

Tidewater Division

CALLBOARD

Volume 2022, Issue 5

NMRA MEMBER

Sept 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 5th joint meeting with Potomac Division, James River Division in Warrenton, VA and November is National Model Train Month!

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BILL OF LADING – SEPT 2022

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This Month in Rail History

Sep 1, 1935: NMRA organizes in Milwaukee, WI

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) streetcar 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, 1850: Northern Railroad of New Jersey first opened for traffic.

Sep 27, 1825: All modern locomotives and automobiles can trace their heritage back to this machine. Once more, Britain earns the recognition as putting the first contemporary railroad into operation when the Stockton & Darlington Railway formally opens.

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 Union Station after \$160 million spent in revitalization project.

“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:

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.

Division Mtg/Contest 2022

Nov 5 - Warrenton VA – Joint Mtg w/James River and Potomac Divisions

Nov 19 – Site: TBD – Favorite Car (National Model Train Month)

Tidewater Division

Board of Directors

Superintendent: John Robey
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Railroad News of "Yesteryear"

Shoot Out With Thieves

Great Western Magazine (March 1923)

About 2 a.m., Patrolman S. C. Curtis at Omaha encountered a gang of box car thieves attempting to enter cars standing at the Omaha freight house and opened fire on them, killing one, Marty Maher, and wounding two others of the gang. There were 8 or 9 men in the gang and all of them were doing their utmost to locate Curtis, who was in hiding under a box car. He came out of the affair without a scratch.

It was splendid work on the part of Mr. Curtis and will materially check the efforts of the gangs entering our cars at Omaha. We might add that Mr. Curtis was at one time a ranger on a large ranch in Wyoming and it was there that he learned to shoot.

17 Year Old Saves Train

Cedar Rapids Gazette, 12 Sept 1911

Eugene Labbey, 17 years old, a farmer's son, saved train No. 2 from Omaha on the Chicago and North Western Railway from running into a washout near Mendota, Minn., yesterday. The washout was caused by a heavy rain.

The danger point was behind a sharp curve in the track, and the lad ran a quarter of a mile before he was at a point where he could stop the train and prevent a possible loss of life. The train was an hour late and running fast to make up time. In appreciation of his efforts the passengers on the dining car took a collection, drew up a set of resolutions and forwarded a check for \$100.70 to the boy.

Chicago & North Western Crash

Four Crewman Are Killed (Winterset, Iowa Aug 2, 1899)

The Westbound fast mail on the Chicago & Northwestern railway left the track on a short curve near the Kate Shelley bridge, three and one-half miles south-west of Boone, at 4 o'clock yesterday morning. The train was running very rapidly down the heavy grade between Boone, and Moingona.

Four men were killed outright. The engine and all the cars went over the embankment, and nothing was left of the express car except the wheels, while the postal car was badly wrecked. The cause of the derailment is unknown, but it is supposed that a rail gave way. The dead were brought to Boone and placed in charge of an undertaker, and the injured are in a hospital here.

The Carroll Times, Carroll, Iowa, Jan 2, 1924

What might have been a dangerous wreck occurred on the Chicago Great Western just at the outskirts of the city of Carroll late New Year's afternoon. A long freight train had pulled in and the engine was taking on a supply of coal at the local coaling station. The snow plow, being used by that road to clear the tracks of snow, was coming in to the station and as it approached the train standing on the main line, the crew found that the air brakes on their engine refused to work and that a collision was sure. The crew of the snow plow which included a number of road officials, ran into the far end of their caboose as the plow crashed into the rear of the freight train, and this presence of mind is perhaps responsible for the fact that there were no fatalities.

Division Engineer F. V. Mayhew, of Clarion, received an injured eye, a cut on the head and other bruises. William Clear, Roadmaster of Carroll, was badly bruised. Traveling Engineer W. F. Signor, of Clarion, was injured about the back and shoulders. Members of the freight crew jumped to safety. None of the trainmen were seriously injured, and none of them had to be taken to the hospital, but all of them realized that they had experienced a very narrow escape.

The big snow plow simply plowed through the back end of the freight train, reducing the caboose to splinters. The wrecking crew worked all evening clearing the tracks and traffic was delayed but a short time. The wrecked snow plow was sent to Council Bluffs yesterday for repairs and the injured men all went to their homes.

