

## Tidewater Division

# CALLBOARD

Volume 2023, Issue 6

NMRA MEMBER

November 2023

### “Superintendent’s Desk”

**John Robey, Superintendent**

Greetings from the Superintendent. Well, we are starting to wrap up the year 2023 with the last meeting of the year, several train show events coming up and of course, the holidays of Thanksgiving and December celebrations. Speaking of model railroading events, our “Model Railroad Open House” at the Virginia Beach Central Library was a successful event. We featured the celebration month of National Model Railroad. Our event was to demonstrate to the public the different scales and history of the hobby. We invited our fellow model railroad clubs to participate, regardless of their affiliation with the NMRA or not. We had active demonstrations of Z, N, HO, O, G and Lego model railroad equipment. Mark Nieting had his pre-WWII “O” scale layout; Pat Mahoney had his “N” scale layout (demonstrating what you can do with a hollow core door); Greg Warth had his “N” scale multi-train layout; and Greg Leiphart had a city block HO setup of downtown buildings; the Tidewater O-Scale group

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### **BILL OF LADING – NOV 2023**

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### **This Month in Rail History November 2023**

Nov 1, 1982: CSX Corporation is founded.

Nov 2, 1953: The Last regularly scheduled steam run, B&O train #22 "The Washingtonian" Eng #5306 Class P7 Washington to Baltimore-Camden Station departs at 6:30 PM.

Nov 6, 1842: first railway to cross an international border in Europe (Belgium & France) is opened

Nov 7, 1885: Completion of Canadian Pacific Railway, Canada’s first transcontinental railroad.

Nov 14, 1945: Shepherd's Landing bridge withdrawn from service. During 3 years of service required 1 train a day to maintain safety. Bridge demolished early 1947.

Nov 16, 1889: the Oahu Railway and Land Company began operations on Hawaii’s third largest island.

Nov 18, 1883: U.S. & Canadian railroads first use Standard Time.

Nov 22, 1915: Milwaukee Road first electrified Pacific Extension train.

Nov 25, 1835: Steel magnet and owner of Pittsburgh car works Andrew Carnegie is born.

Nov 27, 1897: Andrew Beard patents the Jenny Coupler.

“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 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](mailto: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.nmar-mer-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 Jan 20, 2024**

January 20, 2024 – the Division Business meeting. The contest TBD. 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**

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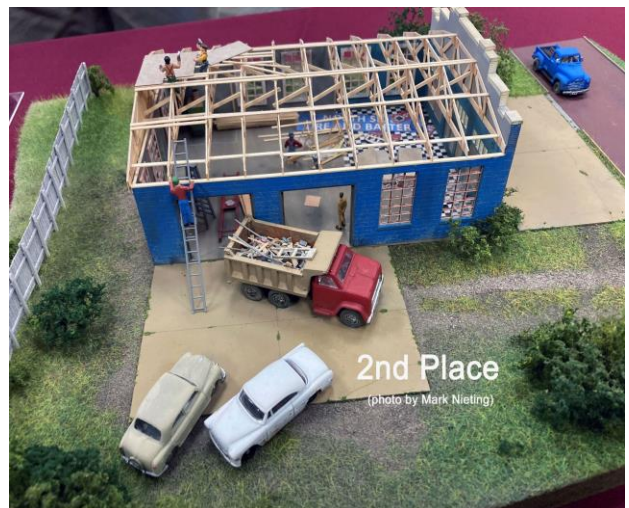
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John Cryderman – at Large  
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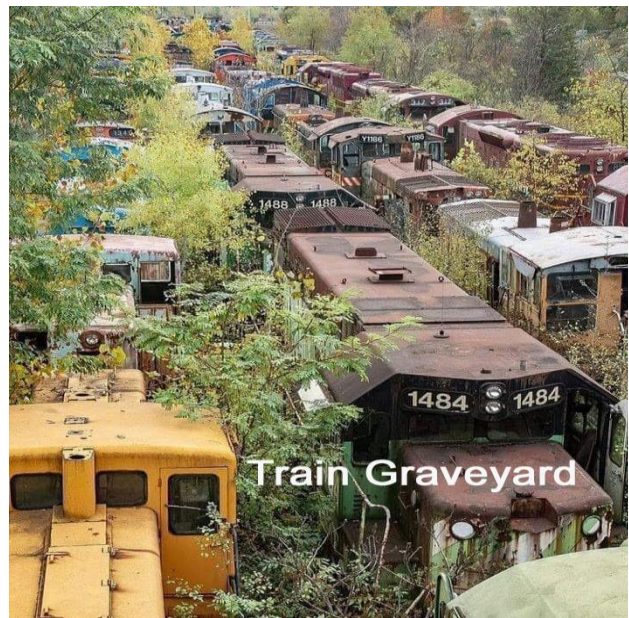
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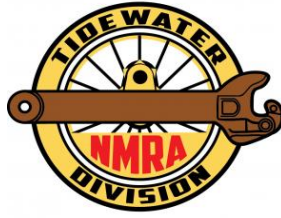
Achievement Program: Chuck Davis  
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# “Around the Bend” Tidewater Member Photos



