



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

PO Box 1, Albany, Ohio, 45710

November 2014

Upcoming Events:

November 9, 2014
Greater Wayne County Train & Toy Show
Dalton, Ohio
Admission: \$5
All Scales, Operating Layouts, 170+ Dealers, Die-cast Models

November 11, 2014
Club Meeting
7:00pm
Kenny Shank's Garage
7 4th Street, Jacksonville
Organizing and packing things for Railfair after meeting!

November 23, 2014
Christmas Train and Toy Show
at Lakeland
Kirtland, Ohio
Admission: \$6
All Scales, Operating Layouts, Dioramas, 200+ Dealers

November 29, 2014
Train Collectors Association
Holiday Train Show
Parma, Ohio,
Admission: \$6
All Scales, Operating Layouts, New & Old, Buy/Sell/Trade, Model Supplies, Books

December 6, 2014
Marion Union Station
Association Annual Train Show
Marion, Ohio
Admission: \$5
Operating Layouts, 120+ Sales Tables, Memorabilia, Toy Trains/Collectibles

December 13-14, 2014
Railfair 2014
Sat. 10am - 9pm
Sun. 12pm - 5pm
The Market on State,
Athens, Ohio
Admission: FREE
Operating Layouts, Raffle

Anatomy of a Club Layout

Continued from October 2014 Edition

By: Kirk DePeel

Doing what it was meant to do

It wasn't long after being completed that the layout got its first workout. One of the elementary schools I worked with was having a transportation event in three days and inquired if our club had a layout we could display and run for them. Before the traveling layout it would have been impossible to do this event on such short notice. Now I was able to smile and ask when they wanted me there. Like we had planned, I was able to unload and set up the layout in under an hour. Thanks to the wiring and bus lines, the trains ran flawlessly – at least the Atlas engine did. At times the Bachman engines struggled but to their credit, Bachman engine run a whole lot better today than almost 20 years ago. It just made my decision to buy additional Atlas engines easier.

Other people borrowed the layout to run at events. I know it made appearances at the Belpre Railroad Day, Black

Diamond, and the Parade of the Hills shows. I will never forget the day one member, who had opposed building the layout from the beginning, came to pick it up for a show he was doing. I think for the first time he came to appreciate what the layout was built to do.

One could say it saved the day for the N-scale group at the 1998 Railfair. The members were one curve short that year which meant they couldn't display their layout. But because the layout was built to NMRA standards, we were able to add their modular straights to increase the size of the layout to 4x22 foot. This allowed the running of some long trains (40-50 cars) at that show. That was also the year it made the front page of the Athens Messenger.

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Anatomy of a Club Layout

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All good things must come to an end

What happened to the layout is a matter of speculation. One day someone picked it up from my house for a show and never returned it. Since it belong to the club and not me, I figured someone else was going to hold onto it for a while. In a way it was a blessing as I was needing the space for a new layout I had started. I also wasn't involved with the club much (other than paying dues) for personal reasons and didn't attend most meetings to inquire about its where about. I knew the layout was in need of repairs. The last time I saw it, the scenery was a little shabby and the wiring needed to be reworked. In other words, the layout ran but needed some tender loving care. I can only assume that a couple of members looked at it and made the decision it wasn't worth putting time

and money into.

It was also during the period when N-scale was dead in the club. Jeff White, Eric McFadden, and Mike Hansen had moved while Dirk was involved in other projects. There was no one really left to run the N-scale layout at the show. I remember some of the buildings and rail cars I had donated being used for a raffle layout one year. I was disappointed to see this, even though I had donated the items to the club and had no personal stake in them anymore.

The same could not be said for the Atlas engines that I had purchased out of my pocket. They had cost me a great deal of money and I had a financial interest in retrieving them. So when I discovered them on someone else's layout, I inquired about getting them back. Instead of handing them over, I was told the engines

and cars had been purchased from various hobby shops and had not been acquired through our club. They also had throttles and other items I had donated which he denied were mine and refused to return. If it sounds like I'm bitter, I'm not. I just expected more from this person who I thought was a friend.

Now the traveling layout is a fading memory in club history. Its importance may not be realized by us today but it served its purpose well. I regret not taking pictures of the layout when I had to chance. I only have a few, including the one from the Athens Messenger. Perhaps someone has pictures of it tucked away somewhere and will share them with us. It was very basic and bland compared to today's layouts, but it brings back fond memories from that time.

RAILFAIR 2014

December 13 & 14 (Sat. 10am-9pm, Sun. 11am -5pm)

The Market on State
1002 East State Street
Athens, Ohio 45701



Sponsored By: The Railroad Model and Historical Society of SE Ohio (Like us on Facebook!)

Views from the Club's "Way-Back" Machine

As we approach another Rail Fair, it might be fun to consult the clubs "Way-Back" machine and look in on what was happening in our early days. The 1st Rail Fair was held on Saturday 12/12/1981, from 1-5 PM in Irvine Hall on the O.U. campus. Exhibitors and participants were "encouraged to arrive about 10:00 am to set up displays and test equipment and prepare for the 1 pm opening." There were model trains, railroad artifacts, displays, slides and movies. Boy how times have changed!

Who can solve the mystery of the underwater train cars in southern Lancaster County?

By AD CRABLE | Staff Writer | LancasterOnline.com

Anglers drifting in boats snag lures on them.

Scientists doing shad migration studies have had their nets caught on them.

When the Susquehanna River is low, satellite images clearly reveal the two submerged train cars, about 1.5 miles apart, near where Norfolk Southern's Port Road Branch hugs the steep bank south of Holtwood in Drumore Township.

One car, apparently a metal grain hopper on its side, is about 2,500 feet downriver of the power plant for Exelon's Muddy Run pumped storage reservoir. The other, possibly an old wooden boxcar on its roof, is farther downriver at the mouth of Fishing Creek.

How did the railroad cars get there? How long have they been there? Why were they left there?

Many questions with no answers.

Though there are rumors.

As an angler who fishes the Conowingo Pond, George Acord, co-owner of Susquehanna Fishing Tackle in Columbia, knows about both cars.

"There was a rumor that back then, the car was full of cases of champagne and divers took stuff out," he says of the car near Fishing Creek.

Acord thinks the cars were abandoned after a train derailment years ago.

"About 30 years ago, you could still see evidence where the car came down over the hillside," he says. "You could see the smaller sapling type of trees were mangled."

Bob Schutsky, of Peach Bottom, used to do research for the Muddy Run Lab, beginning in 1973. He remembers the car nearest Muddy Run.

"Just about everyone that worked at the Muddy Run Lab knew about the railroad car's presence, but I never heard any details about how it came to be there.

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Interested in Membership?

Interested in becoming a member? Join today! Membership dues are as follows:

- \$60 for a single membership for 1 year
- \$80 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

Who can solve the mystery of the underwater train cars in southern Lancaster County?

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“The age of the nearby trees should be a really good hint, assuming that it fell down from the tracks. It could have fallen off of a barge that was being towed in the river, or something like that.”

Examining the satellite images of the Muddy Run car, Mark Arbogast, a former PPL official at the Holtwood Dam, observes, “There are curves in the rail line here so I assume the car ended in the river from a derailment of some type. And the car was too far out in the river to retrieve.

“Today, the railroad would not be allowed to do that.”

A check of LNP’s newspaper archives shows two train derailments in that stretch of the Port Road Branch in 1977, two in 1978 and one in 1983. But none mention any

of the rail cars ending up in the drink.

Could the railroad have intentionally flipped the cars over the bank because they were so badly mangled that they weren’t worth salvaging?

If so, observers say that would not be allowed today.

And why are there two so far apart? Separate derailments or could one have washed downriver in floods over time?

Norfolk Southern only has records going back to 1999 when the railroad took over Conrail, which used the Port Road Branch rail line, said Norfolk Southern spokesman Dave Pidgeon.

Conrail owned the line beginning in 1976. Between 1970 and 1976 it was

operated by the Penn Central and before that the Pennsylvania Railroad. The line was built between Columbia and Port Deposit, Maryland, in 1868 and is still used as a freight line.

Ray Bleistine, who has worked at Normandeau Associates, successor of the Muddy Run Lab, has observed the oddity since he started working in 1987.

“We knew there was one because we hooked one of our gill nets on it in the early 2000s.”

If you can shed light on the railroad cars mystery, contact Ad Crable at acrable@lnpnews.com, or call 481-6029.

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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