

CB&W "the Consist"

Volume 8, Issue 10

October, 2018

"From the Cab"

Message from the President

by Geoff Holman, President

Firstly, our prayers go out to those affected by the recent hurricane. We were originally forecasted to be directly in its path, but conditions pushed it in a southerly direction. For those of you who may have family and friends directly affected, I offer my spiritual support. Please let me know if there is anything we can do during this difficult time.

Schools are back in session, the weather is moving toward the fall and train season has begun in earnest. As we begin to move into our indoor hobby activities, I would expect to see more member participation over the coming months. The layout is generally operating well, with a few minor kinks to need attention. Track cleaning is an area that could use the assistance of our members, so come down on a Tuesday evening to help. In many cases, the cleaning process involves running a train, so you will get the pleasure of MOW operations as well.

The control panel in Langley Yard has been replaced with a smaller, simple version that facilitates turning each yard track on and off. You

continued on page 7

From "The Club Car"

29th Annual Tidewater Division Train Show
13-14 Oct 2018
Virginia Beach Convention Center
Virginia Beach, VA

This Month in Rail History

Oct 3, 1922: Canada creates Canadian National Railway and nationalized system.

Oct 5, 1967: The Chicago, Milwaukee, St. Paul and Pacific Railroad discontinues the Arrow passenger train.

Oct 7, 1968: Richard Dilworth, GM chief engineer and credited with developing the diesel-electric locomotive concept in the 1930's dies.

Oct 9, 1863: U.S. Congress sets transcontinental RR gauge at 4' 8-1/2".

October 15, 1906: Potomac Yard opens, removing most unsightly yard switching from along Virginia Ave. & the Mall, per McMillan Commission & the "City Beautiful" movement. Shepherd's Landing-Alexandria freight car ferry operation ends with Potomac Yard opening.

Oct 16, 1964: Norfolk & Western Railway merges with Nickel Plate Road and leased Wabash Railroad.

Oct 17, 1968: the first legal mixed drink is purchased in Virginia post-Prohibition, a \$1.14 scotch and soda served to a patron sitting, not standing, in the club car of a Chesapeake & Ohio railway Co. train parked in Newport News.

Oct 27, 1904: first New York subway opens.

BILL OF LADING – OCT 2018

- 2** "Around the Bend" Club News & Rail Photos
- 2** Milepost "41" September CB&W Birthdays
- 3** NS Derails On Top Of Local Light Rail
- 3** The "Backshop" Committee Reports
- 7** From "the Dispatcher's Desk" Sept Business Mtg
- 9** Proposed Discussion for October

"The Consist" is the monthly newsletter of the Chesapeake Bay Railroaders, Inc. (CB&W) 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 CB&W, as a non-profit organization, does not endorse any position. Your comments are welcome!

“Around the Bend” Club News & Rail Photos

CGW Oelwein, Iowa Roundhouse

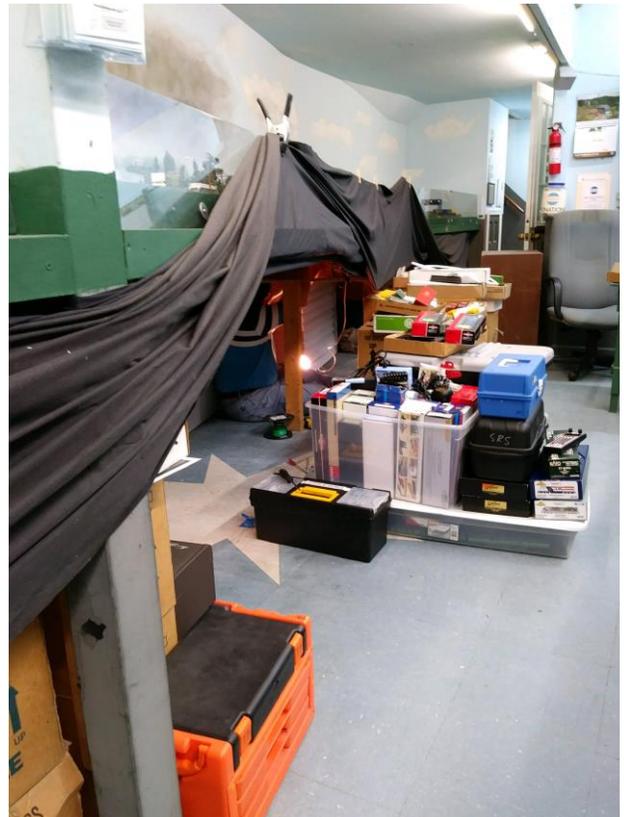
THE SUMNER GAZETTE, Sumner, Iowa, Nov 10, 1904

