rolling stock, and plan to enter them! We will also have a General Store (formerly called white elephant room) -- this will be a great opportunity for you to donate or sell items you no longer want and would like a fellow modeler to use. There will also be a drawing for prizes. On Saturday evening 22 October, we will enjoy a banquet with top quality menu choices, from 6 to 9 PM. Our speaker will be Mr. Shane Wilson, owner and CEO of Scale Trains. And finally, as usual at these conventions, there will be a MER business meeting on Sunday morning from 10AM to noon.

Check out the convention website at [www.carolinasouthern.org/MER2022.html](http://www.carolinasouthern.org/MER2022.html). You can see the Convention schedule, and by clicking on the hotel link you can make your room reservation – the convention discount rate is \$115/day. If you have any questions, send an email to Neal Anderson, MMR, at [2022chair@carolinasouthern.com](mailto:2022chair@carolinasouthern.com). This will be the best NMRA regional convention in all of 2022!

## “Cocktail” Railroad Trivia

A typical BNSF locomotive will travel up to 4.8 million miles in its lifetime ... equal to 20 trips from the earth to the moon, 73 feet long, 15 feet high, 210,000 pounds, weights an average of 480,000 pounds, holds 5,000 gallons of fuel, 4,400 horsepower.



**LOOK SOUTH IN 2022**

# **Mid-Eastern Region Convention**

**October 20-23, 2022**

**Hilton University Place Hotel  
Charlotte, NC**

- Special pre-convention tour of the NC Transportation Museum available
- Lots of clinics on a wide range of topics
- Many self-drive operating sessions and layout tours
- Special bus tour to the Southeastern Short Line and Narrow-Gauge Museum plus 4 layouts
- Juried model contest plus available AP evaluations
- Company store open to member consignments
- Banquet speaker from a leading manufacturer
- Four modular layouts in the hotel
- Lots of time to share tips, tricks, and techniques with modelers from around the region

**Full information at: <http://carolinasouthern.org/MER2022.html>**



# Tidewater Division Open House – 2022 Layout Tours

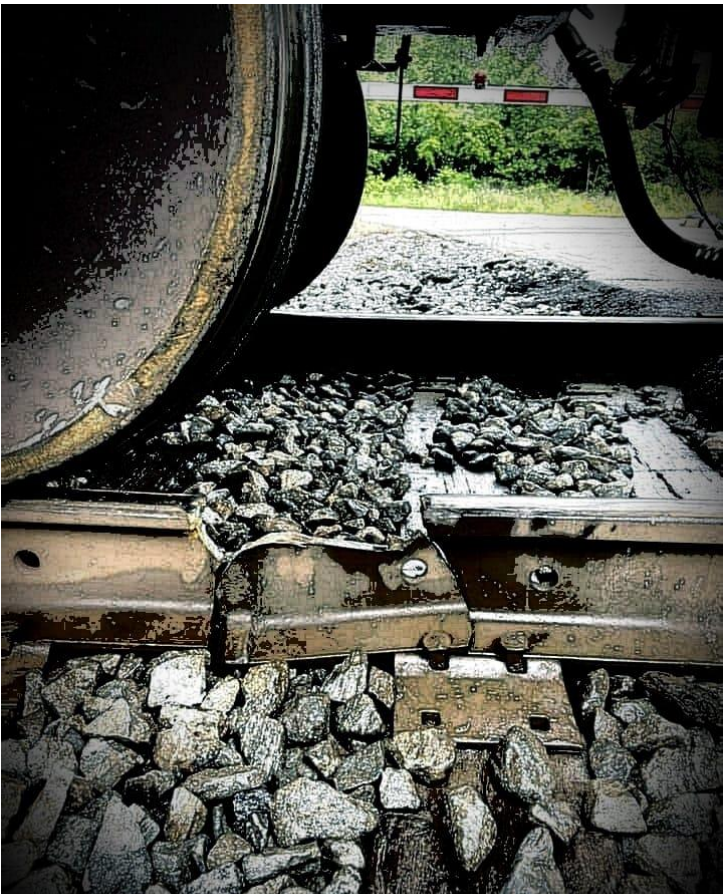
August 27<sup>th</sup>  
10am to 3pm  
Fred Humphrey

October 1<sup>st</sup>  
Bob Cook

December 10<sup>th</sup>  
Mark Neiting



Train G-HAISWA9-22 traveling from Hamburg, Iowa to Swanson California is working hare up hill at Goodwin Oklahoma just west of Shattuck. Lead Power for the 115 car grain train was BNSF's engines 6648 (ES44C4), 9342 (SD70Ace) and 1015 (C44-9W0. Providing "assist" power are BNSF locomotives 7524 (ES44-DC) and 7639 (ES44-DC).