A number of Carroll people saw the wreck or visited the scene during the late hours of Tuesday evening



Potomac Division Clinic Schedule

(As of 3/12/22)

Sunday August 21st, 2022, Virtual Clinic 3 PM

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

Saturday August 20st, 2022, Clinic 9AM

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

Saturday Sept 17th, 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. 18th, 2022, Virtual Clinic 3 PM

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

Saturday October 15th, 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. 16th, 2022, Virtual Clinic 3PM

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

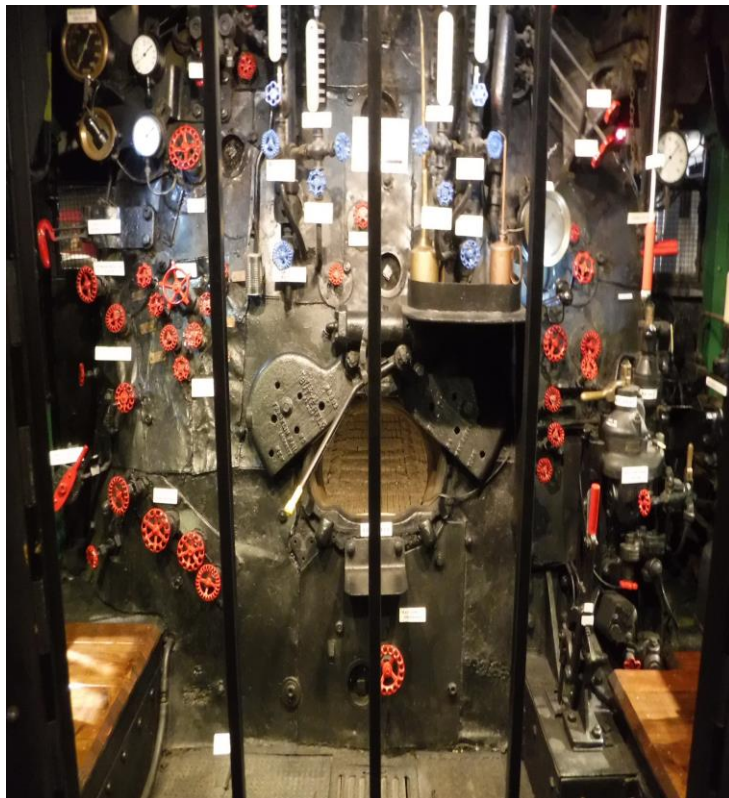
**November (5th or 19th), 2022, Joint MiniCon with James River and possibly Tidewater
Divisions, Battlefield Baptist, Warrenton, Va.**

Sunday December. 4th, 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. I attended their photography of model railroading clinic, and it was well worth the time and money to attend.)

Around the Bend – Member Photos by John Hammond





Carolina Special 2022 MER Convention Update

LOOK SOUTH IN 2022

The Carolina Southern Division is looking forward to hosting the 2022 MER convention, 20-23 October in Charlotte! Be sure to register soon as the registration cost goes up on September 1st. Here are highlights of the latest Convention

The website has been updated several times since the last email I sent about this fun event.

The 2022 MER convention website is <http://www.carolinasouthern.org/MER2022.html> where all the information you need can be found. The Banquet will be a great meal with an exciting guest speaker, Shane Wilson, President of Scale Trains. Be sure to sign up.

There are 7 Layout Operating Sessions and information on these can be found at:

<http://www.carolinasouthern.org/MER2022tours.html>

There are 4 Make-and-Take clinics of which three of these clinics are conducted in 2 sessions and information can be found at: <http://www.carolinasouthern.org/MER2022clinics.html>

We have three special tours before and during the convention.

Tour #201 is a pre-convention backstage tour being held at the North Carolina Transportation Museum at 1 Samuel Spencer Drive, Spencer NC. Don't worry about checking into the convention hotel until after the museum tour. The private tour takes place on Thursday, October 20, 2022 starting at 12:30 pm. Try to be in place at noon. Information can be found at:

<http://www.carolinasouthern.org/2022%20Convention/NCTM%20Tour%20Notice-V3.pdf>

And a map of the Museum grounds can be found at:

<http://www.carolinasouthern.org/2022%20Convention/NCTM%20Tour%20Map-r.jpg>

After the tour you can visit [The Little Choo Choo Shop](#), the largest model railroad hobby shop in NC across the street from the museum.

