



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

PO Box 1, Albany, Ohio, 45710

February 2014

Upcoming Events:

February 8-9, 2014

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

Operating Layouts, Vendors

February 11, 2013

Club Meeting
7:00pm

Kenny Shanks' Garage
7 4th Street, Jacksonville

Bring something for
show and tell!

March 8, 2014

Spring Train Meet
Parma, Ohio

Admission: \$6

Train Show/Sale, Railroad
Memorabilia, Operating Layouts

March 15-16, 2013

Railfest 2014
Kirtland, Ohio
Admission: \$7

Operating Layouts, Vendors

March 23, 2013

Dalton Train and Toy Show
Dalton, Ohio
Admission: \$5

Operating Layouts, Train
Vendors, Toy Vendors,
Collectibles

April 6, 2013

Springfield Model Train Show
Springfield, Ohio
Admission: \$5

Operating Layouts, Buy/Sell,
Vendors, All Gauges

April 12, 2013

Bucyrus Model Railroad Assoc.
Train Show and Swap Meet
Bucyrus, Ohio

Admission: \$4

All Gauges Swap Meet/Flea
Market, Memorabilia, Operating
Club Layout

Late One Night at the Water Plant...

By Kenny Shanks

On the 17th of September the Benevolent Breakfast Bunch of the Loyal Tuesdays met with our Honored Host Dave Rapp at Bob Evans in Jackson. A repast of eggs, pancakes, Waffles and coffee, and pleasant, if sometimes less-than-polite conversation was most refreshing. You see, we were going to visit Dave's train layout, with its scrap yard for rolling stock and engines that have gotten on Dave's nerves, to the thought-to-be-extinct dino in the front yard of Dave's model house.

Since my last visit he added a lift-out bridge across the hallway to access another room and is building a hybrid shop/fiddle yard/terminal area. He has some switching to keep it interesting while he develops a car waybill system. He put his own numbers on all rolling stock and instead of painting over the old numbers he printed them on a label (or a white panel of some kind) and kept them high along the top edge. He said that now he can read the car numbers in a tightly packed yard.

Now I have thought of a

waybill system for my own layout but usually the cards follow the train and engineer around the track. I don't have the aisles for operators to wander around so each train will be passed from one block to the next. There are 5 blocks and a maximum of 5 operators.

But Dave has the same narrow aisle and dead-ends that I have. True, I didn't think to ask him how it will work but I started thinking about it at work. Late one night at the water plant...

When I first thought about building a railroad I wanted it to DO something: it had to do some work. When we built the garage, the 2nd floor was to be my train room. Except for a small corner to store a few things. Of course the garage was almost full before the roof went on. But I kept on planning on a multi-level layout with power plants on the upper level where my coal cars would dump real coal, and plastic tubing would return it to coal mines below: ready to be loaded again.

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Late One Night at the Water Plant...

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Everything was great until I found the dust would coat everything (track, hands and face, etc.), sand spilled into the switch points through hopper doors that vibrated open, and BBs painted black would be great except for the number of engines needed to pull half the number of hoppers.

Still, the train had to have a purpose. Running in circles is OK for visitors, grandchildren, and cats, but boring. Except for the cats.

John Allen had tabs on his cars and I thought that would be the way to go for a long time. It was simple and easy to use, and didn't stand out that much unless you were looking for them. Also, it seemed like the cars would be easy to sort in a yard.

So I kept the idea of operations in my railroad planning. But while building and running the trains I

realized some drawbacks of the tabs: I'm too clumsy, and the rolling stock likes to roll over. So I thought of painting different colored dots on the lower edge of the cars. Something most wouldn't even notice. Even in pictures it would look like graffiti. Kwel. Also as the track plan evolved I could reverse the direction pulling into Derry and the other side of the cars could have different marks: 2 more destinations.

Then when I visited Dave's layout it changed everything. His high number panels and his reasons for it made me realize my dots needed to be moved. OK. Since I haven't even painted one car yet, no harm: no foul. On the way to one of our Legendary Tuesday Breakfasts, I started explaining it to Walter. How each of the 4 towns will be the first dot and the second dot would be

the industry, the third its next town (probably back to Derry) the fourth either an industry or on a train back to The Shire Yard.