The new Chicago Great Western roundhouse at Oelwein is now in use and it is said to be the largest in the west. The structure is one-half mile in circumference and includes locomotive repair shops. It has taken about a year to complete the immense building. The roundhouse contains stalls for forty engines.

Editor note: The original plan to move the shops from So. St. Paul to Oelwein nearly came to a dead halt. Beginning in April 1894 the carrier sought monies and within a year had acquired sufficient capital to acquire land through the Oelwein Land Company for a proposed 40-acre shop area at Oelwein. Oelwein had a population of approaching 600 at the time. With the proposed building of the shops, the Oelwein Land Company thought that it would attract people and thus cause land values to climb for both residential and commercial properties. However, a depression put the venture on hold for a spell as money sources were not readily available for the land sales. Fortunately for the locals, the Great Western wanted to the site for its principal mechanical facility. By 1899, with improving times and foreign investment, several structures were erected and the shops began to operate. By 1900, the Oelwein population had grown to nearly 6,000; it was estimated that 20% of the population were directly employed by the CGW. More buildings were erected with the latest innovations at the time and it was said that CGW President Stickney personally paid for worker's off-duty rest and recreation club rooms.

Rewire Update

During your time at the club, you have probably noticed different areas around the layout with “excessive” equipment/baggage strewn about. Rest assured, it’s your Electric/DCC committee hard at work. The below picture is of Ron Struewing’s “Maintenance of Way” platform as he assists committee chairman Bob Grandle. (picture courtesy of Tommy Hunter).



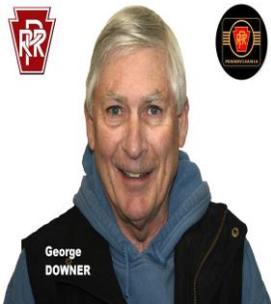
Mile Post “41”

George Downer – 1st

Bob Grandle – 10th

Kendall Rascoe – 15th

Jim Paddleford – 16th



Norfolk Southern Derails On Top Of Light Rail

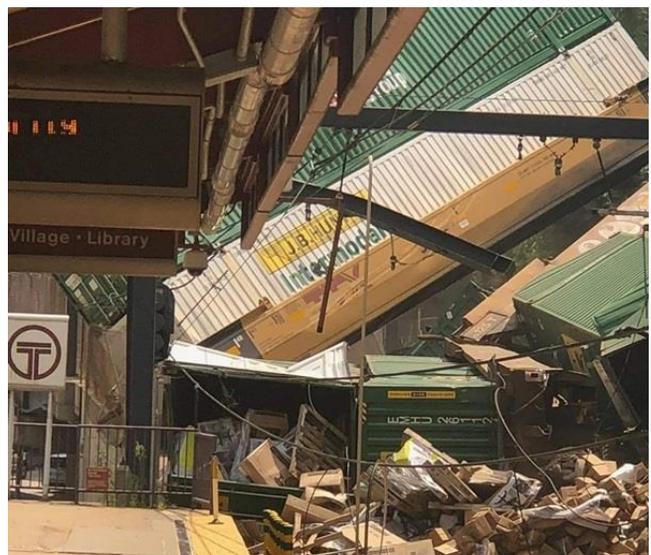
No Injuries Reported

Norfolk Southern officials confirm that a 57-car, 7,687-foot-long intermodal train bound to Chicago from northern New Jersey derailed on top of Port Authority of Allegheny County tracks at 1:13 p.m. Sunday, severing the light rail's main line near Station Square. Officials say no one was injured.