This one is bad enough...I don't think even Shawn can fix it!

## Railroad Lingo

**ASHCAT**—Locomotive fireman.

**BEND THE IRON**—Change the position of *the rust* a switch. Also called *bend* or *bend the rail*.

**CAPTAIN**—Conductor; often called *skipper*. This title dates from Civil War days when some railroads were run by the Army and the conductor was in many cases a captain.

**DOPE**—Order, official instructions, explanation. Also a composition for cooling hot journals.



"Repairs and clean-up are needed in Isle 6?"



# Norfolk Southern Derails in South Carolina

## Two Crew Injured

A train derailment in Columbia on Monday caused a fuel spill and sent two railway employees to the hospital. The Norfolk Southern train derailed at around 8:20 A.M., according to the Columbia-Richland Fire Department. It happened about a half mile down the railroad tracks near Longwood Road, which is not far from Shop Road.

The Norfolk Southern train derailed at around 8:20 A.M., according to the Columbia-Richland Fire Department. It happened about a half mile down the railroad tracks near Longwood Road, which is not far from Shop Road. "So, you have to kind of take them seriously and just make sure that everything is ok." Connor Spielmaker, the spokesperson for Norfolk Southern, said its train was headed from Atlanta to Charleston when it derailed. The company added that three locomotives and three cars were involved.

At around 11:30 A.M. Norfolk Southern released a statement on the crash, which reads: "Norfolk Southern is grateful to the first responders in Columbia for their quick response and taking care of our crew who remain at a local hospital. We have responded to the scene with additional personnel and partners to begin the clean-up and repairs to reopen the track and appreciate the public's patience during this process." In addition to Norfolk Southern staff and the Columbia Fire Department, the South Carolina Department of Health and Environmental Control also responded to the scene Monday morning.

The Norfolk Southern train collided with another already derailed industry locomotive that was in its way, the company spokesperson said. It's unclear how long that other locomotive had been derailed, or which company owns it. Following the derailment, there was a diesel fuel spill, Jenkins said it was contained. "I think the most important thing for the public to know there is no danger to the public at all from this train wreck," he said.

Spielmaker said it typically takes between 12 and 24 hours to clear a track after an incident like this and have traffic moving again. He reiterated though, that the main concern right now is the safety of its two employees, who were transported by Richland County EMS to local hospitals. No further update on their conditions is available at this time. Norfolk Southern is conducting a full investigation into what caused the trains to derail.



## The Great Railroad "Snorer"

A well-dressed gentlemen boarded the evening train, tucked himself into his berth, and immediately began snoring. The volume of his snoring was enough to wake the dead. Even people in adjoining cars were awakened by his incessantly loud and constant snoring. Finally, the man turned over, snorted a few times, and then was a brief moment of blissful silence.

A preacher in a nearby berth who had been kept awake by the snoring, called out to the amusement of the other hopeful sleepers, Thank God, he's dead!"



## Union Pacific donates steam assets to Quad Cities

This city's loss of some Union Pacific Railroad historic steam and diesel locomotives and passenger cars will be the gain of the Quad Cities area in the Midwest. And perhaps eventually, they could even travel again for temporary display. The railroad company has agreed to donate some well-known, but mostly no longer operational, locomotives and rail cars to the nonprofit Railroading Heritage of Midwest America. The organization aims to transform that former 400,000-square-foot train shop complex of a now-defunct railroad into a museum.

The donation helps U.P. focus on maintaining and showcasing the "Big Boy," which is perhaps the world's largest functioning steam locomotive, and "Living Legend," notable for being an older steam locomotive that was never fully retired from service. It also comes as major railroads across the U.S. are trying to trim costs to remain competitive. "We've been trying to streamline our operations," noted Mike Jaixen, a spokesperson for U.P. "We realized that we do not need as big of a fleet as we had" of older train equipment, he said.

