



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

PO Box 1, Albany, Ohio, 45710

March 2014

Upcoming Events:

March 10, 2015

Club Meeting
7:00pm

Ohio State Highway Patrol Post
13600 Della Drive, Athens

Bring something for
show and tell!

March 14-15, 2015

Railfest 2015
Kirtland, Ohio

Admission: \$7

NMRA Div. 5, Operating Layouts,
Buy/Sell/Trade, New and Used,
100+ vendors

March 22, 2015

Greater Wayne County Train and
Toy Show (Dalton Show)
Dalton, Ohio

Admission: \$5

New, Used, Collectibles, Buy/Sell/
Trade, All Scales, 10 Operating
Layouts, 608+ Dealer Tables

March 29, 2015

Springfield Model Train Show
Springfield, Ohio

Admission: \$5

350 Vendor Tables, All Scales,
Operating Layouts, New & Used,
Buy/Sell/Trade

April 11, 2015

Bucyrus Model Railroad Assoc.
Train Show & Swap Meet
Bucyrus, Ohio

Admission: \$4

All Scales, Swap Meet and Flea
Market, Operating Layout,
Memorabilia, Model Train Parts

April 18, 2015

57th Buckeye Model Train &
Railroad Artifacts Show & Sale
Columbus, Ohio

Admission: \$7

Ohio's Largest Show, Memorabilia,
Toy Trains, Collectibles, Buy/Sell/
Trade, Operating Layouts

Building the Structure You Can't Buy

By: Walter Parks

Several weeks ago while railfanning, you spotted a building in the distance. It was unique. Luckily you took several pictures of it for future reference. The more you looked at the pictures, of the structure, the more you wanted a model of it on your layout.

Looking through the Walthers catalog you found nothing which even vaguely resembled the structure.

This did not dissuade you, you had made up your mind. You were going to model this structure. The die was cast.

You talked to several members of the club and they talked about scratchbuilding and kitbashing, terms you had heard but were not that familiar with. You would learn.

In the 50's, Jack Work, E.L. Moore, Ed Smallshaw, John Allen, and a host of others were known to every model railroader. Their work was renown. They were innovators of the first rank and articles which they wrote for Model Railroader and Model Railroad Craftsman forced the bible of scratchbuilding. Their articles are still available to the subscribers of both publications. Their ideas and methods can still be applied today. That structure that you thought was unattainable just became attainable. In the next article we will go into the art of building from scratch and later we will take up kitbashing. And finally, combining both methods to achieve the structure you could not buy.

Rauner budget could mean fewer Amtrak trains

By: The Associated Press, March 1, 2015

Gov. Bruce Rauner's proposed state budget would cut 40 percent from Illinois' funding for Amtrak trains during a time when ridership has been climbing.

Passenger numbers and ticket revenues have grown during the past five years, according to an analysis by The (Springfield) State Journal-Register (<http://bit.ly/1zvFJ3w>).

The Lincoln Service train between St. Louis and Chicago, for example, saw more than 633,000 passengers during the most recent federal fiscal year. That's a 25 percent increase from five years earlier.

Ridership on the Illini-Saluki line between Carbonale and Chicago went up 22 percent to nearly 316,000 passengers during the same period. The Illinois Zephyr between Quincy and Chicago saw nearly 215,000 riders

in the most recent year, up 6.2 percent from five years earlier.

Amtrak passengers are people like Jacksonville residents John and Barbara Fritsche, who waited Thursday at a crowded station in Springfield for a popular late-afternoon train to Chicago. "We probably take it twice a month," John Fritsche said. "We can read and work, and not be stuck in traffic."

Rauner's budget proposes \$26 million in spending for Amtrak, a cut of \$16 million from the previous year's appropriation. Frequency of passenger trains will depend on the final funding approved by the Legislature, but an Amtrak spokesman said the Rauner budget would likely lead to service reductions.

"We do not believe the current funding recommended

would be sufficient to maintain the current level of service," said Amtrak spokesman Marc Magliari.