Walter listened intently and nodding his head saying, "That sounds like that could work! Except I wouldn't know where the hell the cars are supposed to go because all the dots would look the same to me!"

Oooopps. Forgot about that.

Not only that but even my eyesight is dimming a little and will get worse before it gets better. So, I guess a high, white panel with LARGE LETTERS and NUMBERS is the way to go. This also messes up my idea of flags on the engines to let the operators know where the trains are supposed to go.

I guess I have some more studying to do.

Later. Kenny.

? Train Trivia ?

Answer posted next month

How did B&O employees refer to Mikado Class steam locomotives during World War II?

"Hobo Humor"

Why is the railroad angry?

Because people are always crossing it!

Union Pacific Big Boy Locomotive On Road to Restoration

Union Pacific News Release

The Union Pacific Railroad will commence the historic move of Big Boy No. 4014 to Union Pacific's Heritage Fleet Operations headquarters in Cheyenne, Wyo., on Sunday, January 26. The 1.2 million pound steam locomotive is set to enter the national rail network for the first time in 52 years. Towed by modern diesel-electric Union Pacific freight locomotives, No. 4014 will depart Fairplex, home of the L.A. County Fairgrounds in Pomona, Calif., and travel 56 miles on Metrolink and Union Pacific track to the Union Pacific rail yard in Colton, Calif. A member of Union Pacific's Train Town USA Registry, the city of

Colton is a fitting location for final preparations for No. 4014's 1,293-mile trek to Cheyenne.

"Union Pacific celebrates employees past and present with the restoration of one of the biggest steam locomotives ever constructed," said Ed Dickens, senior manager of Union Pacific Heritage Operations. "We appreciate the collaboration with Metrolink and Fairplex to make No. 4014's first move on the national rail network safe and efficient."

Final travel preparations will be made in Colton over the next few months before No. 4014 departs for Cheyenne. The public is invited to view Big Boy No. 4014 in Colton

yard on February 1-2, and 8-9, from 9:00 a.m. to 4:00 p.m. All visitors should access the rail yard at 19100 Slover Ave., Bloomington, Calif. Visitors will be permitted in the display area for No. 4014 only. There will be no other rail yard access.

Following a 17-year operating career, Union Pacific delivered No. 4014 to RailGiants Train Museum in January 1962. No. 4014 was one of 25 Big Boys built for Union Pacific and was used primarily for freight service on the transcontinental railroad route beginning in 1941. Union Pacific plans to restore the locomotive to operating condition over the next several years.

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

North Dakota Senator Wants Answers for BNSF Derailment

Dallas Business Journal

The Casselton N.D. train derailment and explosion could have been many times worse if the trains had been traveling the speed limit, a U.S. senator from North Dakota said.

Heidi Heitkamp, D-N.D., said more needs to be done to find out what caused the derailment, how 18 tank cars got punctured in the accident and why they exploded so violently. She also urged Burlington Northern Santa Fe to continue working with federal investigators and to clean up the site properly.

"We need to understand why these tanks are breaching, and the Pipeline and Hazardous Materials Safety Administration needs to expedite its work to release proposed updated standards for rail tanker cars," Heitkamp said in a

statement released Monday morning. "These issues won't be resolved in the next week, but with comprehensive and swift responses from federal regulators, we can make our trains and North Dakotans safer."

The National Transportation Safety Board released its preliminary findings that show both BNSF trains were traveling below the posted 60 mph speed limit when the accident occurred on Dec. 30.

The westbound grain train was traveling about 28 mph when it derailed just after 2 p.m. One grain hopper fell onto the eastbound tracks. That was right in the path of an oncoming BNSF train carrying 106 tankers of crude oil from North Dakota's Bakken Shale. The

crude oil train was traveling at 43 mph when it started emergency brake maneuvers.

The crews of both trains exited the lead locomotive before the ruptured oil cars exploded. No injuries were reported. Casselton's population of 1,400 people were given a voluntary evacuation order.

The NTSB estimates more than 400,000 gallons of crude oil were released in the accident.

The accident brings further scrutiny to the safety of hauling Bakken crude oil in tanker cars and whether the impurities in the oil make it more corrosive or likely to explode. The Association of American Railroads called for an aggressive phase out or retrofitting of older tanker cars.

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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