

Tidewater Division

CALLBOARD

Volume 2023, Issue 2

NMRA MEMBER

March 2023

“Superintendent’s Desk”

John Robey, Superintendent

It's been an active news month for railfans with the major derailment in East Palestine, OH and another in Alabama. If you sort out the news coverage that theorizes or blames administrations, politicians, or CEO's, I have found two videos on YouTube that have been neutral and informative on reporting and explaining the facts as the investigations have concluded. I highly recommend that you go onto the YouTube website and check out these two videos. They are (1) V-12 Productions “HOT BOX ALARM AND NTSB UPDATE” and (2) Thinking Again “WHAT CAUSED THE EAST PALESTINE DERAILMENT”. Both of these videos will be worth your time. I am going to imagine that there will be a lot of research and development of newer technologies that may be added to the operation of the rail industry in the near future!

At our March membership meeting we had a number of topics to cover and I would like to review and provide

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This Month in Rail History

Mar 1, 1918: Congress passes Standard Time Act

Mar 3, 1959 Minneapolis & St. Louis launched expedited freight trains between Minneapolis & Peoria; the service is nicknamed “Acey-Ducey.”

Mar 11, 1884: Burlington Norther’s first run of its Chicago-Omaha Fast Mail run.

Mar 16, 1957: The Milwaukee Railroad suspends steam locomotive operations.

Mar 19, 1920: the U.S. Government privatizes all railroads after WWI.

Mar 24, 1959: The US Supreme Court upholds a lower court ruling not to interfere in the discontinuance of NYC’s Hudson River Ferries. As a result, traffic on NYC’s West Shore drops 85%.

Mar 25, 1807: world’s first passenger run, Swansea to Mumbles in Great Britain.

Mar 25, 1908: Washington, Baltimore & Annapolis Electric RR opens between Washington & Annapolis. Service opens to Baltimore Park Ave. terminal at 10: 15 AM

Mar 27, 1976: First 4.6 miles of Washington Metro subway opens. Brentwood Shops of Metro largely took over former Eckington coach yards of B&O at Ivy City.

BILL OF LADING – MAR 2023

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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 (MMR) Update

Tidewater Division Members

by Chuck Davis

Most division members are aware of who within Tidewater holds the prestigious “MMR” rating. Currently John Spanagel, John Johnson, Chuck Davis, Norm Garner, Dale Ridgeway and Bob Cook 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, Chuck Davis at chuck-davis@cox.net

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

Division Mtg & Contest

May 2023

May 20, 2023 – the Division Business meeting. The contest is “Railcar loads.” Prince of Peace Lutheran Church, 424 Kings Grant Road, Virginia Beach VA 23452. Coffee and doughnuts, courtesy of the hospitality committee at 9am, meeting starts at 10am.

Tidewater Division

Board of Directors

Superintendent: John Robey
jrobey2019@gmail.com

Asst Superintendent: Mark Nieting
marknieting@gmail.com

John Fallon – at Large
zzoxdoc@yahoo.com

Dale Ridgeway – at Large
ridgerail@aol.com

Bob Cook – Timekeeper
Seadevil91@gmail.com

Greg Warth - Paymaster
gjwarth@mac.com

Achievement Program: Chuck Davis
chuck-davis@cox.net

Heritage Locomotives

The Virginian “Richest Little Railroad in the World”

The Virginian Railway (VGN) was a Class I railroad located in Virginia and West Virginia in the United States. The VGN was created to transport high quality "smokeless" bituminous coal from southern West Virginia to port at Hampton Roads. Early in the 20th century, William Nelson Page a civil engineer and coal mining manager, joined forces with a silent partner, industrialist financier Henry Huttleston Rogers (a principal of Standard Oil and one of the wealthiest men in the world), to develop the Deepwater Railway, a modest 85-mile long short line railroad to access untapped bituminous coal reserves in some of the most rugged sections of southern West Virginia. When Page was blocked by collusion of the bigger railroads, who refused to grant reasonable rates to interchange the coal traffic, he did not give up as they no doubt had anticipated. As he continued building the original project, to provide their own link, using Rogers' resources and attorneys they quietly incorporated another intrastate railroad in Virginia, the Tidewater Railway. In this name, they secured the right-of-way needed all the way across Virginia to reach Hampton Roads, where a new coal pier was erected at Sewell's Point. The two projects were legally joined and renamed the Virginian Railway in early 1907. Despite efforts to stop them, they then built the "Mountains to Sea" railroad right under the noses of the big railroads and the elite group of a few industrialists (so-called "robber barons") who controlled them. Completed in 1909, the Virginian Railway was largely financed through Rogers' personal fortune. It was a modern well-engineered railroad with all-new infrastructure and could operate more efficiently than its larger competitors.

Throughout a profitable 50-year history, the VGN continued the Page-Rogers philosophy of "paying up front for the best". It achieved best efficiencies in the mountains, rolling piedmont, and flat tidewater terrain. The Virginian was considered a folly at the time of construction, as so much capital was spent on making the railroad as flat and straight as possible, "As though the Virginia hills did not exist". In the long run this proved to be a very profitable route as operating costs were low due to the relative lack of grades and little curvature of track.