Under a cost formula worked out in 2013 between Amtrak and some state transportation departments, Illinois pays 85 percent of the cost of state corridor routes, with ticket revenues paying 15 percent. The formula stemmed from a change in federal law to make Amtrak funding from states more equitable.

The Illinois Department of Transportation released a statement on funding saying the agency "is working closely with the governor's office on finding solutions to the serious fiscal problems facing the state." The department said it would keep customers "appraised as the budget process moves forward."

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

http://www.mswphoto.com/IdiotRailfan/you_know.html

You've been known to stand on the roof of your car to get that shot over the fence.

"Hobo Speak"

<http://www.hobonickels.org/terms.htm>

Accommodation - A local freight train. It may also carry passengers.

Accommodation car - An old term for a caboose.

Fort Wayne Line Rebirth

By: kjprendergast, All Aboard Ohio; Continued from February 2015 Edition

In 2004, the Chicago, Fort Wayne & Eastern (CFE) signed a 20-year lease to generate shipments from CSX's Tolleston-Crestline tracks. Today, CFE handles a daily average of about 80-100 carloads of freight traffic.

In recent years, CFE resurfaced the tracks – notably between Ft. Wayne and Bucyrus – with new ties and ballast to operate more consistently at 25 mph although some 10 mph sections remain. However, NS's crews began working in November 2014 to improve the line further with a resurfacing program, including new ties, track

hardware, ballast and tamping. This should allow NS trains to routinely operate at 40 mph.

The first NS trains began showing up on the Fort Wayne Line in early November. Mixed freight trains of 100+ cars got the railfan community buzzing. Then NS ran its Office Car Special – an NS passenger train for NS executives, current and potential shippers plus other VIPs – over the line on Nov. 20.

Next came an army of NS track surfacing crews working at a rapid pace. Then news filtered out that NS was transferring engineers and conductors to crew bases in Mansfield and

Fort Wayne to open a crew district between the two cities effective Jan. 15. That's why the normally warm-weather work was being done between Thanksgiving and Christmas.

According to numerous reports, it appears that NS's plan is to run an every-other-day mixed NS freight train (that started in early November) and five daily crude oil trains (to start on or about Jan. 15).

This increased rail traffic is bringing improved track conditions and that may aid prospects of future

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- \$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

Fort Wayne Line Rebirth

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passenger rail service – to a point. The Fort Wayne Line still has many shortcomings, such as no automatic traffic control system, long sections without continuous welded rails, and a lack of passing sidings. A few more daily freight trains would likely cause these shortcomings to be addressed at the freight railroads' expense, and potentially reduce the start-up costs of a 79 mph passenger rail service.

However, if freight volumes increased to more than 10 a day, they could tip the scales. If passenger service is added to that traffic, it could require extra capital improvements – especially since speeds higher than 90 mph are desired. Since

railroad rights of way are typically owned, managed and financed by the private sector (not the government, as is the case of waterways, roadways and airways) the costs of adding more tracks and advanced signal systems to accommodate a fast passenger rail service are typically the responsibility of its sponsors.

Routes with 100+ mph passenger trains (Chicago-Detroit, Chicago-St. Louis, Harrisburg-Philadelphia, Schenectady-New York City, and the Northeast Corridor) have fewer than 10 freight trains per day. All but the time-sensitive freight can be relegated to nighttime hours when there's few if any

passenger trains. When there's more than 10 total freight trains a day in both directions on a single-track line with passing sidings, it becomes difficult to confine freight trains to between midnight and 6 a.m.

All of these questions have answers, and the Chicago-Columbus consortium is organizing funding for a Tier 1 Environmental Impact Statement (EIS) to get those and other answers. A Tier 1 EIS is required before federal construction funding can be sought for a major transportation project. It will be interesting to learn from this planning work if the rebirth of the Fort Wayne Line will help more than hurt the return of passenger rail.

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 Railroadng.



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