Tour #202: The second special tour is the UNIFOUR SPECIAL which includes the Southeast Narrow Gauge and Shortline Museum in Newton, NC and six very nice layouts in the Hickory, NC Metro Area. This is a Friday all-day mini-bus tour and will leave the convention hotel on Friday morning and return about dinnertime. Information on this tour can be found at: <http://www.carolinasouthern.org/MER2022unifour.html>

Tour #203: The third special tour is of Lionel Corporation Headquarters. This will be a self-drive tour on Friday, October 21, 2022 starting at 9:30 am at 6301 Performance Drive, Concord, NC. The Lionel Headquarters is approximately 5 miles from the convention hotel.

A Carolina Special Look South in 2022 convention shirt is now available to purchase during early registration.

The Clinic schedule is nearly full with a broad range of exciting topics. We will have hand sanitizer in the clinic rooms and masks are welcome if someone feels safer wearing one.

One Day Registration is now an option.

For our friends in the Southeastern Region, a home layout in Greenville SC will be open on Sunday Oct 23 for our SER visitors returning home!



Staunton Scenic Railway (story suggested by Sharon Prescott)

The railroad came to Staunton in 1854 and helped transform a quiet town into a bustling commercial center. Alternative forms of shipping and transportation have claimed some of the local railroad's glory, but travelers have always been able to embark by rail from downtown Staunton. And now, train fans have a new way to ride the rails!

For more information, go to: <https://visitstaunton.com/ride-the-virginia-scenic-railway-from-staunton/>



Talk about “dazed and confused!”

(from “the Superintendent” continued from page 1)

The next open house layout tour is Bob Cook’s layout on October first and Mark Nieting in December. The MER Convention, “Carolina Special” is well on its way to being ready for you to sign up. Be sure and review the clinics and tours. I’m looking forward to the specific clinics on increasing my skill with the air brush! If you are considering to attend the convention, I would encourage you to sign up as soon as possible, as hotel reservations are filling up quickly.

Our next meeting in November is still in the planning stages. The joint meeting with Potomac and James River Divisions now scheduled for November 5th has pushed our Division meeting to the 19th, but unfortunately the Prince of Peace meeting room is not available, so the board is exploring other options. We will do an email notification, as schedules and locations are finalized.

The next item that we need to begin to prepare for is the Nomination Committee for a proposed slate of Board of Directors for 2023. The Committee will form and survey the membership and then is required to notify the entire Division membership prior to the election to be held in January. We will have several vacancies, as John Fallon is fulfilling John Cryderman’s last year of his term and Bill Miller has resigned from the board.

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

John

Hydrogen Fueled Train Unveiled

This is the Stadler H2 (Hydrogen FLIRT) for the San Bernadino County Transportation Authority. The HMU (Hydrogen Multiple Unit) is intended for the Redlands Rail Project, a line between downtown San Bernardino and the University of Redlands. The FLIRT H2 would be one of the most innovative rail projects in this century. Having trains successfully run-on hydrogen would eliminate the need for diesel on non-electrified lines. That way rail would become even more sustainable and environmentally friendly.

The picture of this HMU has been taken at the InnoTrans show, an important rail industry trade show in Berlin.



UP unveils new paint scheme

Be on the lookout: A handful of Union Pacific locomotives are now sporting a fresh paint scheme shifting some key design elements, including moving the American flag closer to the front. "The flag is now in a better position to keep clean and be protected from heat," said **Shane Keller**, senior vice president, Engineering and Mechanical. "Although we work diligently to maintain the flag on each locomotive, its previous location made it a challenge."

Although the Union Pacific shield remains on the nose, the wings previously surrounding it were removed to let the shield proudly take center stage. The new design concept was created by employees at the railroad's Jenks Locomotive Shop in North Little Rock, Arkansas. As locomotives need new paint, they will receive this treatment as part of Union Pacific's locomotive overhaul and modernization program. "The flag and shield are visible reminders we are one of the oldest and largest transportation companies in the nation," Keller said. "The flag honors our history and our mission of Building America; the shield symbolizes strength."