Merged into the Norfolk and Western Railway in 1959, a large portion of the former VGN remains in service in the 21st century for the Norfolk Southern Railway, a Class I railroad headquartered in Norfolk, a few blocks from the former Virginian Railway offices in Norfolk Terminal Station.

Today, major portions of the VGN low-gradient route are the preferred eastbound coal path for the N&W's successor, the Norfolk Southern Railway. Other portions of VGN right-of-way in eastern Virginia now transport fresh water and are under study for future high speed passenger rail service to South Hampton Roads from Richmond and Petersburg. (Ed Note: Bob Cook, Board Member and MMR models this line)

Heritage Engine: SD70ACe

Builder: **Electro Motive Division**

Truck Type: 6-Wheel

Weight: 408,000 lbs

Horsepower: 4300

Speed: 70 mph

Tractive Effort (starting) 191,000 lbs

Tractive Effort (continuous) 157,000 lbs

Total Length: 74' 03"

Dates: 1992 to Present, +4,000 units



Norfolk Southern – Ohio Disaster

FRA & NTSB Brought In

On February 3, 2023 a Norfolk Southern Railroad freight train derailed in East Palestine, Ohio, at approximately 8:55 p.m., the U.S. Environmental Protection Agency said. Norfolk Southern reported the incident to the National Response Center at 10:53 p.m. The train was comprised of about 150 cars and 50 were affected. According to the National Transportation Safety Board, 20 of the 150 cars contained hazardous materials, and 10 of those were impacted by the wreck. Federal investigators said a mechanical issue with a rail car axle caused the derailment.

By the following day, Responders discovered contaminated runoff from the derailment impacting the nearby Sulphur Run and Leslie Run streams, the EPA said. Norfolk Southern contractors installed booms and underflow dams to restrict the flow of contaminated water. Residents near the derailment were asked to leave the area.

On February 6, Ohio Governor Mike DeWine and Pennsylvania Gov. Josh Shapiro ordered the immediate evacuation of any remaining residents so Norfolk Southern could execute a controlled release of the rail cars' chemicals, preventing an explosion.

Remaining residents within a 1-mile by 2-mile area surrounding the village were ordered to leave before Norfolk Southern started the controlled release and burn of vinyl chloride in five cars around 3:30 p.m.



Photos & Items of Interest



I'm pretty sure Division Train Doctors' Max Robbins and Shawn Henderson would have problems fixing this "bend."



Are these Barry Cruthers' "new wheels?" Is he really going to get rid of the 64 Mercury Caliente?



Recognize this? It is a kerosene caboose lamp with a specially designed shock absorbing mounting bracket. Slack action and over-speed couplings resulted in broken mantles and in some cases, the fragile glass chimneys breaking off. With input from railroad employees, this shock bracket was developed. Four thin leaf springs dampen end-to-end shock movement. Two leaf springs with four adjustable coil springs control lateral movement. Slack action at the rear end of trains was severe enough to knock crewmen out of their seats!



N&W 611 Moved to Winter Storage

Personnel from the Strasburg Railroad, the Virginia Museum of Transportation, and the Railroad Museum of Pennsylvania moved the famed N&W Railway 4-8-4, #611 from the Strasburg's track across Pennsylvania Route 741 to the Railroad Museum of Pennsylvania for winter storage on January 31, 2023. The move was made to free up track space in the railroad's East Strasburg yard. The former NYC, #8618 powered the move of 611, her auxiliary tender and VMT's tool car into the museum's fenced yard.

The locomotive will be displayed at the museum through late spring. Virginia Museum of Transportation and the Railroad Museum of Pennsylvania staff will coordinate interpretive programs about the locomotive's history.

(a special thanks to Pat Mahoney for this story)



Rotary Snowplows – Donner Pass CA





Derailed on the Chicago - Fort Wayne and Eastern Railroad in Delphos, Ohio. Roughly 20 minutes west of Lima, Ohio



L&N LOUISVILLE AND NASHVILLE RAILROAD COMPANY
 MANAGER - EXPENDITURES ACCOUNTING
 Louisville, Ky. 40201

IDENTIFICATION NUMBER	GROSS EARNINGS	R.R. TAX	FEDERAL TAX	MISC.	AMOUNT OF DRAFT	YEAR	MO.	PER.
91975	440.00	25.74	78.34	11.74	324.18	1976	08	1
DETAIL OF MISCELLANEOUS DEDUCTIONS AND EXPENSE REIMBURSEMENTS								
CODE	AMOUNT	DESCRIPTION	CODE	AMOUNT	DESCRIPTION			
21	11.74	KY INCOME TAX						

“Off” Rail Humor

A Work Train Foreman was up on a company investigation for insubordination. At a derailment site, he allegedly called a Trainmaster an "idiot". A Roadmaster at the derailment was a witness.

Union Rep; "Did you hear and see the Foreman call the Trainmaster an idiot?"

Roadmaster; "I heard him, but they were out of sight on the other side of the high grade."

The Union Rep; "Then how do you know it was the Foreman who said it?"

