

Upcoming Events

December 25, 2009

Open House
2:00p.m. – 4:00p.m.
At the Clubhouse
5259 Washington Road in
Albany, Ohio

January 12, 2010

Work Session
7:00p.m.
At the Clubhouse
5259 Washington Road in
Albany, Ohio

January 26, 2010

Club Annual Meeting
7:00p.m.
At the Clubhouse
5259 Washington Road in
Albany, Ohio

Upcoming Birthdays

December 25 - Roger Crigger

January 7 - Kirk DePeel

Need Your Help

We needed your help with railroad stories, tips, how to, jokes, or anything else you can come up with for your newsletter.

E-mail to:
rogercee@frognet.net

Mail to: P.O. Box 863
Athens, Ohio 45701

Membership

If you are interested in our Club and would like to join the Railroad Model and Historical Society of Southeastern Ohio, Inc. membership is \$25.00 per year.

Location History of Railfair

1981-82: Irvine Hall on Ohio University's West Green
1983: Athens Mall
1984: Athens Recreation Center
1985: The Dairy Barn
1986-91: Athens Recreation Center
1992-2004: University Mall
2005: The Rocky Shoes and Boot Outlet
2006: The Rocky Shoes and Boot Outlet and The University Mall
2007-09 The Market on State formally The University Mall



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Our Clubhouse in Albany, Ohio

Railfair 2009 and The Clubhouse by Roger Crigger

Thanksgiving is gone and Christmas is coming, so that must mean it is time for Railfair. This is our 17th year at the Market on State formally known as The University Mall. Railfair has become the event that The Railroad Model and Historical Society of Southeastern Ohio has become known for. Each year we try to get better and this year is no exception. Layouts that are schedule to return included Sam Ellis Christmas Tree layout, which at 25 years is the oldest layout at Railfair. Then theres my always changing but will never done layout called Point Nowhere. Kirk and Jason DePeel's layout that includes Spartan Yard and Eric's Canyon and Tony Magill's layout that has some of the best wooden trestles you will ever see will also return. Other layouts that are returning included Don Schultz's Lionel layout, and club's large HO Scale module layout. New layouts that will appear included David and Matthew Jackson's N Scale layout, a new HO scale layout that will be raffled off the

last day of Railfair and a Thomas the Engine layout using the Trackmaster Motorized Rail System and some Lego's. Also look for a HO Scale James the Engine with moving eyes, The Flying Scotsman, and Godzilla.

This year has also been a special year for the club. In July of this year we signed a two-year lease to rent a storefront at 5259 Washington Road in Albany, Ohio for a clubhouse. This has been a dream for this club for many years and gives us the chance to do things besides Railfair. Besides having a place for meeting and work sessions. We are planning to have open houses and classes about model and real railroading.

We are always looking for new members young and old that are interested in any and all aspects of railroading. Anyone is welcome to our clubhouse anytime the doors are open and we are always interested in new and different perspectives on railroading.

What is The Whyte Notation? By Roger Crigger

When I was just starting in model railroading, I would always hear and read about steam locomotives like the Big Boy bring called a 4-8-8-4 locomotive and wonder what it meant. So I finely looked it up and here is what I found.

The numbers are how steam locomotives are classified by the way the wheels are arranged. It is called the Whyte notation and was devised by Frederick Methvan Whyte and came into use in the early twentieth century. It was encouraged by an editorial in American Engineer and Railroad Journal in December 1900. Whyte's system counts the number of leading

wheels, the number of driving wheels, and finally the number of trailing wheels; each group of numbers is separated by dashes. Other classification schemes, like UIC classification and the French, Turkish and Swiss systems for steam locomotives, count axles rather than wheels. Thus, a locomotive with two leading axles (and thus four wheels) in front, then three driving axles (six wheels) and followed by one trailing axle (two wheels) is classified as a 4-6-2. Steam Locomotives like the Big Boy are called articulated locomotives. There are seven major types of Steam articulated locomotives.

Continues on Back

Looking Back -- The Coldest Day of the Year By Kirk DePeel

Here is Kirk DePeel's *The Coldest Day of the Year* story that started in the September 2009 newsletter. This includes parts 1-3 and the final part 4.

The cold winter wind bit at our faces as Jason and I stepped out of our warm van. Less than a mile away the triangle lights of the engine approached as the crossing gates started going down. I was surprised they hadn't frozen in place. This was railfanning at its extreme in the northern Ohio winter. Almost immediately my fingers went cold despite my thick gloves. It had to be worse for my son, who was wearing no gloves so he could take his shot. Thankfully, it was easier to operate my video camera than his Nikon.

The two NS engines roar by at nearly 70 miles an hour followed by a mile long string of double stacks. As soon as it passed the wind from the train hit us, dropping the temperature another 10 degrees. The thermometer we brought said it was 1 degree above zero. Add in the wind chill factor and it felt more like 20 below zero before the train passed. I quickly ducked back into the van, shaking my head at my son who stood there taking pictures with no gloves, a baseball cap, and a sweatshirt covered by a windbreaker. By the time he got in his face and hands were bright red from the cold, the first signs of frostbite. He told me to turn on the heater because he was cold. I almost laughed. What a knucklehead for coming on this trip in the middle of January without a proper winter jacket or hat. And now he was complaining he's cold. WELL DUH – it's winter.

We drove off to find another spot on the old NYC line (now NS) that cuts across the northwestern side of Ohio. This line runs from Toledo and crosses into Indiana before heading toward Chicago. In this area the double track cuts through farmland, which is barren and covered with snow. About every two-railroad mile's there is a highway crossing protected by gates, despite the lack of auto traffic on these roads. NS runs about 80 trains a day on these tracks usually at 70mph or faster. One of the compromises for faster speeds was they had to protect each crossing. Yet, despite their efforts, we still see plenty of crosses, and in one case a big billboard sign, indicating that someone had

met their death here. It's hard to believe people could die at these crossings when visibility in both directions can be measured in miles.

