



Tidewater Division

CALLBOARD

Volume 2024, Issue 7

NMRA MEMBER

November 2024

“Superintendent’s Desk”

John Robey, Superintendent

Greetings from the Superintendent. Well, we had quite a November of National Model Railroad Month celebrations, shows, open houses and events. There was our November members’ meeting of the Division hosted by HobbyTown. That’s always a nice change of venue and was well attended. Our congratulations to Greg Leiphart for his award-winning hotel diorama. I am going to have Greg present a discussion on the building of laser cut wood structure kits. The detail was amazing! Next, we had our joint train show with the local Train Collectors of America (TCA) and our Tidewater Division. I believe there were 65 tables in all various model railroading items presented for sale. And it was an impressive collection featuring all the scales. We so often get categorized as the NMRA being for HO scale only. That simply is not the case! In between, the CB&W train club in Grafton held their annual pre-Thanksgiving open house, which our

continued on page 10

BILL OF LADING – NOV 2024

- 3** “Around the Bend” Division Photos
- 4** Derailments in Iowa and Kansas
- 5** The Staggers Act of 1980
- 6** A Modeler’s Dream
- 7** Dallas to Houston – High Speed Corridor
- 9** Thanksgiving on the Railroad

This Month in Rail History

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.

1842, 6 November – First railway to cross an international border in Europe is opened. The line ran between Mouscron (Belgium) and Tourcoing (France)

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Nov 14, 1945: Shepherd's Landing bridge withdrawn from service.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. Averaged 3 to 7 trains daily with a maximum of 184 trains reached in the entire month of October, 1944. Bridge demolished early 1947.

Nov 18, 1883: November 18, 1883, the railroads moved forward with the adoption of four U.S. time zones, an idea that had been proposed 11 years earlier by Charles Dowd, a Yale-educated school principal. The time zones, Eastern, Central, Mountain and Pacific, are still in place today.

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

Nov 27, 1897: Andrew Beard patents the Janny 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

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, 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 Nov 9, 2024

Nov 9, 2024 – the Division Business meeting. The contest is “Diorama.” Hobbytown, 4000, Virginia Beach Blvd, Virginia Beach, VA. It is unknown at this time if coffee and donuts will be provided.

Tidewater Division

Board of Directors

Superintendent: John Robey
jrobey2019@gmail.com

Asst Superintendent: John Fallon
zzoxdoc@yahoo.com

Timekeeper – Pat Mahoney
patmahoney356@gmail.com

Paymaster - Fred Humphrey
fredrickhumphrey@outlook.com

Member at Large - Chuck Davis
chuck-davis@cox.net

Member at Large – Wayne Williams
Astroboy23222@yahoo.com

Member at Large – Bill Fay
gpsfay@aol.com

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

“Around the Bend” Business Mtg & Member Photos



Injuries in Iowa Derailment

Both crewman hospitalized

One crew member was reported airlifted to a hospital with serious injuries after the derailment of a CPKC train that reportedly ran away on a spur line on Saturday, June 29, near Montpelier, Iowa. The incident occurred about 7 p.m. near Midway Beach in Muscatine County, Chris Jasper, Muscatine County Director of Emergency Management, told WQAD-TV.

The train, powered by CP GP40-2 No. 4008 (ex-Milwaukee Road no. 2014) and Kansas City Southern AC440CW No. 4620, derailed just west of the highway bridge that carries State Route 22 across the spur that runs from CPKC's main line at Midway Beach to a Harsco Environmental metal recycling plant. Both locomotives and nine loaded cars of steel plating derailed, along with an empty tank car, after reported running away while coming down the spur's significant spur.

Images from the scene show the 2 locomotives and several railcars on their side on the outside of a curve. Both crewmembers were hospitalized, with the engineer reported to have jumped from the train, which reached 44mph. The conductor rode out the wreck. The engineer, airlifted by helicopter to a hospital in the Quad Cities, was reported in stable condition as of Sunday evening.



Mixed Freight Derails in Kansas

Dynamic Breaking Possible Blame

A BNSF mixed freight derailed west of Mayfield, Kansas. The railroad tried to blame the engineer for the derailment as they thought he went to full dynamic braking too quick. They have also decided that the train make up had much to do with the derailment as there was too much weight behind the auto racks. The railroad has changed operating practices due to this derailment with limiting the number of cars with end of car cushioning or making sure there are DP units behind them. The same derailment is seen below. Both main tracks were out of service for about 18 hours. There was not any haz-mat involved in this derailment.