Roadmaster; "I know him and recognized his voice."

Union Rep; "Ok. Then how do you know it was the Trainmaster who was being called an idiot and not someone else?"

Roadmaster; "Because the Trainmaster was the only idiot we had out there that day."

The Old Conductor

An old road foreman once told me about a freight train that ran away and derailed while descending a mountain grade in West Virginia where he had worked many years earlier.

At the investigation which followed, the conductor, who had been riding in the caboose, was asked, "when did you first realize your train was running away down that mountain?"

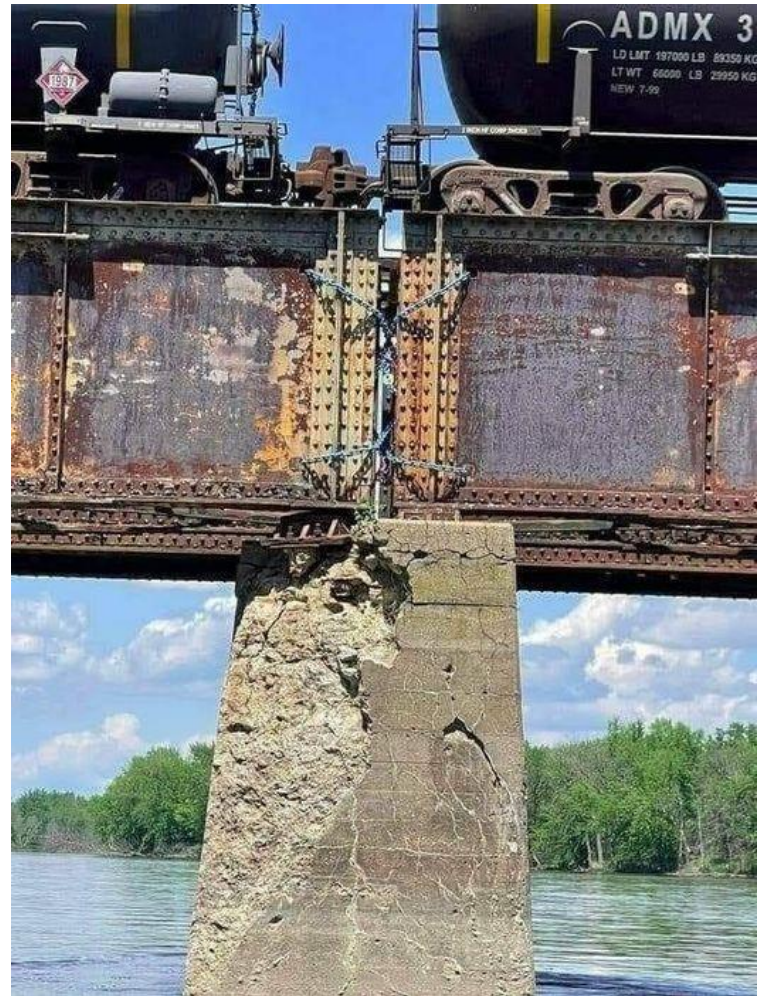
The old conductor replied, "Well, sir, we knowed we was in trouble when we seen the engineer and head brakeman (who had both jumped off the engine) standin' by the track, wavin' an' hollerin to us we went by them."

Railroad Jargon & Dates

- "All Aboard" – 1837
- Baggage Coach – 1878
- Baggage Car – 1833
- Box Car – 1856
- Butcher Boy – early 1850's
- Cab – 1859
- Cattle Car – early 1850's
- Club Car – 1895
- Cow Catcher - 1838



ATSF F7A 310L with Train #76, The San Diegan (consist of 4 F-units, 11 coaches, 1 coach-lounge, 1 baggage car) arriving at Fullerton, California Station on August 20, 1967. (to Jimmy Curth... "that's a beaut, eh?"



“Repairs needed in Aisle 3. Calling Dr’s Robins & Henderson.....STAT!”



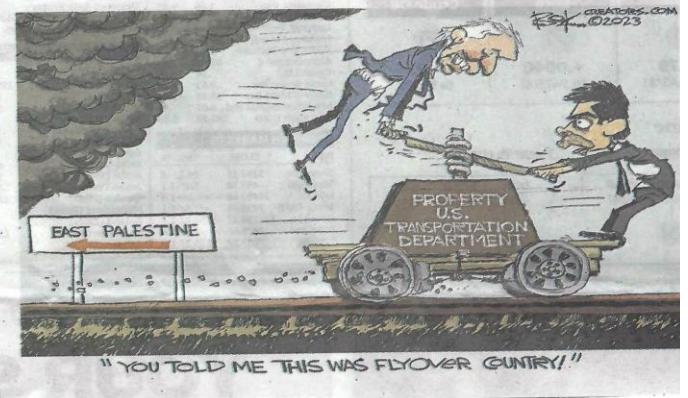
The engineer noted in his log, "it was making a ticking noise at all speeds."

STB to Investigate UP (oh no)

Union Pacific has asked the Surface Transportation Board to order mediation in response to Amtrak's request for an investigation into its handling of the *Sunset Limited*, and says the current *Sunset* schedule is the root cause of the train's problems. UP asserts that that the *Sunset* has not been designed to account for the current customer on-time performance metric or customer on-time performance minimum standard adopted by the FRA in its final rule set in 2020.

At the root of the matter is the length of UP freight trains. Currently, UP train lengths are such that they are too long for a regular siding, hence forcing Amtrak to the siding and waiting for the freight to pass.

Amtrak brought the first-of-its-kind case to the STB in December 2022, seeking damages and other relief from UP over what it called the "abysmal" handling of the *Sunset*. UP says Amtrak has not agreed to changes needed to bring the schedule into that alignment and has "refused to accept other changes UP has proposed to make the schedules reliable and achievable."



A Little Humor

God was missing for six days. Eventually, Michael, the archangel, found him, resting on the seventh.

He inquired, "Where have you been?"

God smiled sincerely and proudly pointed downwards through the clouds, "Look, Michael. Look what I've made."

Archangel Michael looked puzzled, and said, "What is it?"

"It's a planet," replied God, "and I've put life on it I'm going to call it Earth and it's going to be a place to test "Balance."

"Balance?" inquired Michael, "I'm confused."

God explained, pointing to different parts of Earth. "For example, northern Europe will be a place of great opportunity and wealth, while southern Europe is going to be poor. Over here I've placed a continent of white people, and over there is a continent of black people. Balance in all things."

God continued pointing to different countries.

"This one will be extremely hot, while this one will be very cold and covered in ice."

The Archangel, impressed by God's work, then pointed to a land area and said, "What's that one?"

"That's Florida, the most glorious place on earth. There are beautiful trees and gardens, it's surrounded by water and days filled with sunshine. The people from Florida are going to be handsome, modest, intelligent, and humorous and they are going to travel the world. They will be sociable, hardworking, high achieving, carriers of peace, and producers of good things."

Michael gasped in wonder and admiration, but then asked, "But what about balance, God? You said there would be 'balance.'"

God smiled an all-knowing smile and said, "I will create California. Wait till you see the idiots I'll put there."

Railroad Lingo

BUTTERFLY: Note thrown (or handed) from train by an official to a section foreman or other employee, so called because it may flutter along the track, although it is usually weighted down when thrown from a car.

CORNFIELD MEET: Head-on collision or one that is narrowly averted.

DYNAMITER: Car on which defective mechanism sends the brakes into full emergency when only a service application is made by the engineer. Also, a quick-action triple valve.

2023 MER Convention Update

by Barry Schmitt

MER-NMRA Members,

I am the Convention Clinic Chair for the 2023 Around the Curve to Altoona Convention hosted by our Susquehanna Division 11. I'd like to extend a warm welcome and invitation to each of you and any of your Division members who would like to present a clinic at our Oct 18-22 Convention. As you know, Altoona was the heart of the Pennsylvania Railroad during the heyday of American railroading. The Convention will provide visits to historic railroad facilities, sites, attractions, and provide educational experiences for all attendees.

For those who have never presented at a regional convention they can earn 4 points toward the Author Achievement Program. This could be their first step in the path to achieving MMR status. We welcome any topic associated with model railroading or prototype railroading that is related to our model railroading hobby.

As currently structured, our clinic program will offer 50+ clinic slots over the four-day convention. A clinic slot is based on a 45-50 minute clinic, 10-15 minutes for Q&A, and 30-minutes for setup, tear down, and break time between clinics. Each of our 3 clinic rooms will have a full audio/visual setup, tables for model displays or other support material, and a convention clinic team member who will introduce the clinician and provide any assistance needed during the presentation.

For those interested in presenting a clinic or have questions kindly have them contact me by either phone or email. We sincerely look forward to welcoming you and many of your members to Altoona in October.

Best Regards,

BNSF Announces \$3.9B Investment Plan

BNSF Railway Company (BNSF) announced its 2023 capital investment plan of \$3.96 billion. BNSF's capital investments play a key role in its ability to operate a safe and reliable network while supporting the anticipated needs of its customers. "Our capital plan reflects our growth mindset and commitment to having the capacity and equipment we need to support our customers. Continued investment in our network through our capital plans helps ensure we run a safe, efficient and growing railroad that provides customers with the service they expect from BNSF," said Katie Farmer, President and CEO.

The largest component of this year's capital plan, \$2.85 billion, is devoted to maintaining BNSF's core network and related assets. Investing in BNSF's existing infrastructure ensures the railroad is in top condition, which results in less unscheduled service outages that can slow down the rail network and reduce capacity.

Maintenance projects include replacing and upgrading rail, track infrastructure like ballast and rail ties, and maintaining its rolling stock. It will consist of nearly 14,000 miles of track surfacing and/or undercutting work and the replacement of 346 miles of rail and approximately 2.8 million rail ties. \$402 million of this year's capital plan is for equipment acquisitions.

Over \$700 million of this year's capital plan will be for expansion and efficiency projects, adding to the nearly \$2.5 billion invested in expansion projects over the past five years. This year's expansion plans support the growth of BNSF Intermodal and Automotive, Agricultural and Industrial Products customers.

