



# IRONHEAD GAZETTE

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

PO Box 1, Albany, Ohio, 45710

November 2015

## *Upcoming Events:*

### **November 7-8, 2015**

NMRA 40th Annual Dayton

Train Show

Dayton, Ohio

Admission: \$6

20+ Operating Layouts, 500

Dealer Tables, 35 Exhibitors,

How-To Clinics, Allen McClellan

with Displays of V&O Cars and

His Book, Representative from

The Warther Museum with an

Original 1920's Carving

### **November 10, 2015**

Club Meeting

7:00pm

Ohio State Highway Patrol Post

13600 Della Drive, Athens

Bring something for

show and tell!

### **November 14, 2015**

Model Railroad Open House

Youngstown, Ohio

Admission: \$4

Operating Layouts in HO and O

### **November 28, 2015**

Train Collectors Association -

Thanksgiving Train Show

Parma, Ohio

Admission: \$6

Operating Layouts, New/Old,

Buy/Sell/Trade, Parts, Manuals,

Books, All Scales, 150+ Tables

### **December 6, 2015**

Springfield Model Train Show

Springfield, Ohio

Admission: \$5

All Scales, Buy/Trade, New/

Used, Railfan Items

### **December 12-13, 2015**

Railfair 2015

Sat. 10am - 9pm

Sun. 12pm - 5pm

The Market on State,

Athens, Ohio

Admission: FREE

Operating Layouts, Raffle

## Reminiscing

By: Kirk DePeel

A strange set of circumstances brought back a lot of happy memories today. Months ago my boss was kind enough to let me start working from my mother's house in Cincinnati so I could spend time with my mother and help out my family. Aiding in my mother's care and making her comfortable in her last days has made it easier to accept her situation. However, I still had to keep up on things with my job, including attending meetings if possible. As it turned out, one of the trainings for a project I was assigned too was being held at my old school. What a rush it was to park in front of my school again for a specific reason other than a visit. I stepped out of the rental car and tried to remember what it was like doing that same thing almost 40 years before. I couldn't believe it had been that long; and actually calculated it three times in my head to be sure. The school had change plenty both inside and out. Yet there was something very familiar as I walked the same halls as I did when I was a

teenager.

After my meeting I took a moment to stare at the old railroad bridge that crossed over one of the entrances to the school. When I was in school these were the lead tracks to the Conrail hump yard in Sharonville. At one time it had been the largest New York Central hump yards on the eastern side of their empire. Trains rolled into this and their flat yard on an average of every 15 minutes. Many days it wasn't unusual to see two trains pushing cars over the hump at the same time. Who would have thought that would end? Not me, who didn't bother taking pictures except those in my head. Now it stands silently; the tracks that crossed over it long gone almost 30 years ago.

## Continued on Page 2

# Reminiscing

Continued from Page 1

The flat yard is used more as a parking lot for NS trains than actual switching. How sad to think something I took for granted and that had created so many wonder RR memories had change so much. But progress doesn't care about memories; especially those of an old man who was trying to remember what it was like to be young and carefree again. My, how much my life has change. These weren't the best years of my life; but they were pretty darn close. And the best event was still to come.

After the meeting I drove by the old A&W root bear stand which just happened to be opening up the season that very day. I can't remember how many times my friends and I drove down to the stand in my red firebird for their incredible sweet-tasting root beer and delicious foot long coney dogs. How many stories did

my friends and I swap? How many jokes did we tell and laughed about? And how many trains did I watch rolled out of the flat yard and pass the stand heading to places I hadn't even heard of? Where had that time gone I asked? It didn't seem that long ago.

I was driven to stop and order a root beer and foot long. There was no way I could pass this up. When the waitress placed the mug of root beer in front of me (you have to drink it from the mug – it just doesn't taste as good if you don't) I savored the moment and took a sip. It was better than I remembered. Then I took a bite of the chilly dog. If you have never had one of their hot dogs I feel sorry for you. Words cannot describe how good they are. As I sat there eating and drinking the stage was set for the last bit of heaven; a NS train rolled by. Forty years had

passed but everything was the same now as it was then. I felt 16 again.

I took home part of my coney and a half jug of root beer for my mother. Even though she was only able to get a small bite of the dog down you could see how much she enjoyed it. But not as much as the root beer, where she drank twice of what she normally does now. You could tell she also was experiencing that carefree memory when we went there as a family. It was a good memory; and a good day. I thank God he let me relive this old memory one more time. Change is coming soon, but I find myself in a good place and ready to accept it no matter how painful it will be to bear. I have so much to be thankful for, and today helped me realize that.