UP 77, a DD35, is the lead unit on an eastbound intermodal train. Trailing are three Western Pacific locomotive. They are waiting on Main 1. They are waiting for a new crew. Riverdale Yard. Ogden, Utah. January 1973





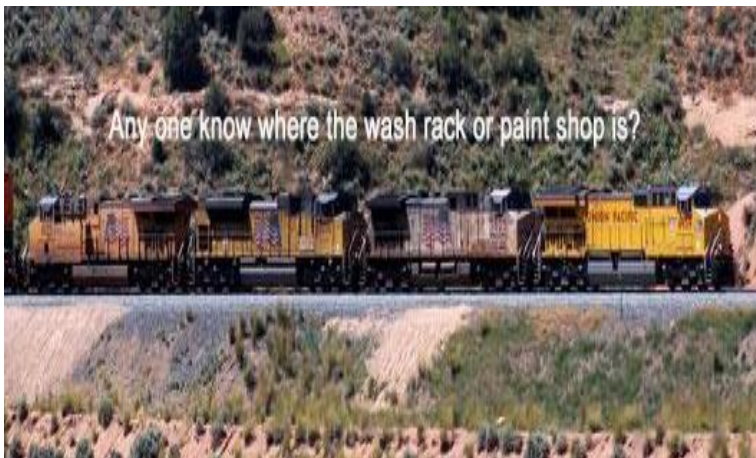
## If it's November it must be...NATIONAL MODEL RAILROAD MONTH!

This is the time to promote our hobby by showing non-model railroaders what it's all about, and how much fun it is. Here are a few idea starters:

- Have a layout open house ... just distribute flyers to local hobby stores telling them you have an operating model railroad and this would be a great opportunity to sneak a peek.
- Take a train to work – bring a model to your workplace and put it in a spot where your co-workers can get a good look at it. If you're really ambitious, bring a different model every week...or every day!
- Hold a clinic or two at your local public library. Contact the library, tell them what you're doing, and book a time on a weekend or evening. Then hold a "How to get started in model railroading" clinic by showing pictures and having models that they can see and touch, and explain how easy it is to get started in model railroads and where the local hobby stores are.

Those are just some ideas to get you started – you can undoubtedly think of more. The point is, if we want to see our hobby flourish, we've got to help it grow. And November is the month to do it. So get started!

