



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

PO Box 1, Albany, Ohio, 45710

March 2014

Upcoming Events:

March 8, 2014

Spring Train Meet

Parma, Ohio

Admission: \$6

Train Show/Sale, Railroad

Memorabilia, Operating Layouts

March 11, 2014

Club Meeting

7:00pm

Ohio State Highway Patrol Post

13600 Della Drive, Athens

Bring something for

show and tell!

March 15-16, 2013

Railfest 2014

Kirtland, Ohio

Admission: \$7

Operating Layouts, Vendors

March 23, 2013

Dalton Train and Toy Show

Dalton, Ohio

Admission: \$5

Operating Layouts, Train

Vendors, Toy Vendors,

Collectibles

April 6, 2013

Springfield Model Train Show

Springfield, Ohio

Admission: \$5

Operating Layouts, Buy/Sell,

Vendors, All Gauges

April 12, 2013

Bucyrus Model Railroad Assoc.

Train Show and Swap Meet

Bucyrus, Ohio

Admission: \$4

All Gauges Swap Meet/Flea
Market, Memorabilia, Operating

Club Layout

April 19, 2014

Buckeye Model and Train Show

Columbus, Ohio

Admission: \$7

Operating Layouts, Buy/Sell,

Vendors, All Gauges

Late One Night at the Water Plant...

By Kenny Shanks

A lot of articles show how and promote the use of exact scale, and sometimes full scale drawings while planning a train layout. John Allen, and others whose names I disremember, would build a scale 3D model of their layout to use during construction. The entire track carefully drawn like lace. If I went to that much detail I would stop there and show IT off. Their accuracy and level of detail is somewhat beyond my skill set. Well, way beyond!

When I first started thinking about a layout, I drew a lot of lines on paper and man; you can put a great railroad on a sheet of notebook paper! I found out real quick how unrealistic that turned out. Next I tried templates but I couldn't seem to sharpen my pencils enough to make it look like a railroad. All crooked and big gaps. Totally Unsat! I had better luck with a scale ruler and compass to draw the mainline but turnouts gave me a fit and I continually lost clearances and radii. I usually

have better luck by just laying the track on benchwork and see what will fit.

But not long ago I got a yellow notepad that was graph paper. I gave each square a value of 9 sq in; 3x3. Four squares to a foot; 16 to a square foot. No way was it exact but gives you an idea how much room you need for curves, turning wyes, even turnouts.

Derry, the peninsula on my layout started as a 4x8 with an oval and a passing siding. I added a 16x48" piece on one side to add an industrial track; then a 16x96" on the other side for a 3 track double-ended yard and an inner loop for a passenger station. I had 16" between the end of the table and wall so I filled it in corner-to-corner.

I had no idea what do next. So I added a couple of crossovers and closed the end to make a loop, and sat

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Late One Night at the Water Plant...

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watched the train go round and round.

About 300 hours later I had a rough idea: a staging yard with 5 trains all ready to go. When I have visitors I can throw a couple switches and a train will be underway to entertain (maybe someday when I get some scenery). That yard is one end of the loop and Derry is the other. Also, I figured there enough room for three more towns and a city.

After four years only managed to build benchwork to the west corner and north almost to that corner and I was stuck.

I had managed to squeeze in Juniper Hill between the SW corner and the window: span the window with an O-scale Hell Gate Bridge and install a window AC to blow

cool (?) air from under the bridge. But nothing else I wanted to do would fit. None of my plans was close enough to scale that even half would fit. During one summer I built the Shire Yard in the garage where it was cooler. Laid the track and was almost finished wiring it when I decided to measure it (it was built the way I needed). It was way too wide and so I quit for a while. Then at work I found the yellow pad of graph paper.

I took accurate measurements of room the bench work I had built already and drew a good map. At least to next lowest 3". ALWAYS ROUND DOWN! When it fits on the paper and you find you have an extra 2", you'll feel a lot better than the other way around. Using the graph paper I was shocked to find that if built the yard

I would have very little for much of anything. I had shortened it to where the longest train was only six 40' cars. So reconfigured with the yard below the grade level and now the trains can be up to 9 feet long!

So I stripped of the track, wires and snap-relays cut the yard in half, cut a creek down the middle and screwed the ends together and WAH-LAH! It's now called Paint Creek. It has a 2.25% grade for about 216". Just needs a bunch of trees. And some track. And couple more bridges.

Anyway once at least one track is in place to complete the loop, visitors will have something to look at and say, "when are you going to finish it?".

It's done when I'm dead.
Later. Kenny

? Train Trivia ?

Answer to February's trivia question

They began calling them MacArthurs after the battlefield heroics of Gen. Douglas MacArthur and the reluctance to recognize anything Japanese.

"Hobo Humor"

Why can't the engineer be electrocuted?

Because he's not a conductor!

Small Towns in Southwest Fear Loss of Cherished Train Line

Page A13 of the February 18, 2014 edition of The New York Times

For 18 years, Maryalice Garrigan has been taking the train from this wisp of a town near Santa Fe to visit her family in Albany, spending four days to reach New York via a connection in Chicago. She cherishes the annual ritual: Sipping the whiskey she packs in a cooler, and tracing the creeks and mesas that whiz by with a map she brings on each trip.

But now the historic route of the Southwest Chief, which runs between Los Angeles and Chicago, is in danger of being altered, a shift that would sever a practical and symbolic lifeline for Lamy and other struggling rural communities. People here and in other small towns along the train's path say that if Amtrak leaves, Lamy — population 200 — will simply dry up and drift away across the high plains.

Amtrak, which has operated the Southwest Chief since 1971, has asked Colorado, Kansas and New Mexico to each pitch in \$40 million over 20 years to help pay for track upgrades and maintenance it says are needed to keep the route viable. But some state officials are balking, saying that Amtrak, which draws

financial support from the federal government, should cover the costs itself.

If no deal is reached by the end of the year, it could mean both an end to a storied railroad route — one that generations of Americans have used to travel across the West and glimpse the old frontier — and to the utility of places like Lamy, a longtime railroad junction where El Ortiz Hotel, built in 1896, was once a symbol of luxury.

Gone are the days when well-dressed families en route to Los Angeles or Chicago would peer out at Lamy from their seats in dome cars.

The town's lone restaurant and saloon has been transformed into a railroad museum. A small plaque marks where El Ortiz Hotel once stood. And cartoonish signboards of Native Americans still stare out from the front of an out-of-service dining car — stage props of sorts, from a time long past. But the tableaux of badlands and desert, the lonesome stretches of railroad, are still there.

At several legislative hearings this month, county officials from

northern New Mexico implored lawmakers to keep the railroad route alive.

“We need this train here,” said Jim Maldonado, chairman of the board of commissioners for Colfax County, where the train stops in Raton (population: 6,700), bringing thousands of Boy Scouts each year for retreats before dropping over the Raton Pass and into Colorado.

“Losing it would be devastating for our county,” Mr. Maldonado said. “Things have just been dying out here for years.”

At issue is who will shoulder the financial burden of modernizing the route. The railroad track is owned by Burlington Northern Santa Fe Railway, a Fort Worth company that manages slower freight trains on the line.

Amtrak says that the tracks that guide the Southwest Chief will soon be unable to withstand the speed that a modern passenger train needs to stay efficient, and that track replacement is most pressing in New Mexico, Colorado and Kansas. The total cost to upgrade the route would be \$200 million,

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Amtrak says, and it and Burlington Northern Santa Fe would each contribute \$40 million.

But with its contract with the freight train company up at the end of 2015, Amtrak wants funding assurances from the states as well — and soon. Unless all three states pitch in, Amtrak says it will potentially drop nine small-town stations in favor of existing track in Texas and Oklahoma.

“The train is not viable as a business when it operates at a lower speed, because it ends up being slower than driving,” said Marc Magliari, an Amtrak spokesman, adding that the company does not have the funding to pay for the upgrades on its own.

The Southwest Chief, which runs in both directions once a day, needs to reach 79 miles per hour wherever possible to make its scheduled stops on time, Mr. Magliari said. If old track is not replaced soon, he added, the train will have to travel at slower speeds for longer distances.

Before Amtrak took over the line, a predecessor train called the Super Chief ran for many years, operated by the Atchison, Topeka and Santa Fe Railway.

So far, the administration of Gov. Susana Martinez in New Mexico

has been wary of supporting Amtrak’s plan, pointing out that the railroad already receives annual federal funding for operational and capital expenditures.

“We need to look at the cost benefit of the whole thing,” said Tom Church, New Mexico’s transportation secretary. “Obviously, we would like to see the route continue, but there is also the issue that Amtrak is funded by Congress.”

Colorado could lose stops in the towns of Trinidad, Lamar and La Junta, each of which has a population of less than 9,000. These towns, like their New Mexico counterparts, have seen fortunes fade over the years, as coal mines, a military base and a bus factory all closed.

Leroy Garcia, a Democratic state representative from Colorado, recently introduced legislation to preserve the train route and add a stop in the city of Pueblo. Under his proposal, which has drawn bipartisan support from Colorado lawmakers, a commission would be created to find funding and figure out the cost for an additional stop.

“By adding the stop to Pueblo, you’d now have access to 165,000 more people in the county,” he said. “We have heard over and over that

rural and southern Colorado is really struggling for jobs — this could serve as a hub for growth.”

Colorado’s governor, John W. Hickenlooper, supports keeping the train operating and expanding its route, said a spokesman, Eric Brown.

But Mr. Brown said that the issue was “principally a federal funding issue,” and that no money for the project was included in the proposed budget pending before Colorado legislators.

Kansas is also weighing how to proceed. If Amtrak changed the route, the Southwest Chief would no longer stop in Hutchinson, Dodge City or Garden City — populations 42,000, 28,000 and 27,000.

“All parties would need to be at the table financially to make this work,” said Sara Belfry, a spokeswoman for Gov. Sam Brownback.

Amtrak said that ridership on the route has held mostly steady over the years, at more than 250,000 passengers a year for the last decade.

The Southwest Chief is one of its top financial performers for long-distance trains, the company said, and keeping the route would help boost the economy of the region.

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