



Tidewater Division

CALLBOARD

NMRA MEMBER

January 2024

“Superintendent’s Desk”

John Robey, Superintendent

Well, the start of a new year for the Division, and as I understand it, it will be the beginning of our 52nd year as a Division of the NMRA. We start out the year with a majority of new Board of Directors. We welcome Wayne Williams, Bill Fey, Chuck Davis and Pat Mahoney to the Board and thank the outgoing board members, Mark Nieting, Bob Cook, Greg Warth and John Cryderman for their service and commitment. During our annual business meeting and change of watch we recognized and honored Division members for their contributions, achievements and support to our well being of the Division. As the Superintendent, this is always a pleasure to acknowledge all of these accomplishments!

Now, as we enter 2024, we have several major activities to plan for. First, we are soliciting ideas for the meeting contests beginning with the next meeting in March. Second, soliciting ideas for clinics, videos,

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This Month in Rail History January 2024

Jan 1, 1881: Denver-Rio Grande Railway begins service between Denver and Colorado Springs.

Jan 1, 1956: 1st Gas Turbine locomotive in the US begins service for the Union Pacific RR.

Jan 1, 1986: Milwaukee Railroad merged into the Soo Line.

Jan 6, 1893: Great Northern Railway drives last spike at Scenic Washington.

Jan 16, 1868: Willaim Davis patents the refrigerator car.

Jan 16, 1906: United Railways incorporated.

Jan 17, 1871: Andrew Smith Hallidie patents first cable car.

Jan 17, 1957: the Bay Area Rapid Transit (BART) forms in San Francisco.

Jan 25, 1875: Pinkerton agents bomb the home of Frank & Jesse James. Neither is there but half brother Archie is killed and their mother is injured.

Jan 31, 1932: US railway unions accept 10% wage reduction.

Jan 31, 1935: Union Pacific M10000 enters service as City of Salina.

BILL OF LADING – JAN 2024

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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.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 March 16, 2024

March 16, 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

Superintendent - John Robey
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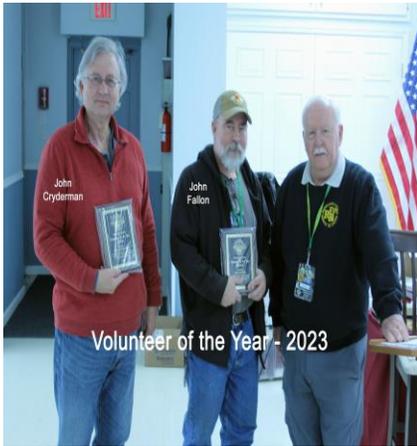
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“Around the Bend” Tidewater Member Photos & Awards



Volunteer of the Year - 2023



Modeler of the Year - 2023



Superintendent's Award - 2023



January Contest - 2024
1st Place



January 2024 Contest
2nd Place



January 2024 Contest
3rd Place



January Contest - 2024
1st Place



January Contest - 2024
2nd Place



January Contest - 2024
3rd Place



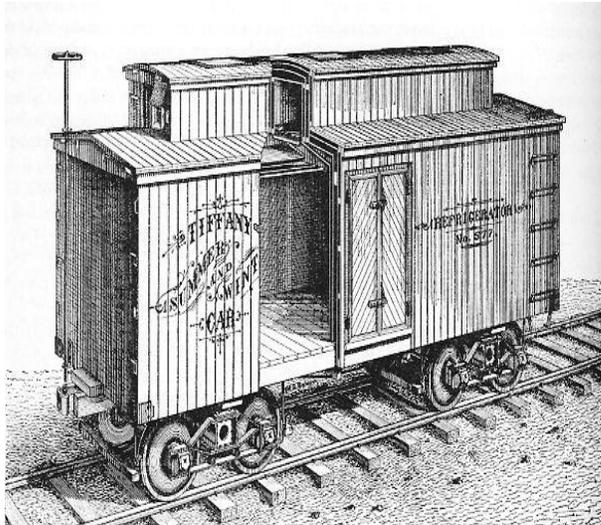
Refrigerator Car Patented

January 16, 1868

After the end of the American Civil War, Chicago, Illinois emerged as a major railway center for the distribution of livestock raised on the Great Plains to Eastern markets. Upon arrival at the local processing facility, livestock were slaughtered by wholesalers and delivered fresh to nearby butcher shops for retail sale, smoked, or packed for shipment in barrels of salt. Costly inefficiencies were inherent in transporting live animals by rail, particularly the fact that approximately 60% of the animal's mass is inedible

