



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

PO Box 1, Albany, Ohio, 45710

February 2014

Upcoming Events:

February 7-8, 2015

World's Greatest Hobby on Tour
Columbus, Ohio
Admission: \$3
Operating Layouts, Vendors

February 10, 2015

Club Meeting
7:00pm
Ohio State Highway Patrol Post
13600 Della Drive, Athens
Bring something for
show and tell!

February 28, 2015

Winter Train Meet
Parma, Ohio
Admission: \$6
Operating Layouts, Buy/Sell/Trade,
New and Old Trains, Parts,
Supplies, All Scales

March 1, 2015

Darke County Model Railroad
Club Train Show
Greenville, Ohio
Admission: \$4
Operating Layout, All Things
Model Railroad and Train related

March 14-15, 2015

Railfest 2015
Kirtland, Ohio
Admission: \$7
NMRA Div. 5, Operating Layouts,
Buy/Sell/Trade, New and Used,
100+ vendors

March 22, 2015

Greater Wayne County Train and
Toy Show (Dalton Show)
Admission: \$5
New, Used, Collectibles, Buy/Sell/
Trade, All Scales, 10 Operating
Layouts, 608+ Dealer Tables

Railfair 2014 – Not by the Numbers

By: Kirk DePeel

Every year I write an article reviewing the pervious show. I usually start by talking about how successful the show was and how everyone had fun and go on from there. That's not to say it's not true. Our shows have always been enjoyable and there are huge crowds who come to see our trains. But for me personally, the show was a welcome distraction. My mother had been sick most of the year and there were indications that it was more than just old age. In the back of your mind you always fear the worst. Last month our worst fears were confirmed when we learned she had terminal

cancer and at best, had a few months to live. For me, Railfair became a welcome distraction from the reality of life for a few days.

By the numbers we did alright. There were twelve layouts at the show representing N, HO, HOn30, and O scale. The people who came were delighted by the sounds and smells of our trains, and the conversations of their own experiences. Kelly brought in some Lionel trains I had never heard or knew existed. And I can't remember a show where people

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Railfair 2014 – Not by the Numbers

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complimented us so much. It's a very humbling experience.

The layout Roger and Ricky built was a huge hit with the kids. Most liked the bat cave and the Flintstones house the best. And as in past years the wooden train set was also a big hit with the kids. Many times the parents had to carry their kids away because they didn't want to stop playing with it. But the biggest draw at the show was the Lionel train set. Since we added it to the raffle, the ticket sales have increased each year. For Railfair

2014 it was the biggest ticket seller and more than paid for itself.

Now consider this. Railfair 2014 was our 34th show. That in itself is an amazing accomplishment. Despite all the ups and downs this club has faced we still managed to do a show, sometimes two, each year. But it's not so much what we have accomplished that I relish. It's the enjoyment we brought to all those visitors; many who make it a yearly thing. To most Christmas and Railfair now go hand in hand each year.

This coming Railfair will mark 35 years and I would really like to do something special to commemorate it. I have a number of idea's floating in my brain but I would like to hear from you. Think about what we could do to highlight this year's show and present your idea at the February meeting. This is your club so let your idea's be heard.

And one last thing; **THANK YOU** for all your work in making Railfair 2014 successful. Your time and effort is appreciated.

“You know you're a Railfan if...”

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

Your car's license plate is customized with a locomotive designation, railroad initials, or both.

“Hobo Humor”

<http://www.jokes4us.com/miscellaneousjokes/trainjokes.html>

What do you call a train that eats toffee?

A chew, chew train.

Fort Wayne Line Rebirth

By: kjprendergast, All Aboard Ohio

For advocates of rail transportation, one of the most enjoyable developments is to see a railroad line come back to life. That's been happening recently to the 270-mile Fort Wayne Line between Tolleston (Gary), IN and Crestline, OH via Ft. Wayne, Lima and Bucyrus. This was one of America's premier passenger rail lines, linking Chicago and East Coast.

But will a sudden increase in freight traffic to this corridor help or hurt prospects for the return of passenger rail? That depends on how many freight trains and infrastructure improvements are coming.

The Fort Wayne Line west

of Dunkirk, OH has been the subject of an initiative by a consortium of online communities to develop passenger rail service between Columbus and Chicago. If they are successful, service may begin with 79-mph trains. As more funding is found, the consortium would upgrade the line to progressively higher speeds.

A rebirth of this line for freight is more immediate. Norfolk Southern (NS) track resurfacing crews have been laboring between Ft. Wayne and Bucyrus since November – a time of year when such work is usually confined to NS routes in southern states. So what has them working in Ohio's cold? A race to relieve traffic congestion.

As was reported on this blog and more so in the Ohio Passenger Rail News, NS is experiencing serious freight traffic congestion on its Chicago Line between Cleveland, Toledo and Chicago where up to 110 trains a day travel. This has also caused horrendous delays to Amtrak's Lake Shore Limited (CHI-NYC/BOS) and Capitol Limited (CHI-WDC).

For the first time in 30-40 years since freight train traffic was consolidated onto the Chicago Line from the Fort Wayne Line and other lines, some traffic is being

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Interested in Membership?

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

- \$40 for a single membership for 1 year
- \$60 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 and interests

Fort Wayne Line Rebirth

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moved back. The consolidations date back to a different era when railroads were in survival mode. Now the railroads are in a growth mode.

NS improved and continues to improve several lines to accommodate trains coming from BNSF at Streator, IL to NS's Conway Yard near Pittsburgh. First, NS upgraded the former New York Central (NYC) "Streator Connection" and an ex-NYC Schneider-Indiana Harbor line in 2013 so more trains could bypass congestion in Chicago. Next, NS turned its capacity-enhancing attention to the Fort Wayne Line – the only underutilized rail corridor remaining east from Chicago into Indiana and Ohio.

Once upon a time, this

route was the pride of the Pennsylvania Railroad (PRR), the "Standard Railroad of the World." The double-tracked mainline hosted more than 20 passenger trains per day, some at 100 mph (until the federal 79-mph limit went into effect in 1947), mixed in with twice as many freight trains. But later owners Penn Central (1968-76) and especially Conrail (1976-99) moved freight traffic to the route of PRR's former rival, the former NYC via Cleveland and Toledo.

Conrail incrementally downgraded the Fort Wayne Line. It was single-tracked west of Crestline in 1984. Conrail rerouted Amtrak trains to more northerly routes in 1990. Its signaling system was removed soon thereafter while track maintenance was deferred,

dropping train speeds from 70 mph to 10 mph in places.

As part of the 1999 split of Conrail's assets among CSX and NS, NS gained trackage rights over the Fort Wayne Line (up to 8 daily trains Crestline-Bucyrus; up to 6 dailies Bucyrus-Ft. Wayne). CSX got the Fort Wayne Line west of Crestline from Conrail, but NS dispatches it. NS got the Fort Wayne Line east of Crestline, detoured rail traffic from it and single-tracked much of it.

**To be Continued in
the March 2015
Edition.**

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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