"There's been some internet scuttlebutt that this is the end of the U.P. steam program. This is not the case. We are continuing with Big Boy 4014 and Living Legend 844. We are continuing forward – that is our steam program." Even with the downsizing, the rail carrier has an impressive array of older items, two stakeholders said...The museum's new goal is to have what U.P. is donating "restored to a standard that is acceptable to Union Pacific," so that it could travel on the company's rails. "They basically wanted to make sure that they could get it out in front of the public and that it would be preserved for future generations," Sandberg said of U.P. "With them having two steam locomotives, they really did not need to have more." It could cost his organization \$3 million to \$5 million to fully restore all that U.P. is donating, estimated Sandberg. Donations totaling \$500,000 will be tripled through matches by the UP in Smoke Foundation, as well as other donations, he noted.

Even before any financial hurdles are overcome, there are potentially complex logistics to get the donated rolling stock from Cheyenne to Silvis, representatives from U.P. and RRHMA acknowledged. "It will be a huge endeavor, and while we have some ideas how that will happen ... now we have to figure out how we make all this logistically happen," said Jaixen. One positive is that the train gear will start out on U.P. rails, although other tracks may also be used. The Iowa Interstate Railroad, which took over part of the railroad that used to own the Silvis facility, may play a part in the transfer, some suggested. One Iowa Interstate employee said they were not familiar with the situation, and the railroad itself did not comment.

When the historic equipment does hit the rails, it is likely to prove popular among rail fans, stakeholders said. They recalled big crowds when, a few years ago, Big Boy came to Cheyenne. "We know that people will want to see this equipment moving," said Jaixen. "You'll see rail fans taking pictures everywhere of the movement," said Union Pacific Historical Society Business Manager Bob Krieger.





We would like to see a lot of participation by Division members to be "Hobby Ambassadors". Later in the month we are participating in a joint "Mini-Con" with the Potomac and James River Divisions in Warrenton, VA. We are encouraging as many Division members as possible to attend. We may look at setting up carpools, etc... as the date comes closer.

And ..... my final announcement and congratulations are to our Division Timekeeper Bob Cook as our Division and Region's newest Master Model Railroader!!!! Congratulations Bob on your achievements and dedication to the hobby and receiving the highest achievement of the National Model Railroad Association...worldwide!

That's it for now. Keep on the tracks and enjoy the hobby!

*John*



Tidewater Division Achievement Program coordinator Norm Garner presents the coveted MMR award #710 to Bob Cook at the July 2022 Tidewater Division meeting, held at the Prince of Peace Lutheran Church.



Superintendent John Robey presents the 1<sup>st</sup> place certificate to Sharon Prescott for her award-winning photo. The presentation occurred during the July 2022 Tidewater Division meeting

## **Biden moves to block rail strike**

### **The Associated Press**

President Joe Biden on Friday blocked a freight railroad strike for at least 60 days by naming a board of arbitrators to intervene in the contract dispute, averting action that could have disrupted all kinds of shipments. The widely expected move will keep 115,000 rail workers on the job while the arbitrators develop a set of contract recommendations for both sides to consider. Biden had to act before Monday to prevent a possible strike. A new round of negotiations is likely after those recommendations are issued.

The president wrote in an executive order naming the arbitrators that he'd "been notified by the National Mediation Board that in its judgment these disputes threaten substantially to interrupt interstate commerce to a degree that would deprive a section of the country of essential transportation service." If the railroads and their 12 unions can't agree on a contract within the next 60 days, Congress would likely step in to prevent a strike by voting to impose terms or taking other action.

The United Rail Unions coalition said the labor unions are preparing to make their case to the board of arbitrators and believe that current economic data shows the raises they are asking for "are more than warranted when compared to our memberships' contribution to the record profits of the rail carriers."







A 5:30 morning shot. March 22nd, BNSF train U-RICBIR1-19 has just changed crews in Amarillo, TX in a spring snow storm. The train led by BNSF ES44C4 #8155 is a military train of what was called "rockets" that were in containers behind the five buffer cars. The train originated from Port Chicago, CA and is headed to Birmingham, AL while on the BNSF.



BNSF ES44DC #7548, C44-9W's 730, 4704, & ES44DC #7741 poses for photos due to track work ahead of them at Roberts, TX near the Pantex energy Plant east of Amarillo, TX. The train had numerous FedEx and UPS loads behind the engines plus a few assorted Amazon and Roadway loads.