NS representative Jonathan Glass said the train 4,838-ton train was hauling mostly “consumer goods that included housewares, food products, beverages, and other common household products found in retail shopping stores.” Glass says contractors are on site and will spend the next 24 to 72 hours re-railing the train and removing derailed cars with heavy cranes.

Station Square is the shopping and event complex developed in and around the former Pittsburgh & Lake Erie station opposite downtown Pittsburgh on the Monongahela River. Certain websites report that the event center sees millions of visitors annually. The NS train dropped feet from the complex's transit stop. The crash scene is also only a few hundred feet away from the famed Monongahela Incline funicular railway. CSX Transportation operates former P&LE and Baltimore & Ohio tracks nearest the river. NS operates former Pennsylvania Railroad tracks just up the hill.

Only after NS removes its equipment can Port Authority officials assess damage to the tracks where all northbound transit trains converge before heading into downtown Pittsburgh. The Post-Gazette cites city of Pittsburgh Deputy Fire Chief Michael Mullen saying he was thankful there were no “fracking oil cars” involved in the derailment. Glass says NS apologizes to Pittsburgh residents for any inconvenience the derailment is causing.



The “Backshop”

Committee Reports

STANDARDS:

All motive power and rolling stock to be identified with the CB&W will be identified with a numbering scheme as established by the Standards Committee, regardless of whether it be owned by the club or by an individual. All motive power will be identified by engine type and car type and owner will identify all rolling stock. Specific information on this subject is on file with the Standards Committee.

OPERATIONS:

I am planning an ops session for a Sunday in October, yet to be determined. The session would run from noon until 5PM and use the full length of the railroad including staging. In preparation for this I ask that all equipment be removed from Union Station and Upper Staging so the track may be cleaned thoroughly and tested for any issues.

For the session I will need donor equipment, of at least one stack train, one trailer train, one coal load and one empty, one grain, Autoracks (two tracks in Winchester), oil tank cars, and 4 passenger trains. The goal is to have enough stuff for everyone to run upon coming out, since locals switching will be limited to about 6 trains:

1. Coal loads will be run EAST only, and Empties West only, running via the elevator to avoid going the wrong way.
2. Autoracks will be ran from Winchester to Langley and back.
3. Stack Trains will originate from Winchester as well and do the same route (simulate the Pinnars Point, VA operation just not on the coast.
4. Trailer train will originate in either Langley or staging (assuming 85' and 89' flats will clear staging... This requires testing)
5. Grain and all other miscellaneous trains will originate at either yard and keep running back and forth with different crews each time, possibly different cars if yard jobs switch consists out upon arrival.
6. Locals will switch Arsenal, Croaker, West Point, Norge, Columbia Furnace, Shenandoah, Winchester, Widen, and a passenger switcher will switch out passenger consists at Union Station.

Lack of Participation from the Chair:

For those curious why Ops has not been participating much (if at all) over the last few months, it is because I have gone from working days to 0400-1300 at my job, and am currently working 6 days a week. This prevents me from being active both in ops sessions and making meeting nights as I'd rather be rested for work than spend time at a business meeting or Thursday session (which pretty much never happens). Why former Co-Chair and member William Grimes never did anything more than dispatch I will never know, however I have intentions to set up sessions assuming folks can actually make them. With that said, I intend to instead send out monthly emails that will discuss what I cannot say at the meeting in my absence. Currently I am awaiting my "back up" at work, to be trained which will result in me being Mon-Fri, and in turn we could try doing ops on Friday Nights, or Sundays as I am proposing for this month. While Ops itself has not been very active, you must understand the last session I ran back in April was something I spent 6 hours hand writing switch lists for, and only had 4 people show up to operate. For me to take the time out of busy work schedule to make a session up, only to have no one participate, is disappointing. That in itself is another reason I have been dragging my feet on another session, along with the layouts still being rewired and many switches out of service (list below). I ask of the membership that if you want operations, you need to be more active in it yourselves. I for one show up and operate whether it is a session or not; switching industries and running freight around the layout in a prototypical fashion. I will discuss this more below. Remember, you don't need ops around to run a session, as anyone can come up with one on their own in my absence and set dates for them to happen. Ops is here to provide a guideline on how things could be done, and teach you all how to run prototypically if you so choose.