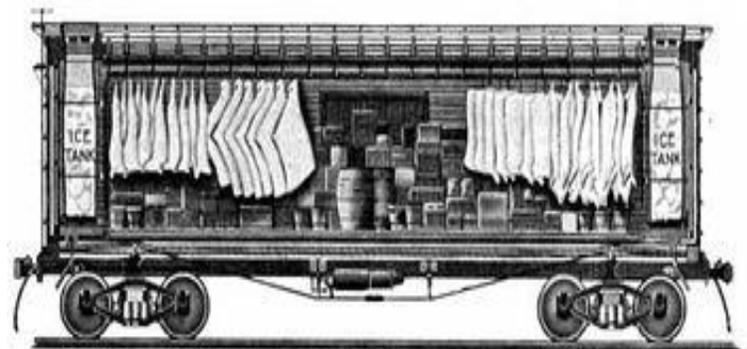
Meat processors sought a method to ship dressed meats from their Chicago packing plants to eastern markets.

During the mid-19th century, attempts were made to ship agricultural products by rail. As early as 1842, the Western Railroad of Massachusetts was reported in the June 15 edition of the *Boston Traveler* to be experimenting with innovative freight car designs capable of carrying all types of perishable goods without spoilage. The first refrigerated boxcar entered service in June 1851, on the Northern Railroad (New York) (or NRY, which later became part of the Rutland Railroad). This "icebox on wheels" was a limited success since it was only functional in cold weather. That same year, the Ogdensburg and Lake Champlain Railroad (O&LC) began shipping butter to Boston in purpose-built freight cars, utilizing ice for cooling.

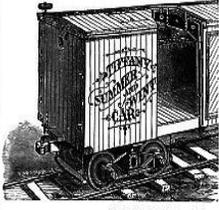


Detroit's William Davis patented a refrigerator car that employed metal racks to suspend the carcasses above a frozen mixture of ice and salt. In 1868, he sold the design to George H. Hammond, a Detroit meat packer, who built a set of cars to transport his products to Boston using ice from the Great Lakes for cooling. The load had the tendency of swinging to one side when the car entered a curve at high speed, and use of the units was discontinued after several derailments. In 1878 Swift hired engineer Andrew Chase to design a ventilated car that was well insulated, and positioned the ice in a compartment at the top of the car, allowing the chilled air to flow naturally downward.^[4] The meat was packed tightly at the bottom of the car to keep the center of gravity low and to prevent the cargo from shifting. Chase's design proved to be a practical solution, providing temperature-controlled carriage of dressed meats. This allowed Swift and Company to ship their products across the United States and internationally.

Swift's attempts to sell Chase's design to major railroads were rebuffed. In response, Swift financed the initial production run on his own, then — when the American roads refused his business — he contracted with the GTR (Grand Trunk Railroad) to haul the cars into Michigan and then eastward through Canada. In 1880 the Peninsular Car Company delivered the first of these units to Swift, and the Swift Refrigerator Line (SRL) was created. Within a year, the Line's roster had risen to nearly 200 units. Competing firms such as Armour and Company quickly followed suit. By 1920, the SRL owned and operated 7,000 ice-cooled rail cars. The General American Transportation Corporation would assume ownership of the line in 1930.



GREATEST ECONOMY IN THE USE OF ICE.
Adopted by Several Railroads and Fast Freight Lines,
FOR TRANSPORTATION OF
**BEEF,
POULTRY,
EGGS,
BUTTER,
FRUIT,**
And all kinds of Perishable Goods, Summer
and Winter.



CHARLES F. PIERCE, Manager,
74 Washington Street, Chicago, Ill.,
ABSOLUTE PROTECTION FROM EXTREME COLD.

Richmond, Fredericksburg & Potomac Railroad

"Linking the North & the South"

The RF&P was a bridge line, with a slogan of "Linking North & South," on a system that stretched about 113 miles. Until around 1965 RF&P originated less than 5% of its freight tonnage, probably less than any other Class I railroad. For much of its existence the RF&P connected with the Chesapeake and Ohio Railway, the Atlantic Coast Line Railroad and Seaboard Air Line Railroad at Richmond. At Alexandria and through trackage rights to Union Station in Washington, D.C., connections were made with the Pennsylvania Railroad, Baltimore and Ohio Railroad and the Southern Railway. It connected to the Washington and Old Dominion road at Potomac Yard and interchanged with the Chesapeake and Ohio Railway at Doswell.