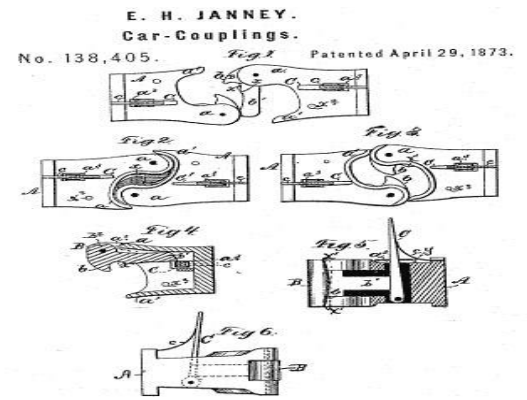
**Time Period:** November 1, 2023 to December 1, 2023



# The "Janney Knuckle Coupler

## Drastically Reduced Railroad Accidents

Eli H. Janney was born in Loudon County, VA, on November 12, 1831. Prior to the Civil War, Janney was a small-time farmer, ran a small shop in Loudon County, and also served as the local postmaster. When war broke out, he enlisted in the Confederate Army, where he rose to the rank of major. After the war, Janney settled in Alexandria, VA, where he worked as a clerk in a dry goods shop. During this work, he devoted his spare time to developing a safer and more efficient coupler system for railroad cars.



For most of the 19th century before the Janney coupler was patented in 1868, rail workers performed the dangerous task of connecting rolling stock with link and pin couplers. This system, which resulted in many severe injuries including loss of limbs and even death, required the brakeman to be between the cars while holding the link in position to slide into the receiver of the car being coupled as it was pushed by an engine.

What distinguished the Janney coupler from other such devices then used in the railway was its vastly improved design and easy-to-use method. One day as he was deeply engrossed in his work, Janney hooked his fingers together and envisioned a safer coupler similar to the clasping of two hands in a vertical position with the knuckles bent, which forms a strong link, but can be easily unclasped. In recognition of his invention, the U.S. government awarded him the first patent on April 21, 1868, for "constructing an automatically working car coupling, in such a manner that the coupling and uncoupling are performed without endangering the operator's life by going between the cars."

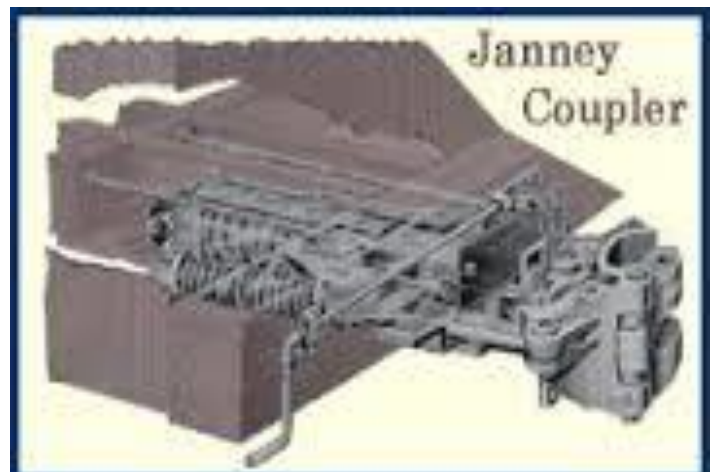


In 1873, the Patent office awarded Janney his second patent for this coupler design. In his patent application, Janney extolled the benefits of his design: "The advantages of the described construction are numerous. It will couple readily under all circumstances if one of the hooks is open, but will not if both are closed. It is adapted for use upon cars of different heights. It has no lateral or longitudinal play, but moves freely vertically. It is impossible for it to become uncoupled unless the cars leave the track."

A man of modest means, Janney sold his patent rights to the McClonway & Torley Company of Pittsburgh in 1878. Nine years later, the Master Car Builder

Association chose the Janney coupler over 40 other proposals as the railroad industry standard. Before widespread adoption of the Janney coupler, nearly 40% of rail yard injuries and deaths were attributed to coupling accidents. By 1902, only 4% of railroad accidents were due to car coupling.

The career of this remarkable man came to an end when he died at his home in Alexandria on June 16, 1912, at the age of 81. Although Janney never became wealthy off of his coupler design, the old Confederate soldier certainly would be pleased that his design has stood the test of time with only some minor modifications over the years.