I am also open to getting another Co-Chair appointed, possibly someone who can both help set up sessions and also attend the meetings to discuss these new ideas or issues in person and report back to me with their findings.

continued on page 5

A New Plan of Attack:

As a group in order to have operations we can do it several different ways. Currently, we willy-nilly move cars around the RR without any rhyme or reason. In the past car cards have been used to handle movements and failed epically, thus I'd like a response from the membership on a new system I will be testing (if approved for such) that will help deal with that issue. Starting in November, I'd like to set a new rule that prohibits rolling stock in industries from being moved unless done so by a designated train. Cars in either yard will be fair game for regular running, but may not be dropped at industries unless you are operating as the designated switcher.

Example: You show up Monday and want to switch Croaker. You can simply go to the originating yard, in this case Langley, and build your trains using a guide located at its designated yard to explain what type of cars need to be moved to the industries, and you will hand write out your own switch lists on provided switch tabs using the cars in the town as pick-ups, and any cars in the yard as your set outs (assuming they are cars that match those listed in the guide).

This would in theory allow cars to be moved prototypically, but not necessarily tracked like using car cards, and also teach members how to write their own switch lists and make their own train orders on any given day without Ops being around. This should also resolve the issues of tank cars being spotted at grain elevators randomly. I am open to feedback on this, and I'm willing to make changes before testing next month (again if approved for testing).

Currently Locals will be divided by towns located off the same tracks. Example being Croaker's local would also switch The Arsenal Navy Base and West Point. While a local that goes to Norge would serve the Born Coal side of Arsenal. Pretty simple right?

Track Issues Known as of 10/1/18:

Langley Yard Lead - New power panel prevents yard lead from being isolated if there is an issue. On the East End of the yard lead someone has damaged the track and knocked a 8 inch sections out of gauge as well as taken a chunk out of the top of the rail head. Issues like this NEED TO BE REPORTED by whoever does the damaged. Accidents happen and this is not so you get in trouble but so it can be repaired quickly and prevent others from damaging it further or their equipment running over the damaged sections.

Arsenal Born Coal - Turnout on Born Coal dumping bridge will not throw. Turnout on the east end of the siding coming out onto main 2 will also sometimes cause temporary shots or derail cars being shoved into the siding.

Croaker - Temporary shorts on the cross overs as well as the Norge siding (no issue, just don't be alarmed when the screech goes off). Dead spot on cross over coming out of the Croaker siding onto Main 1 in a Westbound direction (before the crossing).

Thornburg - Track into Shenandoah Produce is NOT powered, so you will need to have spacer cars if you attempt to switch this industry.

Rapidan - Lumber spur is also not powered, again, use spacer cars to get into the facility. The Interchange tracks also are not power on the opposite side on the mains.

Shenandoah - Switch into the quarry will throw a temporary short when cycled either direction.

Keezletown - Normal mess of bad track and no power into the scrap yard (no use fixing if this is being rebuilt in the near future)

Helper - Switch will not allow trains to run from single track to Main 2 without derailing. Switch is fine while being used as trail only, and facing point Single Track to Main 1 works fine.

continued on page 6

Widen - West end switch to street running is soon to be repaired but currently still out of service. The switch to work Lowell's Lumber does not have a spring or a way to pin it in place while the switch off the main into the lumber yard is fine. Coal mine MOW switch is out of gauge if you put the hand throw too hard. Make sure the points are lined for your movement but do not put so much pressure on the switch mechanism that it pushed the stock rail out of gauge. Strickland Propane on the East End of street running now has a fence and gate across the tracks. This will be mechanized at some point, whether powered or manual has not yet be decided. Use care in opening the gate and make sure it does not hit the rail resulting in a short. We will be shimming the gate to keep it from shorting, but currently it is in place stationary clear of the rail head.