The Staggers Act

Deregulation of Railroads

A recent story in trains magazine outlined the U.S. Government suing Norfolk Southern over their handling of Amtrak's "Crescent" line. Amtrak gives a yearly grade to all major railroads on how much cooperation is received regarding passenger and freight services. Unfortunately, in the last grading period, Union Pacific received a "D." In a quick recap, Amtrak in 1973 gained the right of preference over mainlines, effectively telling all railroads, "pull over and let us pass." However, in 1980, the Staggers Act partially deregulated the industry and helped spark a freight rail renaissance while also permitting the abandonment of redundant main lines.

Here's a breakdown of the Staggers Act. With the passage of the Staggers rail Act of 1980 and its implementation by the Interstate Commerce Commission (ICC, now the Surface Transportation Board (STB)), many regulatory restraints on the railroad industry were removed, providing the industry increased flexibility to adjust their rates and tailor services to meet shipper needs and their own revenue requirements. As a result, 30 years after deregulation, the railroad industry's financial health has improved significantly, service to rail customers has improved while overall rates have decreased, and rail safety, regardless of the measure, has improved.

Background: Prior to 1980, economic regulation prevented railroads from any flexibility in pricing needed to meet both intra as well as intermodal competition. Regulation also prohibited carriers from restructuring their systems, including abandoning redundant and light density lines, a necessity for controlling cost. Added to these problems was the industry's inability to cover inflation due to the regulatory time lag in rate adjustments. As a consequence, nine carriers were bankrupt, the industry had a low return on investment and was unable to raise capital, and faced a steady decline in market share.

The effects that Staggers had on the industry have been substantial. In the 30-year period before 1980, railroad market share measured in revenue ton-miles declined by 33 percent, from 56.1 to 37.5 percent. Market share in the post-Staggers era became stable and has increased to over 40 percent. Other measures show similar improvement. Return on investment has averaged nearly 8 percent between 1990 and 2009, up from a 2 percent average in the 1970s. And with the industry's improved financial condition, railroads have invested over \$6 billion a year in roadway, structures, and equipment since the mid-1990s. Between 1981 and 2009, the railroads have expended \$511 billion in capital improvements and maintenance of track and equipment. Prior to 1980, the rail plant was in poor repair. The industry also showed remarkable safety improvements since Staggers with train accident rates declining by 65 percent (1981—2009).

The Staggers Rail Act of 1980 limited the authority of the ICC, now the STB, to regulate rates only for traffic where competition is not effective to protect shippers. The STB estimates that roughly 20 percent of traffic is still regulated. Approximately half of all traffic on a revenue basis is exempt from regulation. Traffic is considered exempt from regulation, where rates are not regulated when competition keeps them at levels below the statutory threshold (where the ratio of the revenue to regulatory variable cost of the move is less than 1.8), when a class of traffic has been specifically exempted (for example, all traffic moving in boxcars or trailers or containers on flatcars was exempted in the early 1980s), or when traffic moves under contract.

The Staggers Act legalized railroad-shipper contracts. These contracts represent privately negotiated agreements between railroads and shippers over rates, service levels, equipment, and minimum annual volume of traffic, just to name a few. According to the STB, approximately one-third of all traffic on a revenue basis moves under contract. Contracts enable railroads to improve asset utilization through better planning of their freight cars. Since Staggers, shippers have seen a significant decline in rates. Freight rates adjusted for inflation have declined 0.5 percent a year since the passage of the Staggers Act, compared to an increase of nearly 3 percent per year in the 5 years prior to 1980.

In 1996, oversight of rail transportation contracts was limited to agricultural products by the ICC Termination Act of 1995 (P.L. No. 104-88, 109 Stat. 803 (1995) (ICCTA) which abolished the ICC and transferred the responsibility for regulating rail transportation to the STB. The Act, intended to streamline the remaining economic regulation of the railroads, also shortened time limits for proceedings in a number of areas, such as mergers and rate cases, and has eliminated the tariff filing requirement for railroads.

