



IRONHEAD GAZETTE

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

PO Box 1, Albany, Ohio, 45710

September 2014

Upcoming Events:

September 9, 2014

Club Meeting
7:00pm
Kenny Shank's Garage
7 4th Street, Jacksonville
Bring something for
show and tell!

September 21, 2014

All Trains Flea Market
Greenville, Ohio
Admission: \$4
Railroad Antiques, Books,
Collectibles, New and Used
Trains

September 21, 2014

Extravaganza Train Show
Mansfield, Ohio
Admission: \$5
Operating Layouts, New and
Used Trains, Buy/Sell/Trade, All
Scales

September 27, 2014

13th Fostoria Rail Festival
Fostoria, Ohio
Admission: \$4
Model Train Displays, Toy
Trains, Vendors, Photo Contest,
Memorabilia

October 4-5, 2014

The Great Berea Train Show
Berea, Ohio
Admission: \$7.50
2-day pass: \$10
300+ Dealer Tables, Operating
Layouts, New/Old Trains for
Buy/Sell/Trade, NMRA Show

October 11-12, 2014

Cincinnati Model Railroad Show
West Chester, Ohio
Admission: \$7
All Scales, Operating Layouts,
Displays, Locomotive Tune-Ups,
How-To Sessions, 250+ Dealer
Tables, Hourly Door Prizes

Anatomy of a Club Layout

Continued from August 2014 Edition

By: Kirk DePeel

From a Single Board to Modular

I had no intention of becoming an N-scaler after the purchase. My plan was to donate the cars and buildings (there were no usable engines) for the traveling layout and have someone else run with the project. It was also my hope the club would pick up the tab for the bench work, engines, and any switches needed. But before I could present the idea to the club I had to create a design for the members to see. Since the idea was to have a layout you could transport and set up quickly, it made sense to keep it as one piece. I started sketching out 4X8 foot layouts, figuring that would allow the most bang for your buck. My idea was to operate the maximum number of trains for the show so my designs averaged from three to five separate main lines.

I took my designs and ran my ideas past several of the N-scale members. I'm glad I did. It was Eric McFadden and Dirk who suggested the traveling layout

should not be one solid piece but a modular layout set to NMRA standards. They reason that not only would this allow the straight pieces to be part of their N-scale layout, but if for some reason they were missing a curve the end pieces could fill in for them. I worried that making it modular would compromise being able to set the layout up fast, but at the same time saw the benefits of doing it this way.

You also have to remember the thinking here. The traveling layout was going to be owned by the club and not a group of individuals. That meant if it was going to be run at Railfair someone, who was not already involved in one of the other layouts, would be in charge of running it. But at that time everyone was involved in one of the layouts. So the idea of the displaying the traveling layout at Railfair wasn't really

Continued on Page 2

Anatomy of a Club Layout

Continued from Page 1

practical. Of course that changed but at the time we had no idea that it would be there.

After a lot of discussion, it was decided to build the layout in four different pieces. There would be two, 2X4 foot modular which would serve as the end, or curve pieces of the layout. Having four feet to build a 180 degree turn provided for some very board curves. I remember how nice long trains appeared traversing around them. And since this was being built to NMRA standards, you had three main lines making these sweeping curves. One end was set as a farm scene while the other was residential (houses) with a street running from one side to the other.

The remaining two pieces were 2X6 foot long. Originally they were only going to be 2X4 foot, but due

to the amount of cars I had donated we wanted a small yard to store them on. No matter what we tried, there was no way to create a respectable yard in four feet. But six feet worked and they weren't as hard to store/carry as an eight foot section would have been. The yard modular (straight) was designed to run trains in and out of the yard from both directions to any of the three mains. This was accomplished by a set of diamonds that crossed over the inside mains. There was also a passing track on the middle main with a station between them. It was set up with an electrical frog switch which cut the power to one track when you diverted (switched) to the other track. Doing this allowed you to hold a passenger train on the main while you ran another train around it. Not only did it come in handy, it broke

trains running up three straight mains and made the scene more interesting.