# November is national model train month

(TOGA) had a comprehensive array of models; the Big Train Operators (BTO) had test tracks set up for diesel and steam showcasing sound and digital control for dead rail train operation; and the Lego group went really big with a 9 or 10 table display, that ran all day! In addition, we had a Tidewater NMRA table with the Rail Box all scales display; the Museum had a multi-table display and we featured a whole table of free give away magazines. We also conducted our November diorama contest with Greg Leiphart receiving first place and a \$75 check, and George Downer receiving second place and a \$50 check! Congratulations winners! And, of course, we conducted a short meeting providing a re-cap of the MER Altoona Convention, Paymaster and Membership reports, and a call for volunteer nominations for the 4 Board of Directors positions to be voted on before the January Annual Business Meeting and White Elephant Sale! Contact Gary Brown or Greg Warth if you are interested in running for election to the Board. And, yes, we are going to have the annual White Elephant sale at the January meeting!

Upcoming events....Trains, Planes and Santa November 24, 25, 26 at the Military Aviation Museum; TCA Swap Meet December 2 at Prince of Peace Lutheran church (our meeting location) and the Greenberg Train Show December 9&10 at the Hampton Convention Center. Looks like a busy month!

As we enter into the new year and formulating our agenda, we will be putting together committees and volunteers. One of the important committees that we will begin to focus on, is the 2026 Convention Committee. The convention committee typically begins their work 2 years out from their convention date. The committee has to develop a theme, location selections, discussing tours, rail events and convention themes. I ask each member to consider volunteering for any element, large or small, to participate in the planning and execution of the Convention plan!

Enjoy the hobby and the holidays!

*John*

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

The Meeting was called to order by Superintendent John Robey at 10:11 AM at Virginia Beach Public Library, Virginia Beach.

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

Membership Report: T17 members signed in. There were 4 guests. There is one new member in the division.

Nominating Committee: There are four positions up for election. The slate needs to be determined by December 15<sup>th</sup> and disseminated to the division.

Pat Mahoney reported that Hobbytown is offering a 10% discount to members that show their NMRA membership card with the purchase. They will also accept old magazines for distribution to others.

Members were reminded to vote in the diorama contest. There were two entries.

The Military Aviation Museum is holding the event "Planes, Trains, and Santa!" from November 24<sup>th</sup> to 26<sup>th</sup>. John Cryderman is looking for volunteers to help with set up on Wednesday and operating through the event, and then break down. Contact John [hjcryderman@cox.net](mailto:hjcryderman@cox.net) or John Fallon ([zoxdoc@yahoo.com](mailto:zoxdoc@yahoo.com)).

On December 2<sup>nd</sup>, Train Collectors Association is holding a train show at the at Prince of Peace Lutheran Church, Virginia Beach. There will be at least 30 tables. Tables are available for \$20.

Greenberg Great Train & Toy Show will take place in Hampton VA at the Hampton Roads Convention Center on 9-10 December. The division does not have a table yet, but plans are in place to ask for one.

The next meeting is on January 20<sup>th</sup> at the at Prince of Peace Lutheran Church, Virginia Beach. There will be a white elephant table and the annual election results will be announced.

The meeting adjourned at 1035.

# The "KATY" Railroad

## Missouri, Kansas & Texas Railroad

The Missouri–Kansas–Texas Railroad is a former Class I railroad company in the United States, with its last headquarters in Dallas. It was established in 1865 under the name Union Pacific Railway, Southern Branch and served an extensive rail network in Texas, Oklahoma, Kansas, and Missouri.



In its earliest days the MKT was commonly referred to as "the K-T", which was its stock exchange symbol; this common designation soon evolved into "the Katy". The Katy was the first railroad to enter Texas from the north. Congress had passed acts promising land grants to the first railroad to reach the Kansas border via the Neosho Valley. The Katy portion of the former Union Pacific Railway, Southern Branch was in a heated competition for the prize. On June 6, 1870, Katy workers laid the first rails across the Kansas border, winning the race. Congress' promised land grants were never made, as the courts overturned the grants because the land was in Indian Territory and was the property of the Indian tribes.