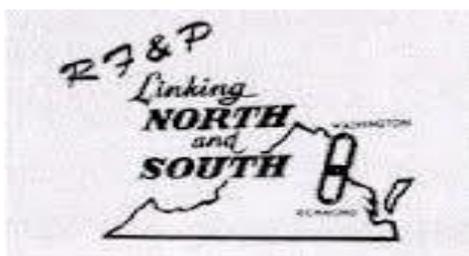
The Richmond, Fredericksburg and Potomac Railroad was chartered on February 25, 1834 to run from Richmond north via Fredericksburg to the Potomac River. It opened from Richmond to Hazel Run in 1836, to Fredericksburg on January 23, 1837, and the rest of the way to the Potomac River at Aquia Creek on September 30, 1842. Steamboat service to Washington, D.C., and the Baltimore & Ohio Railroad was provided by the Washington and Fredericksburg Steamboat Company, later renamed the Potomac Steamboat Company, controlled by the railroad after 1845.



On the other end of the line the Alexandria and Washington Railroad was chartered on February 27, 1854 to build from the south end of the Long Bridge over the Potomac River south to Alexandria. That line opened in 1857. The railroad went bankrupt and was sold July 9, 1887, being reorganized November 23, 1887, as the Alexandria and Washington Railway. In 1873 the Baltimore and Potomac Railroad's branch over the Long Bridge opened, giving a route into Washington, D.C., over which the A&W obtained trackage rights.

The Alexandria and Fredericksburg Railway was chartered February 3, 1864, to continue the line from Alexandria to Fredericksburg. It opened on July 2, 1872, only reaching Quantico, the north end of the RF&P. At Quantico the 1.7-mile (2.7 km) Potomac Railroad, chartered April 21, 1867, and opened May 1, 1872, connected the two lines. It was leased to the RF&P for 28 years from May 17, 1877. On March 31, 1890, the two companies terminating in Alexandria merged to form the Washington Southern Railway. Until November 1, 1901, it was operated by the Baltimore and Potomac Railroad and its successor the Philadelphia, Baltimore and Washington Railroad (part of the Pennsylvania Railroad system). The Potomac Railroad lease was transferred to the Washington Southern on June 30, 1904. On February 24, 1920, the Washington Southern was formally merged into the RF&P.

The Richmond-Washington Company was incorporated September 5, 1901 as a holding company, owning the entire capital stock of the two railroads. The stock of the company was owned equally by the Pennsylvania Railroad, Baltimore and Ohio Railroad, Atlantic Coast Line Railroad, Southern Railway, Seaboard Air Line Railway and Chesapeake and Ohio Railway. Four of these companies (B&O, ACL, SAL, C&O) have since become part of CSX. The Southern Railway is now part of Norfolk Southern and does not use the former RF&P; the former Pennsylvania Railroad, in its later incarnation as Conrail, has been split between CSX and Norfolk Southern with most of PRR's routes becoming part of Norfolk Southern. However, the portion of the former PRR that connected to the very north of the RF&P's former Potomac Yard, across the Long Bridge and into Washington DC, became part of CSX following the takeover of Conrail by NS.



Canadian National Crash in Manitoba

No Injuries Reported

The La Broquerie Fire Department responded to a train derailment just northwest of the village of La Broquerie Manitoba. Chief Alain Nadeau says they were called at 7:15pm to the intersection of PR 210 and Road 36 North where a CN train left the tracks.

He notes it was very fortunate that they did not have to deal with any hazardous spills. "It turns out that most of the cars were empty rail cars, residuals they call them, and some lumber, and a few full fertilizer cars, potash cars," Nadeau says.



The derailment occurred approximately ¾ mile from the village of La Broquerie. "We were very lucky it didn't happen in town," he says. "We were very lucky there was nothing explosive. There was one explosive car, maybe 20 cars further down, which would have been very, very dangerous. I think evacuation zones for that car is about a mile, so we were very lucky that one stayed on the rails."

He expects motorists will be detoured around that intersection on Friday but says it should not result in a significant delay in travel time. Nadeau says CN Railway is investigating the cause of the derailment, adding that clean up could take a couple of weeks.



Pease. Whether we like it or not, graffiti is a part of the railroad, and almost every car out there on the rails has been tagged in some way. It can be a touchy subject amongst the railroad community too. Some appreciate the detail and the artwork while others just find it plain repulsive. I can say after all the trains I've seen roll by, there's definitely good and bad artists out there.

