



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

PO Box 1, Albany, Ohio, 45710

June 2013

Upcoming Events:

June 11, 2013

Club Meeting
7:00pm
SEOVEC

221 N. Columbus Road, Athens

June 22-23, 2013

Miami Valley Rail Festival

Sat. 9:30 - 5:00

Sun. noon - 4:00

Dayton, Ohio

Admission: \$5 - \$8

Swap Meet, Train Layouts, Food,
Flea Market, Displays, Live Steam

June 30, 2013

Farewell Trip for Marcus
Marion Union Station

Meet at SEOVEC by 8:00am

July 13, 2013

Club Picnic
Dennison Railroad Museum & the
Warther Museum

Meet at SEOVEC by 8:00am

There will be no July meeting.

August 9-10, 2013

Summerail

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

One Early Winter Train

By: Kirk DePeel

The lonesome whistle woke me from a sound sleep. Looking at the clock, I noticed that it's just shy of three in the morning. Lying there, I find myself wondering if I had really heard anything or if it had been a dream. Then the horn blows again, muffled from the distance and calling out to anyone who hears it. My heart starts to race. Despite the ungodly hour, I have to get up and look. Grabbing my glasses, I threw the blankets off and am greeted by the chilled air on this January morning. Fumbling in the darkness, I somehow make my way down the hallway to the other side of the house without tripping over anything. Outside the window the world is dark and quiet, except for the low rumble of the NS engines as they strained to pull their cars up the hill toward Albany. It has to be a coal train; a mixed freight rarely works this hard.

From my location the tracks are almost a quarter of a mile away and the view is blocked half the year by the trees that line the right of way. But after the leaves have fallen you can see the trains from my back yard. Not that there's a lot of traffic on the secondary, and most of its commerce seems to traverse this line in the middle of the night. Still, there is something magical about hearing a train passing by on a cold, winter's night while you're snug in your bed.

Gazing out the window, I am rewarded by the sight of a light where darkness usually prevails. Slowly the train rumbles up the grade at maybe 15 miles an hour. Behind the lead engine I can see more lights, and count two other engines that are pulling just as hard as their leader. Even from this distance you can hear the engines hissing and their wheels protesting as they strain to get traction on the cold rails. Then the locomotives reach the top of the hill, and the engineer throttles the motors back until they are almost silent. I watch the engine lights disappear behind a hill to the east,

the limit to how far I can see from my vantage point.

The rest of the train I hear rather than see. A few cars have flat spots on the wheels, and they start thumping faster as the train picks up speed. Then another set of lights appear from where the first set came. These are the helper units that will stay with the train to help push it over two more hills before cutting off at New Lexington and returning to Hobson yard. Or maybe they will continue into Columbus, where they will be serviced before making the return trip.

Oddly, NS practice on this line dictates that the rear engine facing away from the train has its headlight on; at least that seems to be the case. Even from this distance I can almost make myself believe I can see the well-groomed right of way in its fading light. Then the helpers pass behind the hill, and silence returns to my little town. The whole incident took less than five minutes to complete yet it seemed much longer.

A dog barks a few more times at the train before returning to its house to escape the chilly night. I also make my way back to my bed to get a few more hours of sleep before going to work. Yet as I crawl underneath the covers I realized there's something special about watching a train in the middle of the night. Albany is just a small spot on the map. There's nothing different about it from the hundreds of other small towns that dot of the state of Ohio; except two. One is that I call Albany home. The second is there's a railroad running through it. The poor souls living in a non-railroad town get to sleep through the night without the occasional reminder that America is hard at work both day and night. Me, I'm reminded of it every time I hear the horn blow through my town. How fortunate I am to live in a town with an active railroad.

Railroad News From Around The Country

Two New Amtrak Cascades Trains Now Have Names

More than 1,200 people participated in a month-long survey to name two new Amtrak Cascades trains, and the winners rose easily above the others: *Mt. Jefferson* and *Mt. Bachelor* are the names for the two new 13-car trainsets.

Oregonians were invited to indicate their most-to-least favorite of the names that included the above plus *Mt. McLoughlin*, *Mt. Scott* & *Mt. Thielsen*. All of the names received some votes for most favorite, but in the end, *Mt. Jefferson* and *Mt. Bachelor* topped the lists by several hundred votes.

The first trainset, now known as *Mt. Jefferson*, is in Seattle undergoing employee familiarization and corridor testing. The second trainset, *Mt. Bachelor*, is scheduled to leave Milwaukee, Wis. bound for Seattle next week. The two new trains will join five others on the Amtrak Cascades corridor, providing service from Eugene to Vancouver, B.C. Two of the trains currently in service are owned by Amtrak (*Mt. Hood* & *Mt. Olympus*) and three are owned by Washington State (*Mt. Adams*, *Mt. Baker* and *Mt. Rainier*). Oregon State purchased its trains using funds from the American Recovery & Reinvestment Act. The cost of the trainsets is \$38.4 million.

Each of the new Talgo trains offer seating for 275 passengers, a bistro car, a dining car, bicycle storage, business class seating and other amenities. *Mt. Jefferson* and *Mt. Bachelor* will be rotated into revenue service later this summer. (*Amtrak News Release*)

Marysville (MI) fed up with piles of old railroad ties

Piles of railroad ties have sat along Busha Highway in Marysville, in front of DTE Energy facilities, for about two years, and city officials say they have had enough.

Marysville city manager Jason Hami said numerous letters and phone calls to CSX Railroad, the company which owns the ties, have been ignored.

“They have basically been noncommittal,” he said. “We have had it with those people.”

The railroad ties are sitting on CSX Railroad property, Hami said, but the city considers them a blight issue. Like private residences, the city’s businesses also must comply with the city’s blight ordinance.

A spokeswoman with CSX Railroad in Jacksonville, Fla., said there were no complaints about the railroad lodged in

the computer system for a seven-mile stretch of track around Marysville.

“That is not true,” Hami said. “I think this is a situation where the left hand does not know what the right hand is doing. It is ridiculous.”

After discussing the matter with Marysville City Council, Hami said he is consulting the city’s lawyer about potential court action.

He intends to mail a letter to CSX giving it two weeks to remove the railroad ties from the right-of-way. If the ties are not removed, the city will remove them and bill CSX for the employee time spent doing so.

If the city has to remove the ties, Hami said they will be stored in a secure location for another two weeks for pickup before the city disposes of them and bills CSX for any other charges incurred.

A second CSX Railroad spokeswoman and communications director, Carla Groleau, said a community affairs manager would be reaching out to Marysville for more information. (*The Times Herald*)

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