In 1896, as a publicity stunt set up by William George Crush, the Katy crashed two locomotives, pulling loaded trains, at a site that came to be known thereafter as Crush, Texas. The collision occurred before more than 40,000 spectators, three of whom died (and several were injured) by debris from the exploding boilers. The ragtime composer and pianist Scott Joplin, who was performing in the area at the time, commemorated the event in his song, "The Great Crush Collision March" (which he dedicated to the Missouri-Kansas-Texas Railway).

From 1915 until January 4, 1959, the Katy, in a joint venture with the St. Louis – San Francisco Railway (popularly known as the *Frisco*), operated the *Texas Special* from St. Louis to Dallas, Ft. Worth, and San Antonio. It sported rail cars with names including *Sam Houston*, *Stephen F. Austin*, *David Crockett*, and *James Bowie* after prominent men of the state. At the end of 1970 MKT operated 2623 miles of road and 3765 miles of track.

In 1988 the Missouri Pacific Railroad (MoPac) and the MoPac's owner, the Union Pacific, purchased the Katy with approval by the Interstate Commerce Commission. The merging and restructuring of railroads during the 1980s had cost the Katy much overhead traffic, and it had been seeking a merger partner. On December 1, 1989 the Katy was merged into the MoPac, and the MKT is now part of the Union Pacific Railroad system. As part of a new heritage program, in July 2005 Union Pacific unveiled a new EMD SD70ACe locomotive, Union Pacific 1988, painted in MKT colors.



In the "rails to trails" program, much of the Missouri track line has been adapted for use as the Katy Trail State Park, including a spur to Columbia, a Missouri State Park, which runs along the Missouri River for part of its route. In downtown Dallas, a 3.5-mile (6 km) long section, also called the Katy Trail, is being converted into a multi-use trail linking White Rock Lake to the American Airlines Center.



# Union Pacific Celebrates Employee-focused Programs with New Locomotive

The locomotive highlights five of the railroad's unique, employee-focused programs that wouldn't be possible without the support of its team, including the Employee Assistance Program (EAP) and Friend to Friend Network. EAP provides 24/7 confidential support to all employees and their families facing problems relating to mental health, substance abuse, work-life balance and workplace challenges. In 2022, Union Pacific opened 3,600 Employee Assistance cases for employees and their dependents.



The Friend to Friend Network, a nonprofit run by Union Pacific employee-volunteers and retirees,

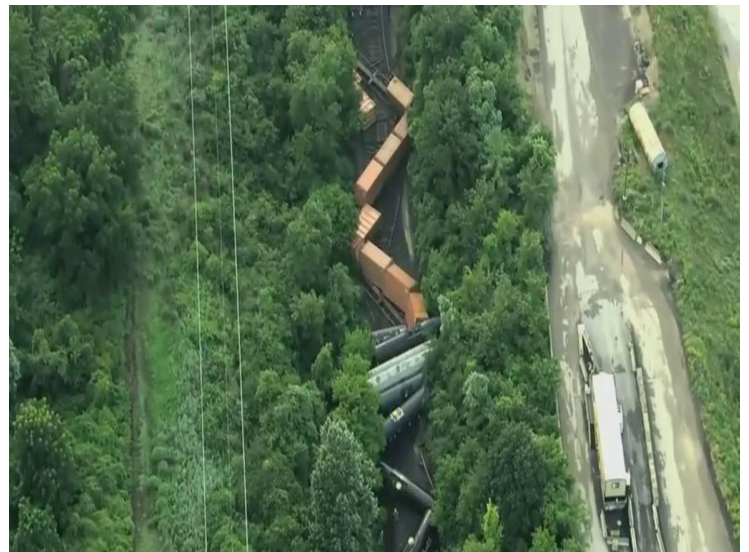
provides financial aid to railroaders and their families impacted by health or home-related hardships. Last year, the network directed more than \$842,400 in aid to 1,400 Union Pacific families – using funds donated directly by their peers. “The locomotive is a great way to raise awareness about the resources available to our employees when life throws us curve balls,” said Dana Swanson, senior director-System Locomotive Facility. “We all need help and support at times.”