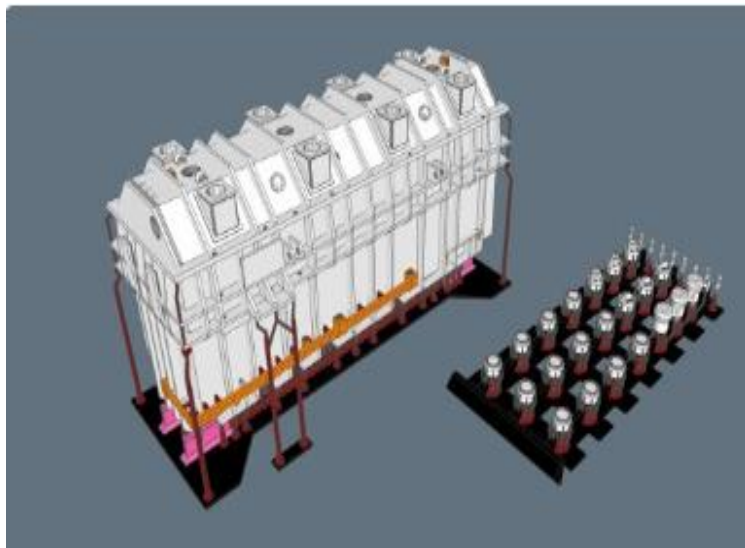
A Modeler's Dream

New Web Site for Carloads

As most of you know, I thoroughly enjoy putting loads on flat rail cars. I am a huge fan of NMRA's Bob Frankrone's "Love those loads," and have successfully built several of his suggested carloads. I received an email from division member, Mark Nieting, giving me a heads up on a possible new site, featuring loads for flat cars. In previous articles I have referred to Bailey Yard as "Valhalla" for all of us who model Union Pacific. Well, after looking at the site forwarded by Mark...I've again found Valhalla for flat carloads. The company is Steel Mill Modelers Supplies and is based in Lombard Illinois.

I focused on freight carloads and couldn't get through two pages before ordering a couple of products. Steel Mill Modelers include the product, in some instances recommend paint colors and they include any support equipment (lumber, bracing, etc.).

My order is placed, and I await delivery. Once received, I'll let the division know service, costs, and quality of products. Based on what I saw scrolling through their site, I'm confident this is "Valhalla." When time permits, try [Steel Mill – Modelers Supply](http://www.steelmillmodelers.com)



BNSF to Raze Famed Depot

Questions Posed to their actions

Sadly, in this case, there is a lack of preservation. The BNSF has plans to demolish the brick County Seat Depot at Stafford, KS. Since 2018, a group has been trying to save the depot. There is some money available from a historical group that they could use to buy the depot from BNSF. The problem is that BNSF doesn't want to sell the depot.

The depot is close enough to the main line that they can't leave it standing due to a possibility of adding a siding next to the depot. If the siding is added, it will take out the depot. There is talk of adding some sort of additional business in the form of a loop track at Stafford



Michigan's "Polar Express"

In this week's Saturday Infrared Photo - Pere Marquette 1225 heads out of Owosso, Michigan pulling the morning North Pole Express excursion train that runs between Owosso and to the Village of Ashley, MI for their Country Christmas, on December 17th, 2023.

According to their website, Pere Marquette 1225, the largest and most impressive piece in the Steam Railroading Institute's collection, is one of the largest operating steam locomotives in Michigan. The 1225 was built in October of 1941 by the Lima Locomotive Works in Lima, Ohio for the Pere Marquette Railway. It's part of the National Register of Historic Structures and is renowned for its role in the 2004 Warner Brothers Christmas Classic,

THE POLAR EXPRESS™. 1225's blueprints were used as the prototype for the locomotive image as well as its sounds to bring the train in the animated film to life



Dallas to Ft. Worth to Houston High Speed Rail Corridor

The Dallas-Fort Worth to Houston corridor is a proposed high-speed rail line that would connect two of the largest metropolitan areas in the United States:

Project overview: The project would be about 240 miles long and could travel between the cities in under 90 minutes. The line would be the first true high-speed corridor in the country.