On its Southern Transcon route between the West Coast and Midwest, BNSF will support traffic growth by beginning the construction of a second bridge over the Missouri River at Sibley, MO, completing double track for one of the last segments of single track along the Southern Transcon. The plan continues projects that add several segments of new track in Eastern Kansas and Southern California. It will also begin a multi-year terminal and fueling project near Belen, New Mexico. All four projects will increase capacity throughout the corridor.

Also, in the South, BNSF will complete a second main track expansion in Fort Worth. In the Pacific Northwest, BNSF will begin a multi-year project to add double track near Spokane, Washington, including over the Spokane River and by constructing a siding near Pasco, Washington. BNSF will continue multi-year intermodal facility expansion projects in Chicago (Cicero) and Stockton, California.

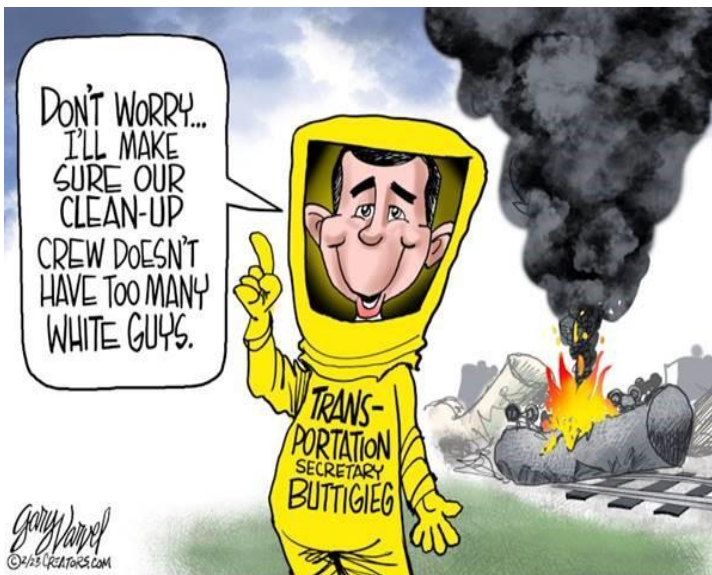
FRA Issues New Advisory Citing June 2022 Braking Incident

The Federal Railroad Administration (FRA) issued a safety advisory to make the rail industry aware "of a recent issue encountered by a train crew that experienced an unintended brake release of a train's automatic air brakes while stopped for a signal," and to recommend 4 steps to address the unintended release of train air brakes.

FRA published Safety Advisory 2022-02 in the *Federal Register* following its review of a June 22, 2022 incident. The agency reported that "during a significant thunderstorm, a crew consisting of a locomotive engineer and conductor operated a conventionally powered, intermodal train with three head-end locomotives, 47 loaded cars, and six empty cars, totaling 9,204 feet in length and 7,392 tons in weight. The engineer stopped the train on a downhill grade of 0.9-1.18% near the signal governing the train's movement, set the train's air brakes at approximately 12 pounds, and fully set the locomotive consist's independent brakes. After being stopped for approximately three hours, the engineer and conductor, located in the lead locomotive cab, observed the train roll toward the signal interlocking displaying a stop indication. This train experienced an unintended automatic brake release.

FRA's investigation of the rolling train's event recorder, positive train control (PTC) system, and engine data logs, revealed: the PTC system had operated properly and would have initiated an emergency brake application upon reaching the signal; the Trip Optimizer was off; and the lead locomotive and consist did not cause the unintended brake release. Instead, FRA determined that, after approximately three hours with the air brakes set, the air pressure slowly bled down from some of the cars' auxiliary reservoirs, likely causing localized brake releases. The initiation of the brake release would enable the accelerated release functionality by taking some air from the emergency brake reservoirs and directing it back into the brake pipe resulting in a substantial number of adjacent car brakes releasing. Potentially contributing factors causing the train's unintended movement included the downhill grade, wet rail, and the train's tonnage.

The locomotive consist's independent brakes remained fully applied but due to the grade, tonnage and wet rail could not solely hold the train without the automatic air brakes also being applied."



UP Derails in Wyoming No Hazardous Materials Involved

Thirteen train cars carrying automobiles derailed yesterday, March 13, at Union Pacific's Cheyenne Railyard. Cheyenne Fire Rescue (CFR) was notified about the incident at 4:51 p.m. and arrived on the scene by 4:56. When rescuers arrived at the 1900 block of West Lincolnway, they found some of the train cars had partially or fully come off the tracks. Although fire wasn't present, CFR took action securing the scene and evaluating the level of impact. All train traffic was temporarily suspended while CFR made contact with UP's personnel.

Fire officials verified there were no hazardous materials involved. However, a powerline was impacted in the railyard. Staff requested Black Hills Energy's assistance to mitigate the issue. The scene of the incident was cleared by 6:31 p.m., with an estimate of damages to Union Pacific unknown. The cause of the derailment has been undetermined and is currently under investigation.