Outfitted with reflective, eye-catching emblems, the locomotive went into service earlier this year on Union Pacific's 23-state network. Craft professionals at Jenks Locomotive Shop in North Little Rock, Arkansas, did the work, making sure the new design did not compromise the integrity of Union Pacific's branded paint design.

## CSX Derails in Pennsylvania

A 40-car CSX train, which was operating on tracks owned by Norfolk Southern, derailed about 4:50am in a wooded area Whitemarsh Township, Pennsylvania. Officials said at least 16 cars went off the tracks but later said 15 cars had derailed. 12 nearby homes were evacuated shortly after the derailment was reported for precautionary measures. Silicone pellets leaked from at lease on train car.

Among the derailed cars, 5 contained urea, a liquid fertilizer, and another has tetrachloroethylene, which is used as a dry-cleaning agent and metal degreasing solvent. At least 2 other cars were empty. The cause of the derailment was under investigation, but a CSX spokesperson said it may have been weather related. No injuries were reported.





# West Coast Express Adds Inventory

## F59PH #908

As noted at the time of posting the West Coast Express had six locomotives on their roster. Today, they have seven. The new kid on the block is 907, and ex GO GMD F59PH; seen here at the same spot as the main/original photos of this set. It's a long story I won't get into now, but WCE bought this and had it rebuilt before taking delivery just a short time ago. The photo below was its first run home in the afternoon on train #2 on June 19<sup>th</sup> 2023. It was raining, but I had to get it. I just about got blocked by that CP move to the right, but fortunately the 907 was moving a lot quicker. The F59PH and the F59PHI's look different, but are essentially the same on the inside. The 906 was built by Motive Power Industries (MPI), so is quite different overall. This 907 is seven years older than the original F59PHI's on the roster. Built in 1988, whereas the 901-905 built in 1995, and 906 built in 2006.



## BNSF Engineers Offered Sick Leave

Nearly 7,500 BNSF train engineers may get up to 8 days of paid sick time and more certainty about their days off if they approve a new deal with railroad. Last year, sick leave was not part of the pay increase package. Under the proposal, BNSF engineers will get 5 days of paid sick leave and be permitted to convert 3 other leave days into sick time each year. That's better than most other deals rail workers have made that provide for up to 7 days of



sick time through a combination of paid days and existing leave days. In all these deals, railroads promised to pay workers for any unused sick time at the end of each year.

In addition to sick time, this agreement will establish a scheduling model across BNSF that will help engineers predict when they will be scheduled to be off. The details may vary across the railroad, but BNSF generally promised to try to give engineers three days off after they work six days in a row. Engineers will also be able to ear 4 additional paid days off a year for each quarter they work without taking an unplanned day off work.

## Conductor Injured from Assault by Hobo

Oelwein Daily Register, Oelwein Iowa

June 30, 1926

Jim Royal, hobo, is being held in the county jail here charged with assault upon Conductor A. W. Tomas, Boone, Iowa, of the Chicago & North Western Railroad. Royal was captured by a posse after a 12-hour manhunt.

He is alleged to have thrown a large rock which struck Thomas on the head when the latter refused to let him ride on the train. Thomas is recovering in a Boone hospital from injuries. Royal was bound over to the grand jury.

# BNSF's Net Profit for the 1st quarter of 2023 Slips

## 10% Drop in Carload Volumes

Operating income for the second quarter and first six months of 2023 was \$1.8 billion and \$3.7 billion, respectively, decreases of \$569 million (24%) and \$754 million (17%) compared to the same periods in 2022, according to BNSF, which released its second-quarter 2023 earnings statement on Aug. 7. Operating ratios were 68.2% and 68.3% for the second quarter and first six months, respectively, increases of 5.0% and 4.4% compared to the same periods in 2022.

