



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

PO Box 1, Albany, Ohio, 45710

December 2013

Upcoming Events:

December 14-15, 2013

Railfair 2013
Sat. 9am - 9pm
Sun. 10am - 5pm
The Market on State,
Athens, Ohio
Admission: FREE
Operating Layouts, Raffle

January 4, 2014

Snow Shoe Train Show
Parma, Ohio
Admission: \$6
Train Show/Sale, Railroad
Memorabilia

January 4-5, 2014

World's Greatest Hobby on Tour
Cleveland, Ohio
Admission: Saturday \$11
Sunday \$10
Train Show/Sale, Operating
Layouts, Workshops/Clinics

January 14, 2014

Club Meeting
7:00pm
Ohio State Highway Patrol Post
13600 Della Drive, Athens

January 19, 2014

All Trains Swap Meet
Dayton, Ohio
Admission: \$5
Train Show/Sale, Railroad
Memorabilia, Swap Meet

January 19, 2014

Norwalk & Western RR Train
Show and Swap Meet
Vermilion, Ohio
Admission: \$4
Train Show/Sale, Model Railroad
Supplies, Railroad Memorabilia,
Swap Meet

February 8-9, 2014

KVRA Model Train Show
Charleston, West Virginia
Admission: \$3
Operating Layouts, Vendors

What Railfair Means to Me

By Kirk DePeel

It's funny how time affects your thinking. Way back when I was twenty, I thought my political views would never change, even when I reached 30, 40, or the lofty age of 50. Such is the way of youthful thinking, when the world seemed more black and white than grey. I've change my way of thinking on many things; in some cases doing a complete 180. But Railfair being one of them? Come on! Is there nothing stable in my life? Yet when I look back at the past 20+ years I see my attitude toward the show has changed dramatically.

During the first shows in the early 90's it was, for me, all about having fun. Setting up in the mall and running long trains was what drove me. Sure it was nice seeing people appreciate your work and enjoy watching long, realistic freights chugging through well designed scenes created by my friend, Jim Trivett. And who doesn't enjoy being around people

who enjoy watching the same thing you do? But for me, it was the one time of the year when someone who owned 100+ cars and 20 engines, but no working layout, could live his dream. And running long, 70+ car freight trains was what I had desired since I was a young kid.

Then something happened which turned my world upside down. I became a father. Railfair was no longer about me, it was about creating memories with my kids. It was about building layouts and yes, still running long trains. But the focus was on my kids and what we could do together at the shows. Since the time my son was old enough to help, we've built three layouts together. Two are still working and will be a part of Railfair 2013. The enjoyment we've had planning and working on them comes out at the shows.

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What Railfair Means to Me

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In recent years my motivation changed again. Railfair is now about other people. First it's about the merchants who welcome us each year with open arms. Our show brings huge crowds of people to the mall and customers to their shops. There is something fulfilling about giving back and helping our local community. Having people shop locally is one of those ways.

Second it's about the people who visit our shows. How many times have you seen a child's face light up when they see the train roar pass them. Or the elderly man

who tenderly reminisces about his first train set from a time long passed. Or the woman who recalls her first train trip and the details of it. You can't help but be touched by these experiences.

Third, it's about my fellow club members. Each of you offers something to our organization which makes this club unique. Some have inspired me to try new things I would never had done without their encouragement. Others have unselfishly helped when they didn't need to. But most of all they make Railfair one of the most pleasurable experiences I

know. I've never met a more well-rounded and enjoyable group of guys in all my years. It challenges me to try and do more for them.

Someone said change is good, and in this case they are right. My change has led to some wonderful friendships and learning experiences. It's not an easy task pulling off Railfair each year. The work and preparation for the show is hard work. Yet the smiles you see on the people's face are well worth the price.

Happy Railfair!

Don't Forget Your Raffle Tickets!

Prizes

- **Wooden Train Set** complete with trains, track, table, and numerous figures
- **Lionel Train Set** complete with track, power supply, cars, and puffing engine
- **Complete HO Scale Train Layout** featuring operating crossing signals, lit trackside signals, engine, cars, vehicles, buildings, power supply

Ticket Prices

- 1 Ticket for \$1
- 7 Tickets for \$5
- 15 Tickets for \$10

Divide your tickets however you choose among the prizes!

Passenger Railroad Service in Athens

By Tom Metters

October 1, 1981 stands out as a milestone when it comes to passenger railroad service in Athens. It was on that date that Southeastern Ohio lost passenger service for the last time.

Originally, rail traffic through Athens was launched in 1856 as part of the Marietta and Cincinnati Railroad and in 1875 it became part of the Baltimore and Ohio Railroad. As a result Athens was part of the main B&O route which extended from St. Louis to Baltimore. The city later had Amtrak service for about five years.

Earlier, north-south passenger service had been offered by the Chesapeake & Ohio and New York Central railroads. While the tracks in front of the depot were primarily used by the B&O, the C&O and NYC backed into the station as they approached the depot and utilized tracks which were located to the rear of the depot.

Among the B&O trains which came through Athens, one of the best-known was the "National Limited" which first all-Pullman train operated by any railroad between Washington and St. Louis.

It carried the designations as Trains No. 1 and No. 2 and originally ran the entire 919.4 miles between Baltimore and St. Louis.

Another top-notch train offered by the B&O was the "Cincinnatian" which ran for two and one-half years beginning in January of 1947. The "Cincinnatian" covered the 580-mile distance between Baltimore and Cincinnati in 12 1/2 hours compared to 14 1/2 hours for the "National Limited" and 16 1-2 hours for other trains.

