



A Publication of the Railroad Model and Historical Society of Southeastern Ohio, Inc.

PO Box 1, Albany, Ohio, 45710

August 2013

Upcoming Events:

August 9-10, 2013

Summerrail

Fri. 8pm - 11pm

Sat. 10am - 10pm

Cincinnati, Ohio

Admission: Fri. Free

Sat. \$20

Slide Presentation, Lectures,

Train Sale/Show

August 13, 2013

Club Meeting

7:00pm

Athens Public Library

30 Home Street, Athens

August 24, 2013

Marion Train Show

10am - 4pm

Marion, Ohio

Admission: Donations

Train Sales/Show, Tour of Station

and Tower

September 10, 2013

Club Meeting

7:00pm

Athens Public Library

30 Home Street, Athens

September 15, 2013

All Trains Flea Market

10am - 3pm

Greenville, Ohio

Admission: \$4

Buy/Sell/Trade Model Trains,

Railroad Antiques,

September 21-22, 2013

Chapmanville Model Train Show

Sat. 10am - 6pm

Sun. 1pm - 6pm

Chapmanville, WV

Admission: Free

Buy/Sell/Trade Model Trains,

Operating Layouts

September 29, 2013

Firelands Model Train and Toy Show

10am - 4pm

Sandusky, Ohio

Admission: \$5

Model Trains, Toys, Collectables,

Braving the Marion Storms: Part 2

By: Kirk DePeel

As two o'clock approached the weather took a turn for the worse. Black clouds rolled in and the lighting became more intense. You could actually feel the ground shake every time it thundered. Being outside in this weather was not a good option. Fortunately one of the station volunteers (named Mike) showed up and we were able to get inside just before the worse hit.

All I can really say about Marion Union Station is that it is truly a gem. One can only imagine what it was like back in the glory days of passenger trains. Over 60 trains a day, served by the Erie, New York Central, C&O, and N&W, stopped to drop off and pick up passengers. Now sadly, not even one Amtrak train passes by the station. You can't help but stop and think what a waste it is not to use such a beautiful building. However, it wasn't long ago that the station looked very different.

After the creation of Amtrak there was no use for the station and it was virtually abandoned. Left to the elements, the station became a victim of no maintenance and vandals. Not long after its doors were locked for good, the roof began to leak causing part of the ceiling to cave in and creating lots of water damage. Homeless people took shelter inside, some lighting small fires to stay warm while others wrote graffiti on the walls. During the winter pipes froze due to the lack of heat and then burst in the spring. Others stole whatever they could to resell to others. In 1986 a group of people looked at the station and decided to restore it back to its original glory. The fix wouldn't be quick or cheap. When I first saw the station back in the early 90's the inside was still a mess but the roof had been fixed and work had begun on the ceiling. Today the station has been turned into a museum and is the

prideful centerpiece of Marion's past.

As Mike walked us around explaining different areas of the station, outside warning alarms kept going off and a mechanical voice boomed over the loud speakers warning the town of impending bad weather. It felt like being part of a disaster movie where you didn't know what to expect next. The worse of the storm continued for almost thirty minutes. We watched a demonstration on how the old railroad signals worked that were located in the ladies lounge of the station.

Two o'clock came and went with no one from the railroad club showing up. Since this was the main reason we had come to Marion, it was a disappointment that Marcus wouldn't get to see this incredible model train layout. But as I said before, it wasn't a total loss. After the storm broke, Mike, who happened to be a retired tower operator, offered to take us on a tour of the Erie tower that stands on the property. The tower used to stand on the other side of the tracks and is a story in itself on how it was moved. Since Mike had worked in this tower for a few years, his knowledge of it was incredible and I learned more about the tower than the previous times I had been up there.

Sadly, like all good things, this trip came to an end. Sometime close to three o'clock we piled into my van and headed back home. Along the way we stopped at a couple of the hobby shops and Cooke road which was dead of traffic. Dinner was at Skyline, one of my favorite places to eat. The next week we presented Marcus with a group shot we had taken while under the tower. Jason had it framed so Marcus could hang it on his office wall and remember that day. It was a good trip, despite the bad weather, and a memorable sendoff to an old friend.

Railroad News From Around The Country

Crews Remove Old Hump From BNSF Yard

The hump yard visible from Saluda Road will soon be without one of its two train humps, said a BNSF Railway spokesman.

BNSF's Andy Williams explained that there were two humps in the railway yard but the older of the two has been unused for years.

The construction project under way is for the older hump's removal, and Williams said removing the outdated hump will allow the construction crew to build extensions on three of the existing tracks in the yard.

Humps are man-made hills used in rail yards in order to build new trains. Cars are pushed to the top of the hills and pulled by the force of gravity to make up new trains. During this process, cars are propelled down the humps based on their individual destinations.

By removing the unused hump and extending the tracks, Williams said there will be more room allotted to build trains without having to disrupt regularly scheduled trains on the main track.

"Sometimes, what they have to do when they're building trains is back those trains out on the main line because they're so long," Williams explained. "So (the construction) will let them build trains completely in the yard on those three tracks."

The construction on the tracks will add an extra 2,000 feet to each one, and that portion of the project is set to be completed by the end of the calendar year.

"Actually, next year we hope to extend three more additional tracks," Williams said. "So there will be a total of six extended tracks." The three more tracks planned for next year will also see the same 2,000-foot extensions.

Though there have only been "occasional" issues with railway traffic on the main line, Williams said this is a solution to alleviate the issue when it does occur. "The whole purpose is to make it easier to build trains in the yard and not interrupt rail traffic," he said. "It's just preventative." (*Galesburg.com*)

Union Pacific Reacquires Locomotive

Union Pacific Railroad announced this week it reached an agreement with the Southern California Chapter Railway & Locomotive Historical Society in Pomona, Calif., to transfer ownership of one of the world's largest steam locomotives, Big Boy No. 4014, back to Union Pacific.

The railroad plans to relocate No. 4014 to Cheyenne, Wyo., where Union Pacific's Heritage Fleet Operations team will work to restore it to operating condition. Details regarding those efforts will be made public at a later date.

Union Pacific donated No. 4014 to the historical society on Dec. 7, 1961. The locomotive arrived Jan. 8, 1962, at its current display location at the Rail Giants Train Museum in Pomona.

"Our steam locomotive program is a source of great pride to Union Pacific employees past and present," said Ed Dickens, senior manager of Union Pacific Heritage Operations. "We are very excited about the opportunity to bring history to life by restoring No. 4014." (*TriValleyCentral.com*)

Our Mission

To Teach...

Those who want to know more.

To Educate...

Those who want to learn the history.

To Promote...

The hobby with enthusiasm.

And to share and enjoy the pleasure of all that is Railroading.



Like us on Facebook!

Find us on the web!

www.ironheadsofseo.org

Have stories, articles, or pictures?

Want to see them in a future edition of the Ironhead Gazette?

Send them to us!

Email: jdawg9292@yahoo.com

Mail: PO Box 1

Albany, Ohio 45710

Your contributions keep the Ironhead Gazette moving!

All Aboard!