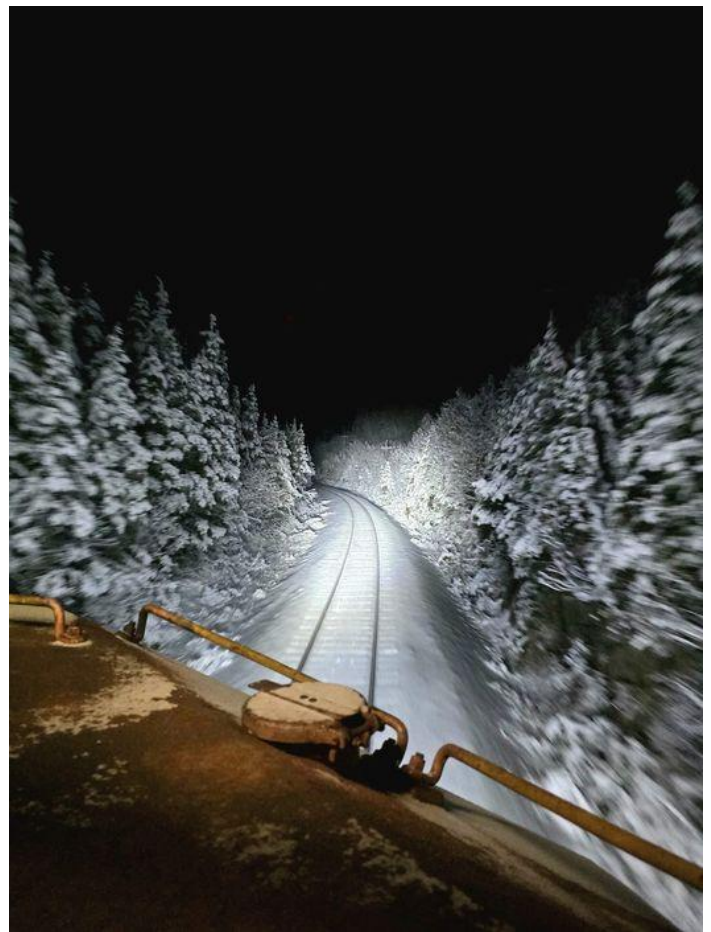
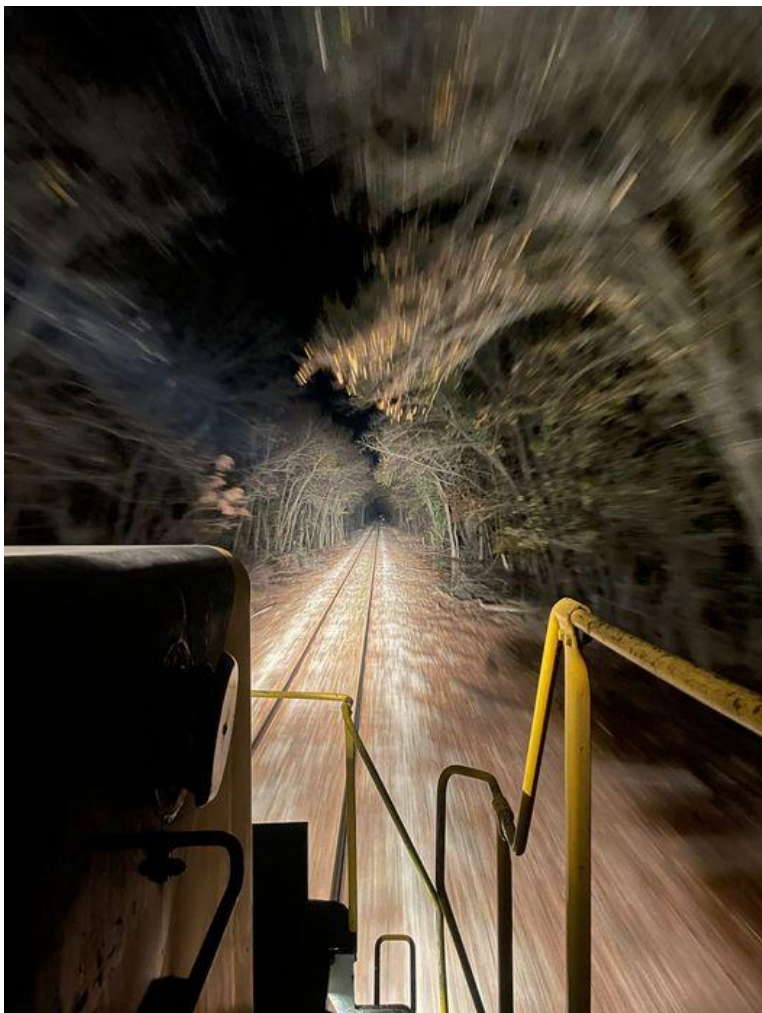
Funding: The project has received a nearly \$64 million grant from the U.S. Department of Transportation's Federal Railroad Administration (FRA). The grant is part of a \$153 million funding rollout for passenger rail projects across the country.

Companies involved: The project is being led by Amtrak, which has worked with Texas Central Railway on the project since 2016. Texas Central Railway was the original leader of the effort, buying land throughout the planned corridor.

Proposed routes: The Texas Department of Transportation (TxDOT) is studying three routes for the project, including two that use existing freight railroad alignments and a new route parallel to Interstate 45.