Craig Hensley

A "Gary Brown" Christmas

Pictures of kids benefiting from Gary's Generosity



Flooding in Northern California Affects Rail and Locals



The railway wasn't the only issue in the area. The Yuba County Office of Emergency Services said Dairy Road will stay closed until Tuesday due to flooding. Jason Aslin lives across Highway 65 near the culvert, and near Dairy Road. He said water got into two rooms in his home. "Usually the ditch here flows pretty good but after this rain, it crossed the road several times, at several places, and we just weren't able to keep up with the water draining from our property," Aslin said.



Train 1 - Car 0

UP Derails in Idaho

A UP freight train derailed in the Pocatello rail yard, sending several cars off the tracks. The derailment occurred around 7 p.m. in the Pocatello rail yard. About 15 cars left the tracks during the derailment but remained in the upright position. None of the contents of the cars spilled onto the ground as a result of the derailment.



Train Derails in Senora Ca

The last two cars of a train decided to take a detour in Sonora, California, as they derailed while crossing Hospital Road. They left behind some vehicle casualties, a crumpled crossing cantilever, and a bit of messed-up asphalt, but luckily, no humans were harmed in this railway adventure.

The derailment happened at around 9:30 a.m. on Friday, January 19, just outside the Sonora post office. Although the train was only moving at around 5 to 10 mph (8 to 16 km/h) at the time of the incident, it still managed to do quite a lot of damage, destroying at least two post office workers' vehicles.

"A friend of mine came running in and he said, 'Reggie, your truck's destroyed. A train just derailed.' I thought he was joking," Reggie Van Sleet, who was inside the post office at the time of the incident, told The Union Democrat. "It was chaos out here. My truck, the red one, was sitting right up in front of the intersection."



Minutes of the NMRA Tidewater Division Annual Business Meeting 20 January 2024

1. The Annual Business Meeting was held at Prince of Peace Lutheran Church on Kings Grant Road in Virginia Beach, VA. Superintendent John Robey called the meeting to order at 10:00 and welcomed guests and a new member MMR Matt Thompson, formerly of the Potomac Division
2. Paymaster Greg Warth reported the status of Division accounts including savings, checking, and cash on hand.
3. Superintendent Robey presented \$400.00 to Prince of Peace Church in appreciation for the use of its facilities for Division meetings during 2023.
4. He also reminded members of the need for a Planning Committee for the Mid-Eastern Region (MER) Convention in 2026. A Planning Committee will be appointed in March.
5. The election results and Board of Directors appointments were announced. John Fallon is appointed as Assistant Superintendent; Pat Mahoney is appointed as Timekeeper, relieving Bob Cook; Fred Humphrey is appointed as Paymaster, relieving Greg Warth; and Chuck Davis, Bill Fay, and Wayne Williams are appointed as Members at Large.
6. Certificates of Appreciation were presented to Barry Cruthers for Hospitality, to Roger Bir for Callboard/Webmaster, and to Bill Fay Contest Coordinator.
7. Certificates for Service were presented to Bob Cook, John Cryderman, Mark Nesting, and Greg Warth for their outstanding work as members of the Board of Directors.
8. Volunteers of the Year Awards were presented to John Fallon and John Cryderman for their dedication to supporting the Division efforts to promote model railroading.
9. Modeler of the Year Award was presented to Greg Leiphart for his excellence in craftsmanship.
10. The Contest Award was presented to Mark Nieting (1st Place), John Cryderman (2nd Place), and Eric Warner (3rd Place).
11. The Superintendent's Award was presented to Sean Henderson for his generous support and technical assistance to Division members.
12. Member announcements: Steve Prescott reported that the Atlantic Coast "S" Gaugers dissolved and donated their assets to the Aviation Museum continued display during the annual Planes, Trains, and Santa Days, and any other event using the S gauge layouts. The ACSG members will continue to maintain and operate the exhibits when requested. He also presented to John Robey a commemorative booklet about the acquisition of a U.S. Navy trainer flown by the late President George H.W. Bush. Gary Brown showed photos of train sets presented to children at Christmas. Sets were made from member donations. Pat Mahoney reported that the Virginia Beach Central Library was very pleased with the displays and operating trains during National Model Railroad Month (November) that the Division is already scheduled for November 2024. Fred Humphrey asked for volunteers to help dismantle an O gauge layout.
13. There was no new business from the floor, and the meeting was adjourned at 1140.