(thanks to Pat Mahoney for this article)



any updates to them. The MER convention "Around the Curve to Altoona" coming up in October is taking shape and looks like it will be a real Rail Fan delight with so many famous railroad features nearby. Tours and clinics will be at their best. Speaking of clinics, there is a call out for clinicians to participate at the convention. The next update is that it's official (reported in our local media this last week) that the new Newport News Transportation Center (new AMTRAK station) has been delayed to open to April 2024! The news release credits "supply issues" as the delaying factor! In the next several weeks, the Board will be contacting and touring the TCCC Chesapeake Student Center to see if this facility would indeed fit our needs and concerns to have a two day "Model Train Event".

This sounds exciting to once again sponsor a model train event at some measure of what we have conducted in the past! And the last item that I want to really promote is the [Tidewater@groups.io](https://www.tidewater@groups.io) that Greg Warth set up for the Division. We all feel that this has the potential and will be a great communication tool to be able to put out interesting information, field questions or requests for modeling assistance and many more aspects of our modeling hobby. Check it out and participate!

Enjoy the hobby,

John Robey, Superintendent



Union Pacific Names New CEO

Union Pacific Chief Executive Officer Lance Fritz said on Sunday he would step down this year to make way for new leadership, after hedge fund Soroban Capital Partners called for him to be replaced. Union Pacific said it expected to name a successor this year and Fritz said he looked forward to working with the board to find a new CEO.

"Union Pacific has been my home for 22 years and I am confident that now is the right time for Union Pacific's next leader to take the helm," Fritz said in a statement, without elaborating on the reasons for his decision. Soroban Capital in a letter on Sunday called for Fritz to be replaced, saying he had lost the confidence of shareholders, employees, customers, and regulators.

Soroban founder Eric Mandelblatt said in the letter new leadership could create significant shareholder value. The hedge fund said it had a "long-held view that current management is not capable of driving strong operating performance" and saw "a heightened risk of permanent damage to the franchise if left unaddressed." "Unlike typical shareholder engagements which come with numerous demands, Soroban has only one ask - install new leadership who can get the trains to operate safely and on time," the letter added.

Soroban urged Union Pacific to consider former Chief Operating Officer Jim Vena as a possible replacement for Fritz, saying "no internal candidates are remotely as qualified." Vena pulled out of the running to lead Canadian National in December 2021. The hedge fund, which said it owns about a \$1.6 billion stake in Union Pacific, said a change in leadership could generate about \$18 of earnings per share in 2025.

Union Pacific reported lower-than-expected fourth-quarter profit, hurt by delayed shipments amid labor shortages and a winter storm that crippled freight operations across the United States. Union Pacific said in a statement it was looking for a new CEO capable of leading the company for a long-term tenure. As part of the board's succession planning process it had considered shareholder input and would continue to do so, and had been engaging with Soroban Capital since 2017. The development comes after activist investor Nelson Peltz ended his quest for a board seat at Walt Disney Co this month, after Chief Executive Bob Iger laid out plans to fix the home of Mickey Mouse, cheering investors.



Meeting of the Tidewater Division of the Mid-Eastern Region (MER) of the NMRA **March 18, 2023**

The Meeting was called to order by Superintendent John Robey at 10:11 AM.

23 members were present and there five guests present, Greg Leiphart (second time), Rich Kessmann, Ross Viera, Brian Dykas, and Donald Bream.

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.

Membership Report: Issue with the membership roster from the MER have been resolved. It will be used to identify new members and allow outreach to members. Members should update their contact information on NMRA.org (must submit for approval).

Web/Callboard: Roger Bir reported he is open for ideas and comments on both the Callboard and the web site. Roger pointed out that articles in the Callboard are eligible for up to 21 of the 42 points needed for the Achievement Program for Authors.

Mark Nieting received a Certificates of Appreciation hosting a layout open house. Jim Kieper received a plaque for his work on the museum project.

continued on page 15



The **purposes** of the NMRA are to:

- **Educate** persons engaged in scale model railroading in methods of building and operating model railroad equipment following the prototype practices of railroads.
- **Educate** persons about all aspects of prototype subjects so that models of equipment, engines, structures, and scenery are as accurate as possible.
- **Develop** the technical skills of persons engaged in the art and craft of scale model railroading.
- **Develop** technical standards to promote consistent and reliable inter-operability between equipment of various manufacturers.
- **Promote** fellowship among model railroaders
- **Advance** the hobby of scale model railroading wherever and whenever possible by publications, events, meetings and other practical means.

The superintendent discussed the new NMRA interchange initiative. It has been established and requires a separate login from NMRA.org. It will allow for interchange of ideas and photos, and will eventually allow for zoom meetings, removing the necessity of the division arranging for its own zoom license.

During a meeting with the NMRA Division Superintendents, the NMRA president stated his desire to the the 2026 convention in the Mid-Eastern region.

The annual MER convention will be held in Altoona, PA from 19 to 22 October, 2023. The host is looking for volunteers to hold clinics. Web site: <https://www.mer2023.org/index.html>. Mark Nieting pointed out that it is on the same weekend as the York Train Collector's Association meet (<https://www.tcatrains.org/event/eastern-division-train-meet-5/>) if you would like to attend two events in the area (York is about 2.5 hours from Altoona).