Challenges: The project faces opposition from landowners who don't want to sell their land or have a speeding train through their property. Lawmakers and residents around a proposed Bryan-College Station stop have also spoken out against the project.





Quebec Carter Mining Co, November 28th



Canadian National Winnipeg Crash Sends Driver to Hospital

A semi truck went off an overpass and struck a Canadian National train today (Friday, Nov. 22) in Winnipeg, sending the truck's driver to the hospital and derailing an unknown number of railcars. "It appears the semi hit the train," Winnipeg police spokeswoman Dani McKinnon told the *Winnipeg Free Press*. "There is going to be an extensive [road] closure in the area for some time."

The truck's driver was airlifted to a hospital for treatment; no word on his condition was available.

A CN spokesman told CTV News that there were no leaks or fires reported and no risk to the public to the public from the incident near the interchange of the Trans-Canada Highway and Perimeter Highway on Winnipeg's east side.

The incident occurred about 3 p.m. A photograph on the Global News website shows at least a dozen covered hoppers on their side with a badly damaged truck tractor resting against one of the railcars.

Thanksgiving on the Railroad

By Rick Leggett

Below is a photo of me walking around and warming up 46 years ago today on Thanksgiving Day, 1978, during a 130 mile track patrol (averaging +/-20 mph) at about 25 degrees below zero, on an unheated motor car with canvas curtains (Note the ice on the inside of the motor car windows, which we had to keep scraping, because they would fog up from our breath).

I was working 200 miles north of my home in Anchorage and since Friday was not a holiday for us then, I had asked to use annual leave. My Section Foreman said "sure," but his supervisor the District Roadmaster, denied my request and because of the distance, there was no way I was going to drive home and then back for just one day. Little did the Roadmaster know at the time (nor obviously myself), is that 7 years later after several promotions...I was HIS boss. Karma! Lol

The Section Foreman, who lived upstairs from the crew's quarters in the railroad provided section house year around (with his wife and two children), kindly suggested to the Roadmaster that the two of us work on Thanksgiving Day, patrolling the adjoining sections/territories looking for any problems, in exchange for taking Friday as our holiday...so that at least I could have a 3 day weekend at home. The Roadmaster agreed, as long as we didn't try to claim holiday



pay for it (as if that ever even crossed my mind). While my foreman and his wife said that it didn't really matter to them which day they celebrated Thanksgiving (since it was their home), I know his 8 & 10 year old children knew which day was Thanksgiving, as they would often come down to my kitchen to play games as I spent my week at a time there (no TV, no radio and before VCR's). So it was really the whole, wonderful, family for which I was thankful...and that makes this memory so special. RIP – Charlie & Patty.

The cherry on top, is that unbeknownst to me until I woke up Friday morning (after a 5 hour drive back home Thursday night, in the dark, on icy roads and dodging moose the whole way), is that my children's mother, her extended family/relatives and my parents, had all decided to have Turkey Day on Friday...so that I could be there!

I guess the moral is, that one never knows what might seem at the time as just a small, random act of kindness, might forever affect others and sometimes it is the little things in life...for which we should be most thankful.

Railroad Glossary

BLOW 'ER DOWN: Reduce water in a locomotive boiler when carrying too much

DOUBLE: In going up a hill, to cut the train in half and take each section up separately

HOTSHOT: Fast train; frequently a freight made up of merchandise and perishables. Often called a *manifest* or *redball* run

Division members enjoyed, and then the final November activity was the Military Aviation Museum annual “Trains, Planes, and Santa” weekend after Thanksgiving. There were 4 major layouts set up in the Navy Hanger. HO scale, S scale, O scale and Kids Run Trains and of course, yours truly had a Tidewater Division information table set up near the entrance to the Hanger. Many thanks to Steve Prescott for positioning us there! I had numerous inquiries about membership to the NMRA and our Division. I may have convinced 4-5 interested folks to attend our January meeting as guests and possible new members!

Our next agenda items will be the election to fill 3 Director positions on the board, planning for our annual membership business meeting (keep the State Corporation Commission happy), our annual White Elephant Sale, and a discussion about the timelines that we, as a Division, have to approach for the commitment to host a MER convention in 2026! There are hotel evaluations to be conducted, themes to be chosen and most importantly, we have a list of positions that we need to have volunteers for. The convention can't be successful without the volunteers from the Division, 5 or 6 people can't do it all!

That's it for now and have a nice holiday season with family and friends and hopes that Santa will bring you that very special model railroading item that you have been wishing for!

Enjoy the hobby,

John Robey,

Superintendent