The other straight was a switching area containing several businesses/factories and a mine. All of the switches were connected to the inner-most main. Originally we had planned to run a separate track from the yard to this module but that involved adding more joiner tracks and we were already up to twelve. It was decided that having two mains running and using the third to switch on was an acceptable solution. In reality we hardly switched these factories during a show and the yard was more or less a place to store cars.

Parts 3 and 4 will be featured in the following months!

“You know you’re a Railfan if...”

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

You have a denim vest or jacket that has more patches than the earth has hydrogen molecules.

“Hobo Humor”

http://www.spikesys.com/Trains/rr_jokes.html

Guy running to catch a train: "Can I take this train to Altoona?"

“Why would you want to, it's going there anyway.”

Transporting Nutrition to Food Deserts

CSX Press Release, August 4, 2014

CSX and The Conservation Fund today announced a program of grants aimed at improving the transportation and distribution of fresh, healthy food to communities in need. More than 23 million Americans across the country have limited or no access to fresh produce, dairy, meats and seafood. One of the contributors to these so-called “food deserts” is the lack of infrastructure to distribute fresh food to markets.

As a leading supplier of efficient rail-based freight transportation in North America, CSX recognized the integral role that local distribution plays in bringing fresh food to the people who need it. Many producers and organizations

are challenged to retain food quality and safety as they sell, store, package, and distribute produce and other goods to the communities they serve.

To support local distribution and help address this need, CSX and The Conservation Fund, a national nonprofit dedicated to finding conservation solutions that balance environmental and economic needs, teamed up to create a program that will help farmers and distributors enhance their delivery capabilities.

Grants ranging from \$2,500 to \$10,000 will be made available to entities that distribute fresh produce/perishable food in the 23 states where CSX

operates. The grants can support a range of activities related to transportation such as:

- acquiring refrigerated vehicles for direct delivery to markets;
- financing “veggie vans” to bring fresh food to isolated communities;
- providing better access to food hubs or other sites where produce, dairy, seafood and meats can be stored safely for distribution; or
- purchasing produce boxes and cold storage bins to keep unsold food fresh for the next day's farmers market or wholesale purchase.

Continued on Page 4

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

Transporting Nutrition to Food Deserts

Continued from Page 3

“This program provides a lifeline to Americans who struggle to make fresh food a part of their daily meals,” said Kris Hoellen, Vice President of Sustainable Programs for The Conservation Fund. “With CSX’s help, we’re connecting our most vulnerable populations to healthy, fresh food by addressing local gaps in food distribution systems. Efficient distribution of healthy food also means more effective use of natural resources required for sustainable agricultural practices.”

“This program truly demonstrates the power of partnerships, drawing on the strengths of both CSX and The Conservation Fund to identify solutions that serve the communities in which we live and work every day,” said Tori Kaplan, Assistant Vice

President, Corporate Social Responsibility, CSX. “Facilitating fresh and healthy food distribution to underserved communities is exemplary of CSX’s core value of right results, right way.”

Grant applications are due by October 1, 2014. To download a grant application and see more information about the program, please visit <http://www.conservationfund.org/partner-with-us/corporate-partners/profiles/csx/> or contact Margarita Carey at mcarey@conservationfund.org.

CSX is also working with The Conservation Fund on a program that is improving access to healthy food in five underserved counties in West Virginia – Calhoun, McDowell, Mingo, Roane

and Wirt.

CSX has long been a supporter of The Conservation Fund’s work. CSX has helped restore critical habitat at two national wildlife refuges through the donation of more than 13,000 trees and is helping reconnect children and nature with the creation of a school curriculum unit that teaches kids about the environment, math, science and economics through real-world freight transportation scenarios.

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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Have stories, articles, or pictures?

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Send them to us!

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All Aboard!