Tidewater Division Open House – 2022 Layout Tours

October 1st
10:30 am to 1:30 pm
Bob Cook

December 10th
Mark Neiting

Playing With Trains

A man was walking down a city street when he was accosted by a shabby-looking homeless man. The homeless man asked if he could spare a few dollars for dinner. He was unwashed and his clothes were quite dirty.

The man took out his wallet, pulled out ten dollars and asked, "If I give you this money, will you buy beer with it instead of dinner?"

The homeless man replied, "No, I stopped drinking years ago." The man continued, "Will you spend this money on old toy trains?"

The homeless seemed surprised by the question. His eyes widened and he exclaimed, "Are you NUTS? I haven't played with trains for 20 years!"

"Well," said the man, "I'll make you a deal. I'm not going to give you any money. Instead, I'd like to invite you to my home for a hot shower and a home-cooked dinner that my wife will prepare."

The homeless man was astonished. He asked, "Won't your wife be upset with you for bringing home a stranger like me who's down on his luck?"

The man replied, "It's okay. I think it's important for her to see what a man looks like after he has given up drinking beer and playing with trains."

(a special thanks to Pat Mahoney for this article)



Train Z-PHXCHI6-07 with BNSF 8545 & 6846 up front with 7416, 7452, 3884, 9804 & NS 4440 as mid train DP units with an ETD on the rear of the train. This was one of the first Z-PHXCHI trains that ran...and it was a combo train.

2-Man Crews to remain

Major railroads will be required to maintain two-person crews under a new rule announced Wednesday that will thwart industry efforts to cut crews down to one person. The Federal Railroad Administration said in a rule published in the Federal Register that railroads will be required to continue using two-person crews in most circumstances as they haul all kinds of cargo, including hazardous materials, across the country. But there will be an exception to allow short-line railroads that have already been using one-man crews to continue using them and railroads can apply for permission to use smaller crews if they can prove it is safe.

Railroads have sought the discretion to operate trains with only one person and move conductors to ground-based jobs in places where automatic braking systems have been installed. It has been a key issue in deadlocked contract talks between freight railroads and their 12 unions, currently being reviewed by a special board of arbitrators appointed this month by President Joe Biden. Labor groups have opposed one-person crews for years due both to what they say are concerns about safety and jobs. Labor agreements requiring two-person crews have been in place for roughly 30 years at major railroads, although many short-line railroads operate with one-man crews. "This proposed rule acknowledges that crew size is fundamentally a safety issue at its core," said Greg Regan, president of the AFL-CIO's Transportation Trades Department coalition that represents rail unions.

Arbitrators reviewing contract talks that began more than two years ago are listening to proposals from both sides this week. Federal law prohibits rail unions from striking until mid-September while that board develops a set of recommendations. Both sides can negotiate a deal based on those recommendations. Federal officials said the proposed rule will replace the existing patchwork of state laws on railroad crew sizes with a national standard. "This proposed rule will improve safety for America's rail passengers—and rail workers—across the country," Transportation Secretary Pete Buttigieg said.

A similar rule requiring two-crew members was issued in 2016, but that was abandoned during the Trump administration because the Railroad Administration said there wasn't enough evidence to show it was safer. Regulators said that a second crew member in the cab of locomotives play a key role in monitoring train operations and making sure safety rules are being followed.



Railroad Street

The Heart of Community, Commerce & Connectivity

(Article submitted by Chuck Davis)

HACKENSACK, NJ (Dec 2021)

In Hackensack, Railroad Street flanks the New Jersey Transit Passaic Valley line from Hoboken to Spring Valley, New York. This line goes back to 1858 and was a busy Erie Railroad two track commuter line, with station stops about a mile south and half a mile north of this location. Few businesses lined Railroad Street, with single-family homes predominant on both sides of the one-direction street. Homes here are well maintained and residents seem to take the train's passage in stride. Many residents are rail commuters themselves, utilizing one of the two stations on Railroad Street.