Meeting Contests:

May – railcars & loads (documented by picture).

July – Trackside structure

September – Passenger car, superdetailed

November – Building diorama using Walthers Import Motors kit. The division has kits on sale for \$10 (HO scale). N scale versions are available and can be submitted to the contest. Awards: 1st \$75, 2nd \$50, Fan's Favorite \$50.

The Newport News transportation center is progressing, most of the exterior is complete. AMTRAK will have its own siding with service facility for two trains as well as a wye for turning. The opening has been delayed at least a year due to supply chain problems with electrical equipment. \$6 Billion has been earmarked for local transportation.

Greg Warth established a discussion group for the Tidewater Division at groups.io to allow for email discussions and photo exchange.

Fred Humphrey reported on the status of the Model Railroad Museum of Hampton Roads. He went through an extensive list of properties that were eliminated. A commercial broker has been engaged to assist in the search for a home. Many sites were eliminated due to cost and parking restrictions. The most promising site was located at Fort Monroe (~6000 sq ft) at a cost of \$18.50/sq ft, including utilities. The organization is looking for help in identifying a funding source. Fred mentioned the plan to charge members \$20/month for the first two years.

The superintendent reported on the possibility of holding a Fall Model Train Event in September at the Tidewater Community College student center. 6000 sq ft is available for vendor tables and 2000 sq ft for layouts. The cost is \$750/day and tables are included. It is unknown if the space is available for two days. The membership voted to pursue the event.

John Robey held a discussion on railroad telemetry with the background on the recent derailment in Ohio.

Memorabilia Contest: 1st John Robey RF&P, 2nd Bill Waples N&W Y6B number plate, 3rd Mark Nieting B&O dwarf signal.

Mark Nieting discussed meetings about displaying slides of railroading and mentioned the possibility of holding a gathering after division meetings. If interested, contact Mark.

Pat Mahoney won the raffle.

The meeting was adjourned at 1228.

Bob Cook, Timekeeper

Round the Curve to Altoona 2023

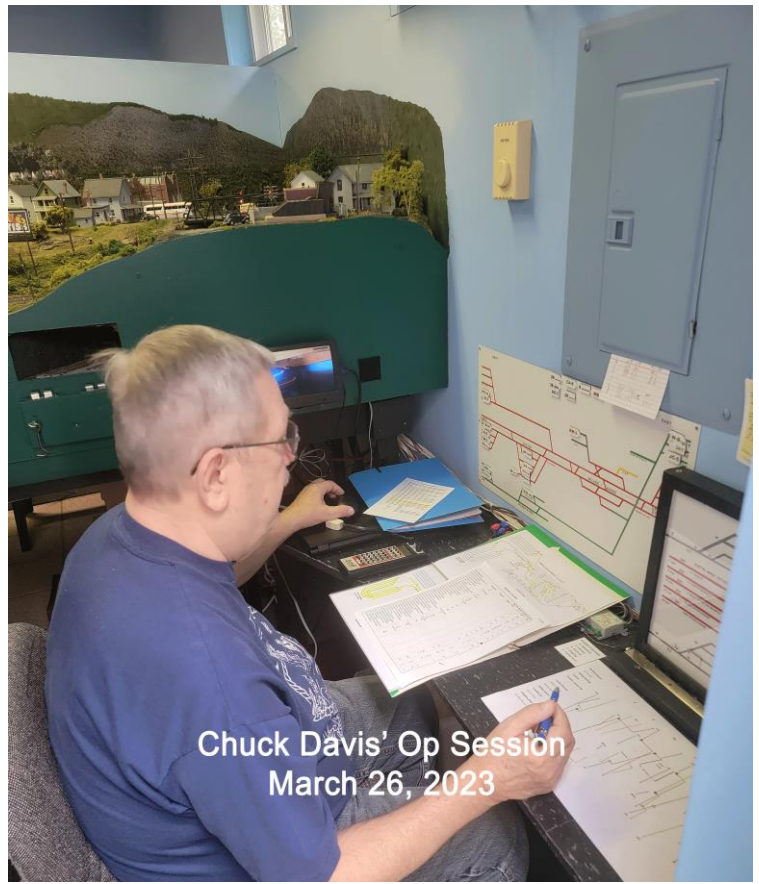
Mid-Eastern Region Convention
October 19-22, 2023
Altoona Grand Hotel
Hosted by the Susquehanna Division 11