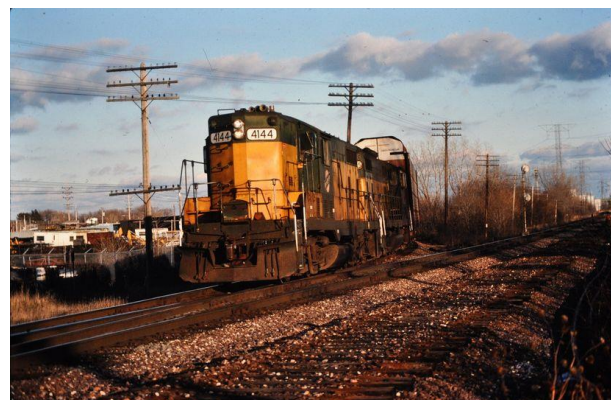
Total revenues for the second quarter and first six months of 2023 decreased 12% and 6%, respectively, compared with the same periods in 2022, reflecting lower volumes of 11% in both the second quarter and the first six months of 2023. Average revenue per car/unit decreased slightly in the second quarter, while average revenue per car/unit increased 6% in the first six months of 2023 resulting from higher yield.



Warren Buffett owns 77.4% of BNSF.



“Someone order a snow plow?” Photo from 1866 showing railroad answer to a bad weather challenge.



Its Feb 1989 were at Milwaukee Wis at Wisconsin Junction with a train coming off the Air Line sub division that goes to Found Du Lac .The line to the far right is the Shoreline sub division that went to Sheboygan and Green Bay .Both line lines are no longer a through route .One ends at Sheboygan and the other ends near Jackson Wis



Union Pacific 7300, 3958, 5792 (C44ACM, SD70M, C44ACCTE) lead a westbound at 10th West & South Temple in Salt Lake City, Utah. October 25, 2023

# Heritage Locomotive Updates

## Railroading Heritage of Midwest America

In April 2022, the Union Pacific Railroad donated several locomotives and cars to the Railroading Heritage of Midwest, located in Silvis Illinois. UP donated #5511, a 2-10-2, Challenger #3985 (4-6-6-4) and a DDA40X #6936. In 20 Mechanical problems took it offline in 2010, after which it was stored at the Union Pacific's Steam Shops in Cheyenne. Because of its poor mechanical condition, #3985 was officially retired from excursion service in 2020.

Below is the most current updates regarding these three engines. #5511: the tubes and flues have been removed. Fire bricks were removed from the firebox of inspection. Safety valves were removed and sent off for rebuilding and the dynamo was removed for inspection.

Challenger: cylinder and valve heads removed so the liners can be inspected and measured. Most of the valve gear has been removed from the rear engine as well as the inspection of stay bolts and firebox continues. Front flue sheet has been removed for replacement and the frame continues to be cleaned.

DDA40X: the National Railroad Equipment has made a full mechanical assessment of 6936, and have been working to replace water pumps and doing cam work on the diesel engines. All the springs on the trucks need to be replaced.



Volunteers remove firebrick from the firebox and the superheaters from the boiler of 2-10-2 #5511



Flues are removed from the Challenger #3985

## Railroad Glossary

**CORNERED:** When a car, not in the clear on a siding, is struck by a train or engine.

**DOUBLE-HEADER:** Train hauled by two engines.

**GRAVEYARD WATCH:** 12.01 A.M. to 8 A.M., or any midnight shift, so called because that shift includes the quietest hours of the day.

**KICKER:** Triple valve in defective order, which throws air brakes into emergency when only a service application is intended, or sometimes by a bump of the train.

**MUDHEN**—A saturated locomotive, one that is not superheated.



## CSX Derails in Kentucky Spills Molten Sulfur

A train derailment involving 16 cars, two of which spilled molten sulfur, sparked a fire north of Livingston, Kentucky, railroad operator CSX ([CSX.O](http://CSX.O)) said on Wednesday, prompting officials to tell residents to evacuate.

The cause of the derailment and the scale of the fire were not immediately clear, though [ABC News](http://ABC News) said one crew member suffered minor injuries.

"Local officials are encouraging those in the town of Livingston to evacuate," the office of Governor Andy Beshear said in a statement, urging families to stay clear of the area as authorities respond to the incident.

## National Train Month Photos – Virginia Beach Library

(all photos by Mark Nieting)