HAMLET, IN (Apr 2022)

Established in 1863 by John Hamlet, the town grew around the Pennsylvania Railroad mainline between Chicago and Fort Wayne. Railroad Street runs parallel to the tracks, which bisects town. Further down from this corner, the PRR built a depot and a few other structures to support their business. Across the tracks from the depot, the Starke County Co-Op located their growing business. Today, the Chicago, Ft. Wayne, and Eastern Railroad (CFE) operates this line and assigns an engine here to work the co-op. The depot is long gone, but enough railroad related business happens here to warrant a prefabricated structure to serve as a field office.



Norfolk Southern Derails in Illinois County

CLINTON COUNTY, Ill. – The cleanup is underway after a Norfolk Southern train derailed in Clinton County, Illinois in the morning hours of September 19th. Crews are on the scene outside of Albers, Illinois. According to the Clinton County Dispatch, the derailment happened at approximately 11:22 a.m. along Route 161 between Albers and New Baden.

The number of train cars is between 10 and 40, which were overturned into nearby fields. No injuries were immediately reported. Police said the train did not collide with an automobile, and the cause of the derailment is under investigation. The process begins by mid-afternoon on Monday of getting the rail cars back on track. Police said it could take days.



Progress Report – NKP SD-9 #358

Kelly Lynch, Vice President FWRHS

Thanks to you, the Ft. Wayne Railroad Historical Society were able to raise over \$17,7085 for Project 358. With an internal goal of \$10,000, the project was also eligible for an additional \$5,000 gift, bringing the total raised to \$22,785.80. With its 16 cylinders, six axles and imposing black and gold pinstriping, diesel locomotive no. 358 was one of 20 constructed to replace the Nickel Plate Road's steam fleet in 1957. Designated "Special Duty," the more efficient SD9-type locomotive helped end the era steam power on the railroad and went on to serve the Norfolk & Western and Norfolk Southern for decades before it was retired and donated in 2010.

"Project 358" will restore the locomotive to its original cosmetic appearance and return it to operational condition, helping the Fort Wayne Railroad Historical Society tell the story of the end of steam and the beginning of the modern railroad era. When restored, the 358 will operate with the 765 where additional motive power is needed, during special Engineer for an Hour sessions and for the general public throughout the year. (editors note: the Ft. Wayne Historical Society, of which I have been a long-time member, is also responsible for the NKP Berkshire #765)



Honoring Union Pacific steam at the maintenance facility in Cheyenne Wyoming.

Meeting of the Tidewater Division
Mid-Eastern Region of the NMRA
September 17, 2022

The Meeting was called to order by Superintendent John Robey at 10:07AM.
16 members were present and there were no guests present.

Membership Report: Gary Brown reported he had not received an update from regional.

Paymaster Report: Greg Warth reported the status of the savings, checking and cash accounts.

Timekeeper reported that the minutes of the meeting would be included in the Callboard.

1. Pat Mahoney reported that HobbyTown on Virginia Beach Boulevard would be offering a 10% discount to NMRA members showing their membership cards during the month of November.
2. Roger Bir reported progress on the Lee Hall diorama and asked for help building vehicles for it. John Robey offered to help.
3. John Fallon reported the Suffolk Station Layout needs work on the turnouts and converting it to allow for visitor initiation of train movement.
4. Fred Humphrey reported the Model Railroad Museum of Hampton Roads (MRMHR) has received 501C3 status. Fred Humphrey, Pat Mahoney, Gary Brown and Greg Warth are the board members. They have talked to 2 of the 5 mayors. Discussed joining the Chamber of Commerce. One possible site for the museum is the old Sears building in Greenbrier Mall. An action was approved to transfer \$1000 from division funds to the MRMHR for the organization to establish the Tidewater MODEL Railroad Club as a 501C3 organization, with plans for it to be one of the principal exhibitors in the MRMHR. Also discussed was changing the website for the Tidewater Modular Railroad Club to Tidewater Model Railroad Club. Fred Humphrey asked for any documentation that was used in the formation and operation of the TMRC.
5. John Robey discussed the November meeting status.
 - The joint meeting with Potomac and James River Divisions has been changed to November 5th. There will be White Elephant Table, Door Prizes, Clinics, model judging, and layout tours. The meeting will be held in the Battlefield Baptist Church, 4361 Lee Highway Warrenton VA.
 - The Tidewater Division meeting scheduled for 5 November will move to 12 or 19 November, place to be determined. The change was necessitated by the change in the joint meeting as well as availability in the Virginia Beach Library on November 5th. Gary Brown will check with the library concerning availability.
6. Fred Humphrey reported that 13 people visited his layout and the event went well.
7. Bob Cook will have an open layout tour on October 1st from 1030 to 1330 (1:30 PM). Members are encouraged to include family and friends. He lives at 908 Riley Drive, Chesapeake VA 23322. His phone number is 757-892-4464. There are a couple of flights of stairs. The aisles in the layout rooms are as narrow as 24 inches. The layout room is 30' by 14'. The layout is multi-layered with trackwork and electrical complete. Scenery is about 60% complete. Diagrams and photos can be found at <https://seadevil8.wixsite.com/uss-sea-devil/model-railroad-layout>.
8. John Robey reported that he participated in a Superintendent's Meeting of the Mid-Eastern Region (MER) that took about 2 hours. Discussions included status of preparation for the annual MER convention in Charlotte. He said that if there was something that a member would like to have discussed, that member should contact John. The next meeting will be on November 10th.
9. Fred Humphrey reported that he had gone to the National Convention in St. Louis and it was poorly organized and attended. John Robey also added that he had cancelled his plans to attend and had heard there were problems.

