



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

PO Box 1, Albany, Ohio, 45710

July 2013

**Upcoming Events:**

**July 13, 2013**

Club Picnic  
Dennison Railroad Museum & the  
Warther Museum  
**Meet at SEOVEC by 8:00am**

**August 9-10, 2013**

Summerrail  
Fri. 8pm - 11pm  
Sat. 10am - 10pm  
Cincinnati, Ohio  
Admission: Fri. Free  
Sat. \$20

Slide Presentation, Lectures,

Train Sale/Show

**August 13, 2013**

Club Meeting  
7:00pm  
Athens Public Library  
30 Home Street, Athens

**August 24, 2013**

Marion Train Show  
10am - 4pm  
Marion, Ohio

Admission: Donations

Train Sales/Show, Tour of Station  
and Tower

**September 10, 2013**

Club Meeting  
7:00pm  
Athens Public Library  
30 Home Street, Athens

**September 15, 2013**

All Trains Flea Market  
10am - 3pm  
Greenville, Ohio  
Admission: \$4

Buy/Sell/Trade Model Trains,

Railroad Antiques.

**September 29, 2013**

Firelands Model Train and Toy Show  
10am - 4pm  
Sandusky, Ohio  
Admission: \$5

Model Trains, Toys, Collectables.

**Braving the Marion Storms**

By: Kirk DePeel

This was a good trip. The weather wasn't perfect and there was just the five of us, but it had all the makings of a fun time. Marcus, Walter, Tom, Jason, and I were heading for the promise land of multiple trains running every 10 minutes under clear, blue skies. But there was more to it than just that. This was a farewell trip for Marcus who was heading to Michigan for a new job. I hoped for the best as we headed north under an overcast sky which the weather report had indicated would clear up as we got closer to Marion.

The two and a half hour jaunt up there was uneventful. Except for Walt and I exchanging insults with Tom and Marcus throwing in a few zingers of their own, the conversation was reserved. But, the closer we got to Marion, the worse the weather became. The overcast sky turned into a full blown storm. Just a mile from our destination the clouds opened up and the rain came down hard. We rushed from my van to the cover of the station just minutes before a westbound train passed. From there we moved underneath the old signal tower that sits in the corner of the property. Despite the downpour the concrete pad the tower sat on was dry. We set up our chairs and waited for the next train.

For those who have never been to the station, the city of Marion sits about 50 miles north of Columbus, Ohio. Three sets of double track main lines run past the station, two north-south routes and one east-west main. CSX operates the former C&O Toledo line that passes on the west side of the station while NS operates the other north/south line that passes on the east side. This line was once owned by the Pennsylvania RR which N&W purchased from them in the 60's.

The third main runs on the north side of the station and crosses both sets of the north/south lines within 30 yards of each other. The noise from the wheels hitting the diamonds can be quite deafening at times, especially when the cars are short. This line was once the former Erie route to St. Louis which, through mergers, became Erie Lackawanna, then Conrail, and finally CSX. While traffic under Conrail was brisk, when CSX took over it dropped by almost two thirds. Slowly the numbers of trains on this line have increased but is still not at the level that Conrail once ran.

Also close by is a small yard just west of the station. The yard operates during the week and

since this was a Sunday it was closed down. When the yard is being used, the interchange track between the CSX east/west and north/south main is used as a yard lead.

Keep in mind that railfanning at Marion is a hit or miss proposition. On past trips I've been rewarded with a dozen trains in a 3 hour period. More often than not it's been just three to four trains, all within 15 minutes of each other followed by hours of waiting before the next one shows up. And since none of these lines are double tracked the entire route, the dispatcher will bunch up trains. So, you see one train followed by another and then maybe another. On the average 60 trains roll through Marion on a good day, but you never know when those days will be. Translation: you never know what you're going to see or how much.

As we sat there watching the storm get worse, I questioned the wisdom of sitting underneath a metal tower. Still, the lure of the trains kept us in our seats. Between the trains we swapped stories and Marcus entertained us with some jokes; none of which I can repeat in print. The trains came about every 15 minutes; four of them on the east/west route which is more than I've seen since Conrail. NS was the busiest with eight trains while CSX provided four more on its north/south route - also more than I've seen in a long, long time. Clearly this was a good day for trains.

The weather on the other hand was a different story. It stopped raining but never cleared up. As the day wore on everyone knew we were looking at the mother of all storms heading our way. It was now questionable as to whether someone would someone would show up and open the door to the railroad club. Sunday is the only day that the railroad club operates their layout which is set up in an old baggage building. This layout is a gem, with working signals, narrow gauge trains, and a trolley line. It's operated as a single track main with passing sidings which allows them to run two trains in opposite directions. I hoped Marcus would get a chance to see it, but it was not to be, as no one showed up. However, it ended up not being a total loss.

**Check out next month's issue  
for part 2 of  
"Braving the Marion Storms!"**

# Railroad News From Around The Country

## Truck Driver Charged in CSX Train Derailment, Explosion

A trash truck driver who caused an explosive derailment of a CSX train near Baltimore last month by failing to stop at a railroad crossing is now facing several charges.

The collision occurred at approximately 2 p.m. May 28 in the area of Lake Drive and 66th Street about a mile east of Interstate 95, causing 15 cars to derail and two to catch fire, which led to an explosion.

John J. Alban, 50, was driving a Alban Waste LLC truck during the incident. The investigation concluded "the cause of the crash is driver error on the part of ... Alban."

Alban, Jr., is now facing the following charges in relation to the incident: failure to stop at a railroad crossing when required, failure to stop a vehicle 15 or 50 feet from the nearest railroad crossing rail, failure to stop, look and listen at a railroad crossing, proceeding across a railroad crossing when unsafe, failure of commercial vehicle to slow down, stop and clear a railroad crossing, failure to use a seat belt and negligent driving.

CSX has also sued Alban alleging negligence. The Associated Press reports records of the Federal Motor Carrier Safety Agency show Alban's company's trucks were involved in two crashes with injuries in 2012 and 2013. *(NBC4 Washington)*

## 60 Union Pacific locomotives sell in 40 minutes at auction

Thursday morning Adam's Auction & Real Estate Services Inc. sold 60 railroad locomotives at Metro East Industries in East St. Louis.

The huge machines were castoffs from Union Pacific Railroad. They drew a crowd of about 50 men to bid as well as a few bidders online and on the phone.

It took about an hour and 40 minutes to sell the locomotives that went from \$18,000 to more than \$300,000 a piece.

Auctioneer Adam Jokisch said there were a variety of buyers present from guys who bought for scrap value to companies that bought locomotives to refurbish and lease to short-line railroads or industries which need switch engines.

The first locomotive, a 1979 SD40-2, started at a modest \$25,000 but

bidding soon jumped, ending at \$90,000.

"You know the first one is always a bargain," Jokisch told the crowd as he trolled for higher bids.

And he was right as the next engine, same model only a year older, sold for \$110,000.

Soon he was starting bids at \$200,000 and the 25th engine on the program, a 1975 MP15, broke the \$300,000 barrier. There was a 5 percent buyer's premium on each purchase.

After a lull where some older engines were sold for either parts or scrap value in the \$20,000s, prices climbed again.

Union Pacific agreed to deliver the engines to wherever the buyer wanted on the UP line. The buyer has 30 days to get an engine off the MEI lot.

A UP spokesman there to watch the auction action said the prices might seem high but buyers were getting bargains. Or at least they were pretty sure they could make money on what they bought, he said. A new engine easily can cost \$2.5 million.

A few people came just to watch and some train enthusiasts just wanted to be able to scramble through the engines on display. *(BND.com)*

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*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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