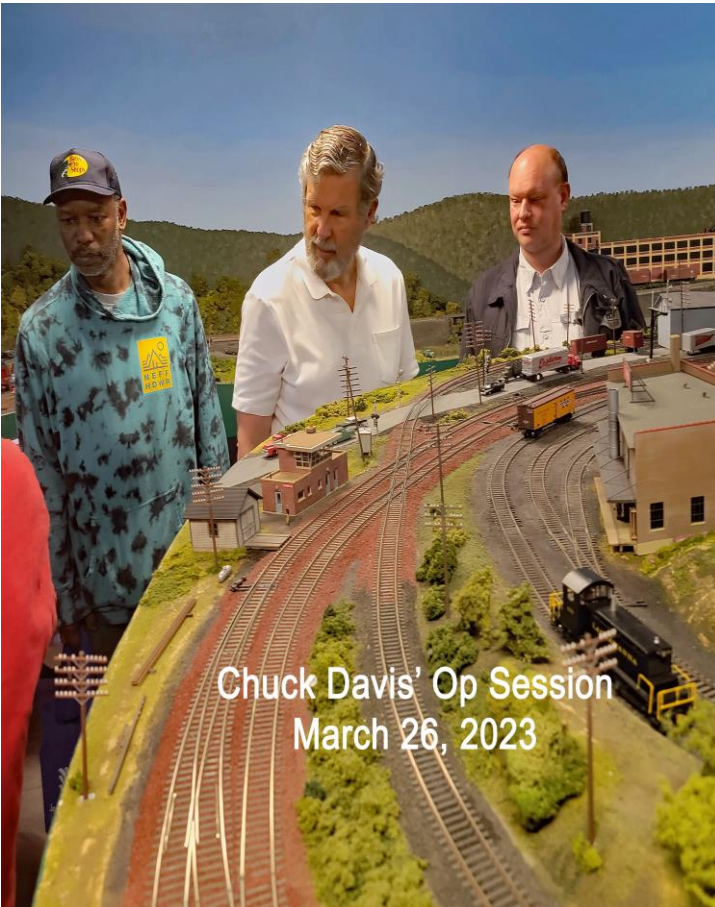
Around the Bend – Division Photos



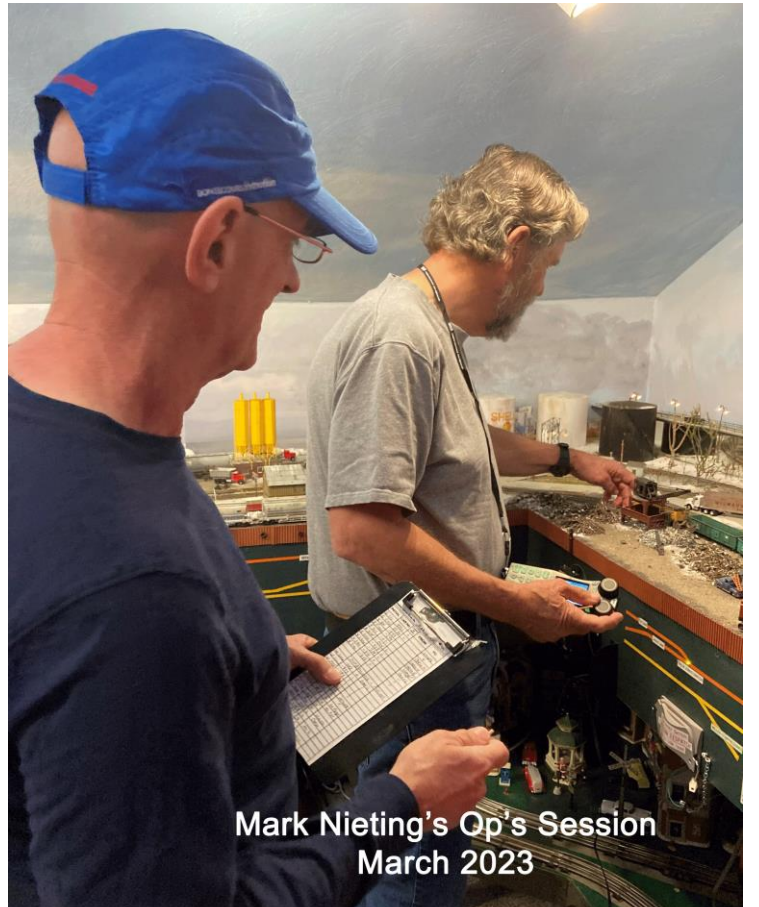
Mark Nieting's Op Session
March 2023



Chuck Davis' Op Session
March 26, 2023



Chuck Davis' Op Session
March 26, 2023



Mark Nieting's Op's Session
March 2023



Our Tidewater Division Goals

As we start into our new year of activities for the Tidewater Division, I would like to set our “goal posts” to provide guidance for our direction. The one single group of purposes that will guide our actions and accomplishments should and will be the “Purposes of the NMRA” as outlined in the National NMRA By-Laws:

- **Educate** persons engaged in scale model railroading in methods of building and operating model railroad equipment following the prototype practices of railroads
- **Educate** persons about all aspects of prototype subjects so that models of equipment, engines, structures, and scenery are as accurate as possible
- **Develop** the technical skills of persons engaged in the art and craft of scale model railroading
- **Develop** technical standards to promote consistent and reliable inter-operability between equipment of various manufacturers
- **Promote** fellowship among model railroaders
- **Advance** the hobby of scale model railroading wherever and whenever possible by publications, events, meetings and other practical means.

These six tenets of the NMRA certainly provide us with goals, and if you want, the term “Mission Statements” for our division. Here’s to our achievements to promote “The World’s Greatest Hobby”!

John Robey, Superintendent