Union Station - Tracks 3 and 4 are good for running through on either end, while tracks 1 and 2 must be backed into from the main line on the east end of the station. REA switch connecting the siding to the main line is also out of service, but the siding can be accessed from track 4 on the west end.

French Creek Yard - Normal dead spots along the yard lead and on some tracks. Perhaps more cleaning is required or, since that hasn't been working, possible rewire or future switch replacement?

That is all.
Regards,

"From the Cab" continued from page 1

will notice it is significantly smaller and slightly recessed from the aisle. The wiring for the yard has been significantly reduced as well. Scenery teams have made progress on the lumber mill, the propane facility and the barge area. There is much more to do, so stay tuned for announcements from the chair regarding work sessions in the near future.

Our next major public event will be the November Open House, so lend a hand to assist with preparations for our largest annual event. I would also suggest that you begin getting that special train ready for the show, including the necessary inspections. There is plenty of time to fine-tune these beauties and log track time to be sure it operates well for the event.

On Sunday, October 7 (est. 1-3p), I will be hosting the owner of RR-Circuits at the club. They manufacture many of the electrical components we will be using as we update our layout control systems. On display will be their demo layout showing a variety of components in action, including the signaling systems. I encourage members to join us to see what's coming to CB&W in the future and to run a train for our guests. While visiting, we will leverage the experience of the owner and use it as an opportunity to refine our implementation plan. More details will be provided as the event approaches.

Still seeking a member to head up our participation in the Tidewater club event this month at the Virginia Beach Convention Center. It will require coordinating CB&W resources and making sure the booth is staffed during the show. Contact me directly should you be interested.

Geoffrey W. Holman
President

Next business meeting is 1 November 2018

From "the Dispatcher's Desk"
Business Meeting Minutes
September 6, 2018

Call to Order at 7:33 PM

Approval/Corrections of Minutes of Previous Meeting: there were an insufficient number of members present for a quorum, therefore minutes were reviewed but not accepted. The president clarified several items presented in the minutes, including the process for reimbursement of items purchased for the club by members. The receipt must be signed by a member of the board or the committee chair and the receipt should state exactly what the purchase was for and whether or not the member wants a credit to their dues or reimbursement. Open discussion by the president regarding Planning Meeting minutes. Apparently, several members misread the minutes and contacted the president with their concerns. The president specifically requested that planning meeting minutes be distributed to the membership as a separate document going forward and not included in the Consist.

Treasurer's Report:

Expenses were \$2,415.69.

Income was \$3,585.39.

Net for the month were \$1,169.70.

Assets:

Checking account \$12,959.51

Savings account \$17,502.87

CD \$6,288.96

Total Assets: \$36,751.34.

Member dues: Letters will be sent to members who are more than \$50 (two months dues) in arrears, per the by-laws. The treasurer will report any member who has received a letter in the current calendar year, but has not cleared their outstanding balance. The Vice President will present these members during the Membership report, where at which time the membership will discuss next actions.

Vice President's Report: 56 full time members, 1 TDY, 3 Junior, 3 Probationary. Tom Flynn's application was accepted with Dave Van Wagoner being assigned as his sponsor.

Committee Reports:

Operations: the chairman is anxious for the club to return to an operations mode. His work schedule has become more flexible, allowing more time to be spent promoting future operating sessions.

Standards: not present

Track: Discussion on how best to clean the layout track. The suggestion was made to create a video outlining the steps needed to adequately (and correctly) clean the track. This video would be posted on the club website, as well as available at the clubhouse for member use. The chairman noted the track has buckled between Germantown and Hurricane. This likely occurred when the club A/C went out, but there were no other noticeable problems with the track across the layout. The chairman did notice some cars on the tracks with wheels covered with a sticky-like substance. Suggestion was made from the floor for all members to check their wheels to ensure they are clean which should lead to smooth running. Using a Dremel tool with a wire brush should be an effective way to clean wheels on rolling stock.

