



# IRONHEAD GAZETTE

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

PO Box 1, Albany, Ohio, 45710

July 2014

## Upcoming Events:

### NO JULY MEETING

**July 12-13, 2014**

Model Railroad Show and Swap  
Van Wert, Ohio  
Admission: \$3

[Operating Layouts, Vendors](#)

**July 26-27, 2014**

Cowen Historical Railroad  
Festival Train Show  
Cowen, West Virginia

Admission: Free

[Operating Layouts, Exhibits,  
Railroad Artifacts, Miniature](#)

[Train Rides](#)

**August 9, 2014**

Summerail 2014  
Cincinnati, Ohio

Admission:

Train Show/Sale: Free  
Multimedia Shows: \$25

[Railroad Show & Sale, Visit  
Cincinnati Union Terminal's  
Tower A, Multimedia Shows](#)

**August 12, 2014**

Club Meeting  
7:00pm

Kenny Shank's Garage  
7 4th Street, Jacksonville

[Bring something for  
show and tell!](#)

**August 23, 2014**

Everett's 10th Annual Train  
Show & Swap Meet  
Marion, Ohio

Admission: Donations

[Tours of Marion Union Station,  
AC Tower, and Marion Model  
Railroad Club, New and Used](#)

[Items](#)

## Spencer - The Second Time Around

Kirk DePeel

Two year ago a group of us; Jason, Walter, Keith, Tom, Dylan and I; made a six hour long trip south to the town of Spencer, NC. This was a chance to see all of the NS Heritage units in one place before they got scattered all over the NS system. What I remember most about the trip was that it was hot, humid, and most of all, full of adventure and good times. Many fond memories came from that event. So when the North Carolina Transportation Museum announced that they were doing a show featuring E and F units from various railroads I started making plans to be there.

On this return trip it was again Tom Metters, Jason, and I along with newcomers Peter Hayes and David Bidlack. Less than an hour into the trip we narrowly avoided being involved in a bad accident. Ten minutes later we reached Ravenswood and saw our first train; a CSX engine pulling three Railbox boxcars north. After that everyone sat back and enjoyed the beautiful scenery that Virginia and West Virginia has to offer.

It was sometime after six that we arrived at the motel. Peter, who is always looking for good photo op, suggested we head down to Spencer

to do a little railfanning at the Amtrak station. We got there just in time to see a train moving onto the main line half a mile away. After standing around for a while we headed north to where the two main lines converge and hoped for another train. As luck would have it, we did get to see a double stack roll by. One of the locals gave us the information on the train and also mentioned that the line isn't very busy – averaging about 25 trains per day. I wonder what he would think about the West Virginia Secondary?

While driving by the museum on the way back to the motel we got to see a short freight run-by being pulled by an A-B-A set of Lackawanna F units. That was one of the new activities at this show from the previous one. And the museum did both freight and passenger run-by's with different sets of engines that weekend.

Saturday morning was slightly cloudy but pleasant. What I mean by that is it wasn't nearly as hot or humid as the first show had been. This was due largely to it being held earlier in the year. As a matter of fact, I talked to one of the members

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# Spencer - The Second Time Around

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of the museum who told me that was why they did it now and not later. This show was also more organized than before. People on golf carts drove around picking up and dropping off people who needed help getting around. They also had scheduled a car show, DJ, and music that day. It really gave the show a party atmosphere.

If you have never been to the NC Transportation Museum, it is, in many ways, a railroader's paradise. First, they have a huge roundhouse holding old steam and electric locomotives in various states of repair. Also located on the property are several RR buildings hosting displays of railroad, and non-railroad history. For instance, one of the large shop buildings has various planes and cars on display. The "transportation" part is not only for trains, but all types of transportation. In time one building will be dedicated to shipping in the NC area.

Also new this year were several model railroad layouts not seen two years ago. The

HO layout was pretty impressive, both in size and scenery, as was a scenic G-scale. There was also an N-scale layout that looked the same (uncompleted scenery) as it did at the Heritage show.

I would say the one thing that really disappointed me about the show was the run-by hosted that afternoon. Next to the roundhouse the museum has a small yard. For the NS Heritage show they brought out each locomotive one at time and ran them past the crowd to take photos. The engines were grouped by the family they came out of, and the run-by went fairly smoothly. This time there was more than an hour start delay; followed by long delays between engines. Worse, only ten engines were brought out before the run-by ended. Now some of the engines were static displays and no longer powered. However, with the help of a switcher the museum owned, they were able to do a run-by of all the engines on Friday. I think what happened was they started well after 1pm (instead

of at noon like they planned) and they had to end it early so people could board the train excursion the museum had chartered which was being pulled by the Pennsylvania E-units. Still, this part didn't seem to be as well planned out as other stages.