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Club Picnic 2013

For the annual club picnic this year, we decided to visit The Warther's Woodcarving Museum and The Dennison Railroad Depot Museum. Here, members pose in front of a steam locomotive located at The Warther's Museum. In the front row, from left to right, are Roy Bivens, Trustee Tom Metters, President Kirk DePeel, Vice President Walter Parks, and Treasurer Keith Morrow. In the locomotive are Dylan Popeluk and Secretary Jason DePeel.

Passenger Railroad Service in Athens

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Eventually, although the "National Limited" name was retained, the numbers were changed to No. 31 and No. 32 and the train stopped in Cincinnati. An overnight stay was required in Cincinnati in order to go on to St. Louis.

In November 1967, the run was shortened to Cincinnati to Cumberland, Md. and a change of trains was needed for the trip to Washington.

The name "National Limited" disappeared from B&O timetables in February 1968 after the Athens-to-Cincinnati portion of the run was halted. Even though the trains continued as No. 1 and No. 2, the train running from Parkersburg to Cumberland became the "West Virginian".

Then, what had been a night run to the east permitting passengers to arrive in Washington between 8 and 9 a.m. was changed to a daylight run leaving Parkersburg at 7:30 a.m. and arriving in Cumberland at 1:10 p.m. then in Washington at

5:02 p.m.

After trains were halted through Athens in the late 1960s, protests were filed with the PUCO and hearings were held. A number of people including some Ohio University students testified as to the need for good train service. They cited the need for good train service and said that the decline in equipment on the trains as being one of the primary reasons for declining business. The railroad offered testimony and figures showing how passenger service had dropped off and how the railroad was losing money on the operation.

Testimony was completed with the final segment being held in Columbus.

When the PUCO's decision was announced in August of 1969 the group said "The Commission concludes, therefore, that the remaining service offered by the Baltimore and Ohio Railroad Company on the route in question is reasonably adequate, and that the restoration of Trains No. 31 and No. 32 would not

render any better service to the traveling public.

"Such a restoration would only result in a slight convenience to a small handful of passengers that can easily be handled by the remaining two trains."

One of the items considered by the commission in reaching its decision was the fact that only 14 Ohio University students took advantage of a special train which the B&O operated between Cincinnati and Athens in March of 1968 at the completion of spring break.

The service that remained was with "The Metropolitan" Trains No. 11 and No. 12. Westbound passengers left Washington at 8:05 a.m. and arrived in Cumberland at 11:30 a.m. Following a 20-minute layover, the train stopped in Athens at 7:50 p.m. and arrived in Cincinnati at 11:20 p.m. Eastbound passengers left Cincinnati at 7:30 a.m. ,

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Passenger Railroad Service in Athens

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stopped in Athens at 11:10 a.m. and arrived in Cumberland at 6:50 p.m. Following a 10-minute layover, the train continued to Washington where it arrived at 10:35 p.m.

An editorial in The Athens Messenger in January of 1968 about the end of the National Limited's service noted "This is not a matter of the need of service declining. It is a matter of the service itself so declining that people are forced to use other means of transportation."

"The Metropolitan" made its final trip

through Athens on April 30, 1971 headed east at 11:01 a.m. and west at 7:50 p.m. The train continued to run from Parkersburg, W. Va. to Washington until 1973.

After Amtrak took over the passenger service through Athens, it offered the "Shenandoah" with one trip east and one trip west beginning Oct. 30, 1976. Even though the depot still existed a small shelter was erected by Amtrak. The "Shenandoah" stopped for the final time headed for Washington on Sept. 30, 1981 then headed toward Cincinnati the following morning.

Some passenger cutbacks were made in 1981 as a result of a reduction in the budget of \$735 million approved by Congress for Amtrak compared to \$906 million the previous year.

An Amtrak train, the "Cardinal," is still running on the old Chesapeake and Ohio line between Cincinnati and Washington through Huntington and Charleston in West Virginia although it is only three days a week in each direction instead of daily.

Interested in Membership?

Interested in becoming a member? Join today! Membership dues are as follows:

- \$60 for a single membership for 1 year
- \$80 for a family membership for 1 year

Benefits of becoming a member:

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

Railroad News From Around The Country

Council stops spending on Cincinnati Streetcar

Cincinnati's city council halted spending on a \$133 million streetcar project yesterday, citing concerns about the price tag despite already spending millions on construction that has been underway for months.

Even as dozens of other cities across the country give their own streetcars the green light, Cincinnati's sharply divided council voted 5-4 to stop funding while an analysis is done on whether it would be more expensive to finish construction or stop the project in its tracks.

Council members who voted against stopping construction say it will effectively kill the project — and that doing so will cost millions of dollars and permanently jeopardize \$44.9 million in federal funding for the project.

"I hope today isn't the final juncture of, 'Did we choose waste or did we choose opportunity?'" because I don't think history will judge this council kindly," said Councilman P.G. Sittenfeld.

Those who voted to stop the funding said they just want to understand what the numbers are before they come to a final decision on whether to stop it.

"A pause, from my perspective, does not mean cancel, whatever you think of an individual council member's motivation," said Councilman Christopher Smitherman.

The vote came after bitter back-and-forth among newly sworn-in Mayor John Cranley, who ran on a promise to stop the streetcar, and the council members who support it. Cranley had described his victory as proof that voters agree with him, although the issue survived

two voter referendums and numerous financial hurdles.

Members of the public addressed council members three days in a row about how they feel about the project, the majority speaking passionately in favor of continuing it.

Cranley told them yesterday that he understands they're upset with the result of the council meeting.

The city has spent more than \$23 million on the 3.6-mile line and has another \$94 million obligated in contracts, although it's unclear how much of that would have to be paid if the project is axed.

John Deatruck, an executive of the streetcar project for the city, has estimated that nixing the project would cost the city up to \$47 million. The city also would lose out on \$44.9 million in federal grants.

(www.dispatch.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.



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