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10. Timonium Great Scale Model Train Show is on October 15th and 16th.
11. The annual MER Convention will be held from October 20th to 23rd in Charlotte, NC.
12. The Potomac Division is looking for volunteers to help with the joint meeting on November 5th.
13. A volunteer is needed to head the nominating committee for the Tidewater Division election of officers.
14. Dale Ridgeway won the model contest for his box cab B&O engine. There was a 3-way tie for second place.
15. Gary Brown reported that his efforts to provide model railroad sets to families last year was a roaring success, donating 13 sets. He is asking for material (track, engines, and rolling stock) for this year's effort.
16. John Hammond reported that he visited the Forney Museum in Denver, CO. He said there were many items of interest, including a UP Big Boy, as well as other exhibits beyond railroading.
17. John Fallon reported that there will be a Greenberg show in Hampton on February 4th and 5th.
18. John Robey presented three videos from djstrains on youtube.

Railroad Yards Explained

Model Railroad Details You Need to Model

How to Make Your Model Railroad More Realistic

19. Gary Brown won the raffle prize of 2 pieces of rolling stock.

The meeting adjourned at 1204.

Railroad Lingo

BIG HOLE: Emergency application of air-brake valve, causing a quick stop. *Big-holing her*, the same as wiping *the clock*, is making an emergency stop.

CONSIST: Contents or equipment of a train. Report form sent ahead so yardmaster can make plans for switching the train. The report is usually dropped off to an operator; this is *dropping the consist*.

COWCATCHER: Pilot. The old term was discarded by railroad officials, probably because it was a butt for jokesters. You've often heard about the passenger on a slow local train complaining to the conductor, "I don't understand why you have the *cowcatcher* on the front of the engine. This train can never overtake a cow. But if you'd attach it to the rear of the train it might at least discourage cows from climbing into the last car and annoying the passengers."

DEAD MAN'S HOLE: Method of righting an overturned engine or car. A six-foot hole is dug about forty feet from the engine or car, long enough to hold a large solid-oak plank. A trench is then dug up to the engine and heavy ropes laid in it, with a four-sheave block, or pulley, at the lower end of the engine and a three-sheave block at the top of the boiler. Chains are fastened to the underside of the engine and hooked to the three-sheave block. The free end of the rope is then hooked to the drawbar of a road engine. The hole is filled-packed hard to hold the "dead man" down against the coming pull. When the engine moves up the track, she pulls ropes over the top of the boiler of the overturned locomotive on the chains that are fastened to the lower part, rolling the engine over sidewise and onto her wheels again.

GO-TO-HELL SIGNAL: Signal given with violent motion of hand or lantern

HOME GUARD: Employee who stays with one railroad, as contrasted with *boomer*. A *homesteader* is a *boomer* who gets married and settles down

JAILHOUSE SPUDS: Waffled potatoes

LIGHT ENGINE: An engine moving outside the *yard* without cars attached

MIDDLE MAN, MIDDLE SWING: Second brakeman on freight train.