



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

PO Box 1, Albany, Ohio, 45710

November 2013

Upcoming Events:

November 9, 2013

Railfair Move-in
Meet at the Herlihy Warehouse in Albany at noon. Any and all help is greatly appreciated

November 12, 2013

Club Meeting
7:00pm
Ohio State Highway Patrol Post
13600 Della Drive, Athens

November 24, 2013

Christmas Train and Toy Show
Lakeland, Ohio
Admission: \$6
Vendors, Model Trains, Antique Toys, Diecast Toys, Operating Layouts, Door Prize

December 1, 2013

Springfield Model Train Show
Springfield, Ohio
Admission: \$5
Vendors, Operating Layouts, New and Used Items, All Gauges

December 7-8, 2013

Marion Union Station Association
28th Annual Train Show
Marion, Ohio
Admission: \$5
Vendors, All Proceeds Benefit Preservation Efforts at Marion Union Station

December 8, 2013

Massillon Train and Toy Show
Massillon, Ohio
Admission: \$5
Vendors, Operating Layouts

December 14-15, 2013

Railfair 2013
Sat. 9am - 9pm
Sun. 10am - 5pm
The Market on State,
Athens, Ohio
Admission: FREE
Operating Layouts, Raffle

Auto Carriers

Lionel Trains Blog: 11/25/11

Railroads have been carrying finished automobiles since the days of the Model T. For nearly forty years, vehicles were carried in boxcars. Because of their large size and relatively light weight, conventional cars were very inefficient. Railroads attempted new boxcar designs, like the Pennsylvania's X31, to increase capacity and added larger side and even end-doors to make loading and unloading easier.

In the 1960s however, after Trailer-on-Flatcar trains had paved the way for longer cars, railroads began looking at the same flat cars for transporting smaller vehicles. Platforms, or racks, attached to the deck of the flat car allowed vehicles to be stacked two or three high. Bi-level racks are used for trucks and vans, tri-levels for automobiles. The efficiency in loading and handling these cars made them an immediate success on railroads with the clearances to handle them.

In most cases, railroads purchased the racks and welded them onto flat cars leased from Trailer Train Corporation. Some railroads own the entire car. Autoracks, like intermodal equipment, are operated in pools. Railroads supply cars to the nationwide pool which simplifies billing and optimizes car utilization. The amount of cars supplied to the pool is proportional to the amount used. This means that any autorack can show up in any train, making auto trains a colorful mix of railroads from across the continent.

Beginning in the 1980s, railroads began adding protective side panels to the sides of the cars to prevent damage from vandals throwing rocks. End doors and roofs soon followed. These were all necessary to reduce damage claims caused by man and nature. The addition of car roofs however made them too tall again for many railroads and prompted some to raise clearances. The latest security features have been focused on reducing damage to the loads from spray paint which blows through the ventilation holes in the panels when the racks are hit with graffiti.

Other changes to the cars include better coupler cushioning devices to reduce damage from coupling and slack. Articulated racks take the concept a step further and eliminate one coupling by joining two cars on an articulated joint. Even larger cars have also emerged, again filling the templates proven by larger intermodal cars. Cars capable of carrying three tiers of trucks and vans are now on the rails, running on the same routes that can handle double-stack containers.

The automotive industry continues to be one of the railroads' best customers, both in receiving parts and shipping finished loads. Although short-haul delivery is often done by trucks, finished vehicle moves greater than 300 miles still generally move by rail. With production centered just a few assembly plants nationwide, the autorack should have a strong presence on the rails for years to come.

Railroad News From Around The Country

Railroad Photo Backdrop Prompts UP Employee Action

As Bridget Hammons browsed portrait packages for her son's upcoming school photos, she came across an alarming image: Railroad tracks filled the background of a featured portrait, giving the overall impression that a child was standing on the tracks.

"The photo had 'wrong' written all over it," said Hammons, a Union Pacific manager of centralized train dispatching. "I felt it was my responsibility to make the company aware of how these portrait styles were communicating the wrong message to children about railroad tracks."

After coordinating with the UP Public Safety Team, Hammons and Rick Mooney, Missouri Operation Lifesaver (OLI) state coordinator, reached out to the photography studio to discuss the background's dangerous implication and railroad safety. Shortly thereafter, the studio thanked Hammons for her actions.

"We appreciate your perspective on this, as it frankly did not occur to us that using this backdrop could be viewed as posing a danger to children," the photography studio said in a note to Hammons. "Understanding that it could be interpreted this way has prompted our decision to discontinue its use. We will keep a safety perspective in mind as we plan for future scenic backgrounds."

The popularity of trackside settings for portraits is not a new trend. As part of the UP CARES public safety initiative and an ongoing partnership with OLI to educate and call attention to railroad crossing and pedestrian safety, Union Pacific published a photography policy reminding photographers that walking on or near railroad tracks is extremely dangerous.

"You never know when a train will come along," said Dale Bray, director-public safety. "Using train tracks as a backdrop is not only unsafe, it is illegal trespassing. We urge professional and amateur photographers alike to set the right example for others by adhering to the safety

guidelines." (*uprr.com*)

CSX Plans \$50M W. Pa. Truck-Train Freight Facility

A \$50 million facility is being planned by CSX, and plans call for it to be built in on of Pittsburgh's poorest suburbs.

Officials in McKees Rocks hope the mile-long facility, which stretches into neighboring Stowe Township along the Ohio River, will jumpstart plans for a business park next to it. McKees Rocks Mayor Jack Muhr says, "This is the kind of development project that can pave the way for more growth."

The 70-acre facility will be used to transfer cargo containers between trucks and rail cars. Construction on the former Pennsylvania & Lake Erie Railroad maintenance site is expected to begin in 2015 and take two years.

CSX says the project will create 360 construction jobs, 80 transportation jobs on the site, and 100 related jobs. It will be CSX's only intermodal facility between central Pennsylvania, and Cleveland. (*utr.com*)

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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