## **“You know you're a Railfan if...”**

[http://www.mswphoto.com/IdiotRailfan/you\\_know.html](http://www.mswphoto.com/IdiotRailfan/you_know.html)

You don't realize how stupid or suspicious you look to passing motorists as you stand out in the middle of nowhere with a camera around your neck.

## **“Hobo Speak”**

<http://www.angelfire.com/folk/famoustramp/terminology.html>

**American Nomad** - A hobo who has been across the nation many times.

# Railroads Warn of Nationwide Meltdown if Extension not Granted for Safety Requirements

Allison Sherry | Star Tribune

Railroads are warning Congress that if they don't get more time to install new safety equipment on their rail lines by the end of October, there will be a nationwide freight and passenger meltdown at the end of the year that could affect everything from grain operations to farmers seeking fertilizer to Minnesota passengers trying to get to Chicago.

Dow Chemical, the American Chemistry Council and others are sounding alarms that they will be unable to ship products to vast sections of the United States - including Minnesota - if freight trains stop hauling their materials.

Many politicians are openly annoyed that the railroads have failed to meet a federal deadline first imposed eight years ago.

Among them is Gov. Mark Dayton, who said in a recent email, "I think the railroads

should be required to meet the deadline, and stop threatening us for having to do so."

Railroads are seeking a three-year extension that they say would give them the time needed to install new safety mechanisms called Positive Train Control. The GPS-based system is designed to control train movements and boost safety by preventing collisions and derailments caused by speeding.

Technically, Positive Train Control is required only on rail lines that haul hazardous materials and passengers. But Burlington Northern Santa Fe railroad warned the Senate Transportation Committee in September that it was unclear on the federal requirements and because it was not ready to meet the December 31 deadline, it might have to slow down or even halt all its freight and passenger contracts. Such a move would disrupt virtually every industry

in Minnesota - logging, agriculture, manufacturing, and tourism. Minnesota moves roughly \$192 billion of materials a year on trains.

"It's hard to be in this spot, not knowing whether or not we can use the railroads," said Amber Hanson, a director of public policy at the Minnesota Farm Bureau, which along with a number of agricultural groups is urging Congress to pass an extension within the next few weeks. "I think it's going to be a big issue if we can't get an extension. Agriculture depends on our railroads for running efficiently and to carry our products."

**Continued on  
Page 4**

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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

# Railroads Warn of Nationwide Meltdown if Extension not Granted for Safety Requirements

Continued from Page 3

Minnesota's two Democratic senators, Amy Klobuchar and Al Franken, have already voted once for an extension, but the House has not taken up any measures. Franken said he wished railroads would implement Positive Train Control "as quickly as possible."

"If the deadline is extended, I want to make sure that we keep pressuring railway companies to make railroads safer," he said. "I'm going to keep fighting to improve our country's rail safety standards."

Klobuchar said in a statement that "recent train derailments across the country have made clear the need to boost rail safety."

### 'Safety is not No. 1'

Bruce Glover, a Minnesota-based vice president of the Brotherhood of Maintenance of Way Employees Division, called the threats from the railroads a "fine example of corporate arrogance."

"They are asking for three

more years. You can go to Pluto in six years, and they had eight years to get ready," he said. "I don't think it was a priority... It's disappointing it isn't done. It sort of says out loud that safety is not No. 1 like they say it is."

Railroads say they are committed to installing Positive Train Control, but that eight years isn't enough time to get it on the vast numbers of rail lines across the country.

Passenger trains, including commuter lines and Amtrak, have also said they would not meet the Dec. 31 installation deadline. Rail lines in Chicago, New York, Virginia, Los Angeles, and Boston all have said they likely would cease operating without extension from Congress.

Railroad officials say if an extension is not granted - and soon, because of the sprawling networks of business contracts - they would have no choice but to stop operating huge portions of their networks.

"It's not off-the-shelf

technology. It's had to be developed from scratch," said Ed Greenberg, a spokesman at the Association of American Railroads. "We have indicated to congress that we're making progress... but we need some extra time so that it's done right and done safely."

Larry Mann, a D.C.-based railroad safety attorney, called the threats that railroads would stop hauling freight "empty" because of a federal "common carrier" requirement that railroads honor reasonable requests from shippers.

"They can't refuse to haul," said Mann, who said he is urging Congress keep the deadline so railroads work harder to get done within the next year. "If they had their choice, they wouldn't be transporting any hazardous materials, but they don't have that choice."

### 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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