As the day went on, it got warmer, sort of. The temperature rose up to balmy 10 degrees but the wind didn't let up. That meant every trip out of the van, and every second you stood there waiting for the train, was pure misery. By the time early afternoon came around we were happy to head back to Crossroads Park in Deshler.

Crossroads Park is paradise for railroad fans. It's a triangular piece of land with a busy double track East/West line on one side and a somewhat busy North/South on another. The third side is occupied by a North to West – East to South interchange track that connects the two main lines. This interchange track only sees about 2 trains a day, but the interchange track that goes North/East – West/South gives you a show of 15 trains or more. Usually these trains come in bunches, so you will see several trains from the east heading south (or vice-versa) A third interchange track running East/North – South/West sees maybe 5 trains a day, but dispatchers like to keep things flowing. It's not uncommon to see one train heading north and another heading south on the interchange tracks while an East or Westbound train will use crossovers to run past both trains at 60 mph. At times Deshler can be a very busy place, more so in the morning and evening hours.

The park also has a shelter house with electrical outlets, a fire pit, wireless Internet, and a porta-potty. The Internet comes in real handy if you have a monitoring program that allows you to see which directions the trains are coming and how long before they get there. In return for these services the people running this park ask for a small donation of \$5 to keep the bills paid. Not a bad price to pay if you're willing to sleep in your car or a tent.

When we got to Camp Deshler, Jason and I were looking forward to standing by a nice fire. That turned out to be a pipe dream. We built the fire, but the wind continued blowing strong well into the night making it one of the chilliest I can remember. Our legs stayed warm, but you had to almost put your hands on the fire to get

any relief. One guy sharing the fire with us actually did just that. Well, he did have gloves on, but there was still something surreal about seeing flames dancing around his fingers and smoke coming off his gloves like he were Lucifer. Apparently he had some kind of nerve damage that caused his fingers to hurt only when they were cold, but not burning. My son and I gave this guy a wide berth.

Finally, we threw in the towel even with a nice burning fire producing tons of heat but only if you were willing to sit on it. We got pizza for dinner and turned on the electric heaters for what we hoped was to be a more comfortable night than the day had been. But as the night went on the temperature dropped past 10, then 20, and finally to a bone chilling minus 27 degrees without the wind chill. Despite three good heaters running the van was barely able to keep a steady temperature of 50 degrees. Not bad sleeping weather if you can cover yourself in blankets and don't have trains running by every 15 minutes, pounding the diamond and shaking your bed. My son didn't have any problems once he fell asleep. You need a stick of dynamite or two to wake him up. But me, I heard/felt every train that went by until traffic slowed down around two in the morning. Only a couple of trains went by until 5 a.m., when the show started again. Finally, I gave up trying to sleep anymore and stepped outside to see the trains and feel the cold. It turned out not to be so bad with no wind, although breathing in air that cold does make your nose hairs freeze up. It's almost as if the air itself is freezing inside you.

Around ten that morning we headed for home. By then the temperature was up to almost 6 above with a high temperature expected around 25 that day. In Deshler you never know what kind of weather you'll get, but that day happened to be the coldest for the year. It was definitely the most frigid weather I've ever railfanned in. Can't wait to do it again!

What is The Whyte Notation? Continued from front

The Big Boy is a Mallet type; where there are no unpowered axles between powered axles. This gives this group extra numbers in the middle. Thus a Big Boy is a 4-8-8-4; there are two leading axles, one group of four driving axles, another group of four driving axles, and then two trailing axles. Articulated locomotives such as Garratts, which are effectively two locomotives joined by a common boiler, have a + between the arrangements of each engine. Thus, a 'double Pacific' type Garratt is a 4-6-2+2-6-4.

Suffixes are also used in the Whyte Notation. The suffix T indicates a tank locomotive; otherwise, a tender locomotive is assumed. In British practice, this is sometimes extended to indicate the type of tank locomotive: T means side tank, PT pannier tank, ST saddle tank, and WT well tank. T+T means a tank locomotive that has a tender for additional coal or water capacity.

In Europe, the suffix R could mean rack (0-6-0RT) or it could mean reversible (0-6-0TR). The latter case being the *Bicabine* locomotives used in France. The suffix F indicates a fireless locomotive (0-4-0F). Note that this locomotive has no tender.

Other suffixes have been used at times, including ng for narrow-gauge locomotives (i.e., less than 56.5 in / 1435 mm) and CA or ca for compressed air (i.e., running on compressed air from a tank instead of steam).

In Britain, small diesel and petrol locomotives are usually classified in the same way as steam locomotives, e.g. 0-4-0, 0-6-0, 0-8-0. This may be followed by D for diesel, P petrol, and another letter describing the transmission: E for electric, H hydraulic, M mechanical. Thus 0-6-0DE denotes a six-wheel diesel locomotive with electric transmission. Where the axles are coupled by chains or shafts (rather than side-rods), or are individually driven, the terms 4w, 6w or

8w are generally used. Thus 4wPE indicates a four-wheel petrol locomotive with electric transmission. For large diesel locomotives the UIC classification is used.

The limitations of the Whyte system in classifying locomotives that did not fit the standard steam locomotive pattern led to the design of other forms of classification. Most commonly used in Europe is the UIC classification scheme, based on German practice.

In American (and to a lesser extent British) practice, most wheel arrangements in common use were given names, often from the name of the first such locomotive built. (For example, the 2-2-0 is named *Planet*.) (This naming convention is reminiscent of the naming of warship classes.)