Electrical/DCC: Tuesday (11 Sept), the programing computer will be down for software upgrades. Overall wiring update: Currently working between Arsenal and Croaker. The rewiring activities are still on the schedule last submitted by the committee chair in July. The section of track from Overpass to Mingo, the access to the wiring and the subsequent dust/debris should the ceiling panels need to be removed to replace and access the necessary infrastructure. The committee will develop a plan to execute that will include updating the track busses, as well as to replace the turn outs and other electrical components. This activity will be a topic for the next planning meeting.

continued on page 8

House: Ron O'Donnell stepped as the committee chair down due to health-related problems. Dave Van Wagoner (and Tom Flynn) have volunteered to take over until a permanent replacement is announced by the President.

Webmaster: Approximately 30 members have completed the registration process to gain access to the private member area on the website. Webmaster is considering again sending out the registration information to all members explaining the activation **Scenery:** the rail barge landing is operational, with additional details being completed by the builder.

Scenery: the rail barge landing is operational, with additional details being completed by the builder. A "Tree Building Party" is needed, but due to the committee chairman not being available, no "build" date has been established.

Open House: no chairman has been appointed

PR/Media Relations: found a web site which highlights swap meets and white elephant table. A request was made of the chairman to forward the information so it may be made to club members for their use.

501(c)(3) Rep: NSTR

Old Business:

Discussion about CB&W participation in the upcoming Tidewater Division Train Show. President reported receiving necessary information from show promoter outlining costs. At the previous business meeting, CB&W membership were interested in having a selling presence, in addition to our information table. Costs for tables are as follows: information/PR - \$10, selling - \$50/table. We were extended a 10% discount on the selling tables (normally \$55 ea). New 2018 pricing structure predicate we pay \$10 for our PR table. President asked for a volunteer to take ownership of organizing and executing our participation this year. If no one accepts this role before the end of the month, President will withdraw our participation. At a minimum, President would like to see us man a PR table.

New Business:

1. August Planning Mtg Update:
 - a. Window Enclosures (VW): a plan is being developed to address the window situation. Once all information is gathered, a presentation will be made to the membership.
 - b. Club Saving's Account – New Financial Institution: the treasurer is researching local financial institutions to see about a better interest rate for club funds. The 501(c)(3) committee chairman stated he would contact the treasurer directly with savings rates discussed at a previous business meeting. The president requested all members who know of a financial institution, with favorable rates of return, to contact the treasurer with the information.
2. September Planning Mtg: to be scheduled

Upcoming Events: Tidewater Division Train Show, 13-14 Oct 2018, Virginia Beach Convention Center, Virginia Beach VA. Discussion centered around ordering 4 tables (to sell) and 1 table (PR). Biggest concern...personnel to man/work the tables. Per the president, should there not be project lead or enough volunteers to adequately manage all the tables, then we will notify the Show Promoter of our decision to withdrawal from the show.

Next Open Houses: 17-18 November 2018

Adjournment: 8:27pm

PROPOSED DISCUSSION – OCTOBER 4, 2018

Call to Order at 7:30 PM	- Geoff Holman
Approval/Corrections of Minutes of Previous Meeting	- Club Members
Treasurer's Report	- Jim Paddleford
Vice President's Report	- Lowell Asher

Committee Reports:

-Operations	Jason Underwood
-Standards	Jim Boyer
-Track	Tommy Hunter
-Electrical/DCC	Bob Grandle
-House	Dave Van Wagoner (temp)
-Webmaster	Geoff Holman
-Scenery	George Downer
-Open House	TBD
-PR/Media Relations	Ray Harp
-501(c)(3) Rep.	Ralph Digges

Old Business:

1. Club Savings Acct – New Financial Institution (Jim P)

New Business:

1. October Planning Mtg

Upcoming Events: Tidewater Division Train Show, 13-14 Oct 2018, Virginia Beach Convention Center, Virginia Beach VA

Next Open Houses: 17-18 November 2018

Adjournment: