IRONHEAD GAZETTE

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

PO Box 1, Albany, Ohio, 45710 January 2017

Upcoming Events:

January 10, 2017
Club Meeting
7:00pm
Ohio State Highway Patrol Post
13600 Della Drive, Athens
Bring something for show and tell!
Dues must be paid prior to meeting in order to run for office and/or vote!

January 14-15, 2017
Great Train Show
Columbus, Ohio
Admission: $10
Buy/Sell/Trade, 250+ Tables, 50+ Exhibitors, Railroad Collectibles, All Scales, 7+ Operating Layouts

January 22, 2017
All Trains Swap Meet
Dayton, Ohio
Admission: $5
Buy/Sell/Trade, Railroad Collectibles, All Scales

January 28, 2017
TCA Great Lakes Division
Winter Train Meet
Parma, Ohio
Admission: $6
Operating Layouts, New/Old, Buy/Sell/Trade, All Scales, 175+ Tables

March 5, 2017
Model Train Swap Meet
Greenville, Ohio
Admission: $5
80+ Tables, Railroad Collectibles, Operating Layout

March 12, 2017
Greater Toledo Train & Toy Show
Perrysburg, Ohio
Admission: $6
Operating Exhibits, Vendors, All Scales, Operating LEGO Action City layout, Modular Layouts

Caboose Redux

Keith Morrow
Update from December 2016 article:
"Where Have All the Cabooses Gone?

When I wrote the article about the cabooses in the December issue of the Ironhead Gazette, I was not aware that during WWII when materials to build new railroad cars was scarce, New York Central used 36 foot wooden box cars and converted them to cabooses. This continued until after the war was over and the peace-time economy kicked in. There are no surviving records of how many of these "temporary cabooses" were built. New York Central records show car numbers 186??-187?? (less than a hundred), and are no records of any still surviving. An internet search found references that many railroads did the same thing between the late 1930's through the 40's. It seems the caboose came full circle from its humble beginning as a boxcar, moving to a car designed as a caboose, back to a boxcar, then back to a designed caboose in less than 50 years. Included is a picture of one of these converted boxcars from June 1952 in Chicago. It might be fun to model one of these.

Gotthard Base Tunnel Set to Open

William C. Vantuono, Editor-in-Chief, RailwayAge

Sunday, Dec. 11, 2016 is the opening of one of the world's engineering marvels: the Gotthard Base Tunnel under the Swiss Alps, the world's longest and deepest railway tunnel.

The 35.3-mile-long (57 km) double-track tunnel will enable passengers to speed under the Alps in some 17 minutes, bringing northern and southern Switzerland closer together, reducing travel time by 30 to 40 minutes between German-language and Italian-language Switzerland. It is 7,546 feet (2,300 meters) beneath the Gotthard massif at its deepest point. The Swiss Federal Railways (SBB) has now finished exhaustive safety and technical tests.

Why construct the Gotthard Base Tunnel? "The mobility requirements of Switzerland's growing population have increased greatly over the past 100 years," say officials. "Current forecasts indicate that the country's transport sector will continue to expand. In addition, Switzerland's strategic location at the crossroads of the continent makes it a highly important hub for European goods traffic. Swiss government policy is to ensure sustained mobility by increasing the public transport share of overall traffic and providing reliable basic services nationwide. Within this long-term program, protection of the environment and the population has been accorded high priority.

"The NRLA (New Railway Link through the Alps) is one of four ambitious projects undertaken by the government, of which the Gotthard Base Tunnel is the flagship focal point. As a level transalpine railway link with few gradients, the tunnel complements Switzerland's existing mountain rail routes. It will also enable higher traveling speeds and permit the use of heavy freight trains."

Construction of the Gotthard Base Tunnel was financed initially through a nationwide vote in 1998, when the Swiss electorate approved funding for the construction of the NRLA. Voters backed the "FinöV" program for the long-term funding of public transport, through revenues generated by Value Added Tax (VAT), a performance-linked levy on heavy traffic, and a mineral oil tax.

Wholly owned SBB subsidiary Alp Transit Gotthard constructed the

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We would like to thank all those who made our Railfair 2016 a big success!

Thanks to all our members who worked putting it all together. We thank their families for giving us support and freedom to do what we do!

Also thanks to non-members Nelson Minter, Tony Magill and Roger Crigger for bringing and manning their layouts.

Thanks to The Market on State for hosting us, The Ohio Valley Discovery Museum for partnering with us and adding activities for kids, Weak Radio for underwriting time , Operation LifeSaver, Amtrak and Go Bus for displays, David Palmer - WATH and the Athens Messenger for media Coverage.

Finally, we want to thank our loyal fans, for coming and supporting us with their friends and families. We wish you a Happy New Year and we will see you next year.

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Gotthard segment of NRLA. A general contractor was tasked with installing the railway systems and above-ground sections. The Transtec Gotthard Consortium (Alpiq, Alcatel-Lucent/Thales, Renaissance and Balfour Beatty Rail) handled planning, installation and commissioning of the railway systems. The construction work and installation of the railway infrastructure were completed by early June 2016. Alp Transit Gotthard then handed over the tunnel to the government and to operator SBB for final test runs.

It has taken 23 years to construct the Gotthard Base Tunnel. The first examination of the geological fault zone in the Gotthard Massif was carried out in 1993 with the construction of an exploratory tunnel. The second NRLA construction site was opened three years later. The first drill-and-blast operation was undertaken in 1999. The first breakthrough in one of the tunnels was in October 2010, and 2011 saw excavation completed. Work on the infrastructure (including track, catenary, electricity supply, telecommunications and safety systems) ended with the handover to SBB on June 1, 2016 for the operational testing phase.

With the construction of the Gotthard Base Tunnel, Switzerland implemented one of Europe's most ambitious environmental protection projects. From concept to completion, construction was carried out as environmentally compatible as possible. Measures were taken to reduce the impact on people, wildlife, water and air. Alp Transit Gotthard said it "was in constant dialogue with environmental authorities in finding workable solutions." Measures included environmentally compatible material transport to ensure clean air, strict guidelines concerning waste water, dust and noise protection, protection of flora and fauna

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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

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as well as sustainable use of the stone extracted from the mountain.

"The Gotthard Base Tunnel's top priority is passenger safety, necessitating implementation of a modern safety concept," official said. "The tunnel system consists of two directionally separated single-track tubes connected by cross passages located every 1,066 feet (32 meters). In an emergency these would serve as rapidly accessible evacuation routes into the other tube. At the one-third-way points of the tunnel at Faido and Sedrun, emergency-stop stations in both tubes are connected to the parallel tube through six connection tunnels. The way to these tunnels is indicated by signs, emergency lights, and handrails. In the event of evacuation, trained railway personnel will provide assistance. Overpressure ensures that the air remains smoke free. Fans provide fresh air in the emergency stop stations; hot fumes are sucked out through extraction openings. Travelers can then be collected in the opposite tube by an evacuation train."

The Gotthard Base Tunnel reduces travel times by 30 to 40 minutes, compared to the existing Alpine railway link over the Gotthard. Travel between Milan and Zurich, for example, is reduced from 4 hours, 3 minutes to 3 hours, 33 minutes. The existing Alpine railway link with its numerous bridges, loop tunnels and summit tunnel (built in 1882) will continue in service, but reduced to an hourly schedule, with a RegioExpress connecting with intercity trains in Erstfeld, Bellinzona and Lugano.

The other piece of the NRLA is the Lötschberg Base Tunnel, which became operational in December 2007. Today, some 50 passenger trains and up to 60 freight trains operate through the Lötschberg tunnel each day. By comparison, figures for the Gotthard Base Tunnel are up to 160 freight trains and 50 passenger trains daily.

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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Have stories, articles, or pictures?

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

Send them to us!

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Your contributions keep the Ironhead Gazette moving!

All Aboard!