



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

PO Box 1, Albany, Ohio, 45710

August 2014

Upcoming Events:

August 1-2, 2014

Club Trip
Fostoria Rail Park &
Deshler Rail Park
Spend Friday evening and
Saturday Railfanning

August 5, 2014

Club Meeting
7:00pm
Kenny Shank's Garage
7 4th Street, Jacksonville
Bring something for
show and tell!

August 9, 2014

Summerail 2014
Cincinnati, Ohio
Admission:
Train Show/Sale: Free
Multimedia Shows: \$25
Railroad Show & Sale, Visit
Cincinnati Union Terminal's
Tower A, Multimedia Shows

August 23, 2014

Everett's 10th Annual Train
Show & Swap Meet
Marion, Ohio
Admission: Donations
Tours of Marion Union Station,
AC Tower, and Marion Model
Railroad Club, New and Used
Items

September 21, 2014

All Trains Flea Market
Greenville, Ohio
Admission: \$4
Railroad Antiques, Books,
Collectibles, New and Used
Trains

September 21, 2014

Extravaganza Train Show
Mansfield, Ohio
Admission: \$5
Operating Layouts, New and
Used Trains, Buy/Sell/Trade, All
Scales

Anatomy of a Club Layout

By: Kirk DePeel

Years ago the railroad club built and owned an N-scale traveling layout. Not many people remember it today, but at one time it caused a lot of controversy and filled a much needed niche. It was also my first taste of what you could do with N-scale and inspired me to eventually dabble in it more. So just how did this come about? Well, sit back and let me tell you.

The idea to build a traveling layout was first presented to the membership by me back in 95, although Eric McFadden, an N-scale member of our club, had thought about it too. During that time we were getting a number of requests from other organizations to display a layout at their events. To be able to accommodate them meant overcoming a number of obstacles. First, most of the layouts were modular and scattered in different homes because no one had the room to set them up after Railfair. So to be able to attend for one of these shows meant there had to

be a meeting of the minds to make it happen.

Second, the layouts were too large to transport without the use of a delivery truck or half a dozen cars. Renting a U-Haul truck took money, which the club wasn't likely to reimburse unless the members voted on it first. As was often the case, the requests to be at an event usually happen between meetings. This meant someone had to work out a donation from the organization wanting us there, which was not always possible. And even if there was advance notice, it was iffy if the membership would approve such a cost due to the politics at the time (more on that later).

A third problem was the time it took to assemble the layout and later tear down. Most layouts took at least two hours to set up and get trains running. That meant getting there at least three hours before the event or, if possible, the night before. And if you had problems (track or electrical issues) fixing them could make for a long day (or

Anatomy of a Club Layout

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night). What we needed was something small yet interesting. Something that could be transported in a van or similar vehicle. And it had to be built so you could set it up in under an hour. From those requirements our 4 foot by 10 foot layout was born.

The call that started it all

I was working at my desk when I got a call from a customer who was wondering if I would be interested in some N-scale trains he had recently picked up. At the time I was involved with an HO layout being housed in Bill Beeler's basement. My experience with N-scale to this point had been a small 4X6 layout I had attempted to build as a teenager that never got past laying down the first oval. In fact I had sold

what little equipment I had owned and was heavily invested in HO. Still, I figured it was worth checking out and if nothing else, I could give him an idea of what it was worth. I made arrangements to visit his house later that evening.

What I expected to see were a few trains in a box. Instead I saw the remains of what had once been a large layout. There were well over 100 N-scale cars, both freight and passengers, and a number of buildings in need of some tender-loving care. The remains of the layout was lying on the floor in several pieces. At one time it had been a 6X6 foot square with a large mountain (at least 3 feet high) that sat in the middle. The layout hadn't been built to be moved, and whoever had sawed it apart hadn't been very concern about putting it back together

again. On the upside, there was some flex track not ballasted which could still be re-laid. And if I recall, there were two power packs that looked to be usable along with multiple detail parts. Suddenly the idea of building a traveling club layout became a possibility. I negotiated what I figured was a good price for everything he had, minus the layout because I didn't want to haul that home. My wife wasn't too surprised to see me moving boxes into the basement later that evening.