Pat Mahoney

Timekeeper

Union Pacific is Making Progress Preventing Derailments

On my first day at the railroad nearly 20 years ago, I saw train crews in the yard relying on printed paperwork to do their jobs. Today, the men and women of Union Pacific have that information at the touch of their fingertips on a mobile device, says Eric Gehringer, Executive Vice President – Operations. And when I started, there was no such thing as Positive Train Control, a system designed to automatically stop a train before certain incidents occur.

The technological advances I've seen within our industry are reflected in the numbers – serious derailments on Union Pacific's network declined 26% in 2023 compared with 2019, while average maximum train length grew. And, over the past 10 years, track-related derailments declined 28%.

Earlier this month, National Transportation Safety Board Chairwoman Jennifer Homendy put it best when she testified, "We need to keep in mind rail transportation is not only cleaner and more fuel efficient than transportation on our roadways. It's also far, far safer."

But our work is not done. Union Pacific is committed to achieving the best safety results in the industry. That means every employee goes home safely to their families every day, customers receive their goods and communities thrive and prosper through economic development. We're leveraging a variety of tools from technology to training, and an aggressive capital investment strategy to enhance rail safety. Union Pacific is responsible for maintaining its 32,000-mile network, ensuring no matter what Mother Nature throws at us, our railroad is in top operating condition to serve our customers. We plan to invest \$3.4 billion to continue enhancing our network and equipment in 2024.

As part of that investment, we have a robust network of more than 7,000 wayside detection devices that monitor the condition of freight cars and locomotives in real time, and we plan to add more. These wayside detectors are electronic sensors voluntarily installed along the tracks used to measure strain, temperature, acoustic signature and dimensions of various components such as bearings, wheels, trucks and braking systems. Gehringer, then director – track maintenance, receives recognition in 2013 before moving to UP Center in Omaha.

Detectors are placed across Union Pacific's network using algorithms that consider a number of factors, such as traffic density. They generate 16 million data points per day, and if a potential issue is detected, the train crew and dispatchers are alerted. Timely response helps us address potential risk and keeps trains on track to their destination. Our Engineering teams visually inspect about 4.5 million miles of track every year. We also use manned and autonomous equipment to inspect track, covering about 500,000 miles in 2023 – that's enough to cover our entire network more than 15 times. Our use of autonomous technology, which can identify potential risks that are not often visible to the human eye, increased by 33% since 2022.

Day in and day out, we work to give our employees the tools and the skills needed to keep them and the communities we serve safe. In 2022, Union Pacific averaged nearly 47 hours of training per employee and craft professionals completed roughly 10,000 courses on topics such as CPR, welding, ballast tamping, track inspection and locomotive maintenance.

In every community, first responders are the first line of defense and valued partners if an incident occurs. We believe preparation is critical for a quick response and we work with emergency response personnel to implement preparedness tools and approaches, including sharing best practices and jointly practicing drills.

Last year, we had the privilege of training more than 6,400 first responders in railroad communities across our network and participated in six large-scale drills.



A Gandie's Dilemma

It was in the death of winter 1971. I did not get laid off when the gangs were abolished. I was forced to join an extra gang at Peabody, Kansas. It was the only place I could hold. If one more gang was cut off, I would have been laid off as it was winter in 70. When I reported to the gang there were only a few Gandies (Gandy Dancers) I knew. This was the last stop if you were still working. It was only 50 miles from Wichita. Some of the men were driving much farther. I had no idea what we were doing.

The ground was frozen. The gang truck was the big blue International with the double seated dog box. The heater never worked very well, and this truck fared no better. We were all huddled in the dog box when the Foreman came out. He opened the door and told us we were dismantling the one double track. It ran from Newton to Emporia.

It was cold in the dog box as we left the depot. When we arrived and opened the door the north wind felt like a knife going through my clothes. I had long John's, jeans, bib overalls, tee shirt, sweatshirt, and farm chore coat. That was all my winter clothes.

We were in the wide open. Nothing to block that biting north wind. I knew it was going to be all day except for our lunch break. I could tell from the Foreman's demeanor there would be no breaks. Everything was done by hand. I knew to survive this was the work what would save me. The only heat was going to be what I generated. I looked down the track to the east knowing it was a long way to Emporia. I grabbed a claw bar.