Overall there were 26 E and F units on display in the roundhouse and yard, including the N&W 611. This was my first time seeing the 611 and I was impressed by its size and grace. Although not under steam, I could imagine how alive it would have looked opposed to a diesel idling away. The story is that NS didn't have a place large enough to work on it so they brought it to the museum to repair.

The trip back was uneventful, except for the mountains we crossed through and the great dinner. Speaking for myself, I was wore out by the time I got home. However, the trip was well worth it.

## **"You know you're a Railfan if..."**

[http://www.mswphoto.com/IdiotRailfan/you\\_know.html](http://www.mswphoto.com/IdiotRailfan/you_know.html)

Your railfan territorial dominance is enough to scare away a biker gang.

## **"Hobo Humor"**

[http://www.spikesys.com/Trains/rr\\_jokes.html](http://www.spikesys.com/Trains/rr_jokes.html)

Why don't elephants like to ride on railways?

They hate leaving their trunks in the baggage car.

# Minnesota town issues traffic tickets to BNSF railroad

By: John Croman, KARE, June 11,2014

BENSON, Minn. - Train traffic across Minnesota is on the rise thanks in part to the oil production boom in North Dakota and Canada, and ethanol production.

That increase is creating traffic tie-ups and safety concerns in many cities across the state.

In Benson, traffic delays became such an issue that police are now ticketing Burlington Northern Santa Fe trains for blocking the streets longer than state law allows. Those citations are mailed to BNSF local offices, rather than being handed to the operators of the locomotives.

The line runs right down the middle of downtown Benson, and all of the crossings are

at grade and spaced close together. For that reason, residents have a history of waiting for trains to move through town.

In the past two years, however, the delays have become longer and frustration has mounted for motorists.

"Many, many times you're getting ready for work, and you can hear the whistle just starting to come and you know you might as well stay home," Cathy Chevalier Lien, a lifelong resident, told KARE.

"Sometimes it will sit there, and then it will back up and it won't go forward, as it's maybe switching the tracks," said Polly Johnson.

"If it's just one train you can take a gravel road and drive around the city and double back, but lately we'll have one train stopped while another one is moving."

One major factor is that two rail lines join together just west of town, making it one of the few places where north/south rail traffic can transition to east/west lines.

"So what we'll get is train traffic that will stop here to let other trains pass," said Benson Police Chief Ian Hodge.

Hodge has issued four citations to the BNSF for

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Benefits of becoming a member:

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

# Minnesota town issues traffic tickets to BNSF railroad

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blocking traffic longer than 10 minutes, the maximum allowed under Minnesota law.

"Last year the delays became worse, an average of 45 minutes," Hodge said. "It's not uncommon for people to sit and wait that long for a train to come across."

Hodges said that when city officials held a meeting with railroad executives to discuss the delays the streets were tied up for more than 40 minutes.

He called it a public safety issue because there are no real options for fire trucks and emergency vehicles to get around the trains in a hurry. The rail line dissects the town into two sections. The fire department and the hospital are south of the

tracks, while the ambulance service and long-term senior housing is on the north side.

"We've had a fire on one side of the tracks, fire department on the other side of the tracks, they can't get to the fire," Hodge explained.

So far the tickets issued to BNSF add up to about \$1,200, but the railroad is fighting it. The railroad will send representatives to court in Willmar June 19, in an effort to argue that federal rail regulation trump state traffic law.

Amy McBeth, a Burlington Northern spokesperson based in Minnesota, told KARE 11, "Railroad operations are regulated at the federal level, to ensure efficient operation of the national railroad network.

Minnesota's blocked crossing statute, as well as enforcement practices of local agencies, conflict with these federal requirements."

Residents said they recognize the value of the freight trains. In fact there are many rail-served businesses around the city that provide local jobs. They're just hoping to find a balance that doesn't leave them stranded, staring at trains, for such long periods

"We've always had the railroads here. One of the reasons the town was built was because of the railroad," Johnson said.

"It's just that it has become quite frustrating at times."

## 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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