Parts 2,3, and 4 will be featured in the following months!

“You know you’re a Railfan if...”

http://www.mswphoto.com/IdiotRailfan/you_know.html

You carry a saw and a BB gun in your camera case to remove ALL obstacles from your shot.

“Hobo Humor”

http://www.spikesys.com/Trains/rr_jokes.html

How many conductors does it take to change a light bulb?

Only one, but to no avail. He first punches a hole in the new bulb.

Quebec police move to block auction of Lac-Mégantic locomotive

By: Andy Blatchford, The Canadian Press, July 23, 2014

MONTREAL—Quebec provincial police say they've taken steps to prevent the auction of the locomotive that played a key role in the deadly Lac-Mégantic rail disaster.

A spokeswoman for the force says investigators have initiated measures to block a U.S. auction house from selling the locomotive until the end of the judicial process.

Sgt. Christine Coulombe says she was not permitted to provide any more details.

The move comes after a report by The Canadian Press revealed that locomotive MMA 5017 was due to go to auction in

Maine on Aug. 5.

The auctioneer says he has yet to hear from authorities that the engine will be pulled from his auction.

Adam Jokisch says he will proceed with his plans to sell the locomotive, now at the Derby Rail Yard in Milo, Me., until an official tells him otherwise.

The opening bid for lead engine on the runaway oil train that derailed and exploded last summer in Quebec, killing 47 people, has been set at \$10,667.

"It is unique, and obviously this locomotive's got some history to it," Jokisch, president of a St. Louis-based auction house, told

The Canadian Press.

"It's definitely not a good piece of history, that's for sure . . . I don't think I'd want to be reminded about that horrible accident."

The black-and-green MMA 5017 appears to have avoided any serious damage in the incident. The night of the disaster, the diesel-electric machine continued rolling along the rails as 63 tank cars filled with volatile crude oil careened off the tracks behind it.

But like several of the MMA locomotives that will be sold off, the General Electric C-30-7 is not in running condition, according to the auction-

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- Voting
- Several great trips throughout the year
- Friends who share a common hobby

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house blurb that also mentions its connection to the disaster.

“The MMA 5017 unit was the lead locomotive in a derailment and fire incident in Canada,” reads the ad on the website for Adam’s Auction & Real Estate Services, Inc.

It notes that due to that crash, “the number 4, 5 & 6 power assemblies were removed.” The ad also states that MMA 5017 has a “defective piston.”

Many of the other MMA locomotives advertised by the auction house come with problems, from graffiti to missing parts. Some units are likely worth little more than scrap value, says the online ad.

“Sometimes they’re worn out, sometimes they’re real good,” Jokisch said about locomotives he’s auctioned off in the past.

“(We’ve sold used) locomotives anywhere from \$25,000 to \$300,000 before . . . It depends on the make and model number and condition, of course.”

The cash generated by the auction will help pay back the US\$3.7 million owed to MMA’s secured creditor, the Maine-based Bangor Savings Bank.

Yellow Light Breen, an executive vice-president with the bank, said any extra money from the sale of the 25 MMA engines and three of the seven units owned by Rail World Locomotive Leasing will pay off the insolvent

railway’s other debts. Breen said the bank also expects to recoup some money from MMA through an upcoming real-estate sale.

Breen declined to estimate how much the machines would generate at the auction, but said the bank hopes the sale brings in several million dollars.

Breen said the bank “triple” checked to make sure authorities no longer needed the unit and that they had permission to auction it off.

Officials at the rail yard in Milo, about 250 kilometres east of Lac-Mégantic, declined a request by The Canadian Press to see the locomotives.

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.



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