I took the north side of the rail, so my back was to the wind. All morning I pulled the line spike and anchor spike on my side. If I was working, I would be okay. When you stopped for a second you soon realized how cold it was again. I was hoping there would be a fire for lunch, but that hope vanished when the Foreman told us to eat. The dog box was all we had. We were out of the wind, but it seemed colder now than in the morning. My back was wet with sweat. We ate mostly in silence. The little conversation was around how they hated this gang. Or they wished they were home laid off.

I was torn between knowing the money was much better working, but I also remembered last winter sleeping late and playing pool in the afternoons. When the Foreman told us to go back to work it was a blessing. I grabbed my claw bar and warmed up. I was on that gang for three months that winter until gangs started going back on. Nothing changed except the location as we crawled our way east a mile at a time. I survived the winter of 71 only because I had a claw bar.



"From the Superintendent" continued from page 1

hands-on demos, workshops, etc... for meetings. And third, and a beginning of a major undertaking, we will begin creating the scenario for our MER 2026 Convention to be hosted by our Tidewater Division! Your ideas and participation are always appreciated. Initial planning meetings will be announced shortly.

Other plans in the works, is I have been coordinating with the James River Division superintendent to possibly hold a joint meeting with James River and Tidewater Divisions sometime mid-year. We are looking at the museum at Fort Eustis as a possibility with some clinics, tours, etc... Stay tuned!

Again, thanks to all the members for a great year and I look forward to the new year and to continue to promote the "World's Greatest Hobby"!

John

MB Klein Closes Doors

Iconic Business Started as a Hardware Store

M.B. Klein, also known as Model Train Stuff, has announced their closure after 111 years in operation. This announcement was released on their website as well as on their social media channels.

Uncertainty has surrounded Model Train Stuff following the closure of Hattons Model Railways, a United Kingdom-based model railways manufacturer and distributor which owned Model Train Stuff. Today's announcement is an update to uncertainty. The announcement posted to Model Train Stuff's website reads as follows: "Customer Notice: We regret to inform you that MB Klein Inc. (Model Train Stuff) has now ceased trading.

The exact date of Hattons closure is not known yet, but an announcement is expected in the coming weeks. A customer FAQ page can be found here.

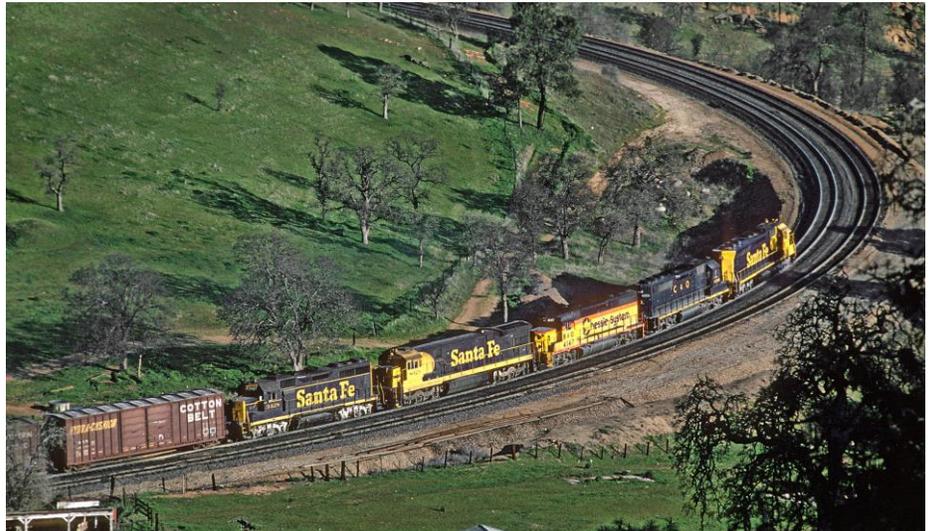
Thank you for your custom and support over our incredible 111 years of continuous operation. Our customer service agents are available for a limited period to assist with any final queries." Model Train Stuff has stated that they are unable to accept any returns and recommends customers looking to make a return to contact their product's manufacturer.

Originally founded in 1913 as a hardware store known as M.B. Klein, the company evolved into a model train distributor operating out of Maryland. They were acquired by Hattons in September of 2023.

(Editor's Note: a special thanks to Shawn Henderson for "heads up" regarding this story)



Conrail Cabooses "graveyard" unwanted in Reading, PA on August 5, 1992



For Jimmy Curth

Railroad Lingo

BLOW UP: Use the blower to increase draft on the fire and thereby raise the steam pressure in the boiler. Also quit a job suddenly.

DIRTY CAR: Storage car containing a varied assortment of mail and parcels that demand extra work in separating.