

Upcoming Events

January 25, 2011

Work Session
7:00p.m.

At the Clubhouse
5259 Washington Road in
Albany, Ohio

February 8, 2011

Club Meeting
7:00p.m.

At the Clubhouse
5259 Washington Road in
Albany, Ohio

February 22, 2011

Work Session
7:00p.m.

At the Clubhouse
5259 Washington Road in
Albany, Ohio

March 8, 2011

Club Meeting
7:00p.m.

At the Clubhouse
5259 Washington Road in
Albany, Ohio

Upcoming Birthdays

January 30 – David Jackson

Dues are now Due

Dues for 2011 are now due. Dues can be paid in three installments due on or before the club meetings in January, May, and September. Dues are as followed.

Single Membership
\$120.00 per year

Family Membership
\$150.00 per year



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Memories of Railfairs Past, Pt. 2 By Kirk DePeel

Here is part two of "Memories of Railfairs Past". This part covers Railfair from 1995 to 2001. Enjoy and come back next month for the next part.

Railfair 95 and 96 were perhaps the least favorite shows I attended. These were the years that I was president of the club, and with it came lots of stress. We were doing two shows at the time; one in Parkersburg and the other at the University Mall. It seems that I was busy making sure things were running smoothly than actually running my own trains. I recall two days before the 95 Athens show, finding out that the N-scale layout (the only N-scale layout we had at the time) wouldn't be there. No one from that group had informed me before hand, and it sent me scrambling to find a replacement layout.

The worst of the two years was 1996. In March I had suffered a bad heart attack that almost took my life. By the time November rolled around I was only about 60% back to my normal self. I probably should have resigned after my heart attack knowing the stress and certain aggravation I was facing. There was a big riff between members over whether we should buy/build a clubhouse or use the money to improve the club layouts. This endless debate at the business meetings were only overshadowed by phone calls from members who offered suggestions that were really blueprints of how they thought I should lead the group. I took a lot of comments/criticism personally; perhaps too personally. I wasn't enjoying model railroading as I did before I became president.

The lowest point came at the 96 Parkersburg Show. One member, who had been a thorn in my side for many years, pushed to have a raffle layout at the show. However, when it came time for him to sell tickets he refused, forcing me to take his place. This was a personal attack, but by then I was too burned out to care. In January I was more than happy to step down and give the presidency

over to someone else.

That isn't to say there weren't pleasant memories from those shows. One happened at the 95 Athens Railfair. In one of those rare moments, I was sitting peacefully at my layout running an 80-car coal train. About this time my son, who had just turned three, showed up to see what I was doing. Spotting the errors of my ways, he brazenly pushed me out of the way and told me I was running my train too fast. Then he grabbed the controller from my hand and slowed the train down. A photographer from the Athens News happened to be there to take a picture of him running the train – with his tongue hanging out the side of his mouth and our club logo displayed proudly on his railroad hat. Fifteen years later my son is still trying to tell me how to do things. And they say kids keep you young.

Another point of importance was the traveling N-scale layout that Dirk, Mike Hansgen, Eric McFadden, and I worked on for the 96 show. It was four modules that when assembled, became a 4 by 10 foot layout capable of running three trains continuously. Its purpose was to provide a layout that members could take to other shows and set up in a reasonable short time. But at the 98 Railfair show it took center stage when one of the corner modules from the old N-scale layout wasn't available. Because the traveling layout was set to N-Trak standards, the N-trackers were able to add their straight modular to it. By the time they were done the layout was 4 feet wide by 22 feet long. This allowed for some nice looking, long trains.

After stepping down as president my interest in the club waned. I stopped attending the regular meetings to focus on getting better. But Railfair still remained an important part of my life

Continues on Page 3

Late One Night At The Water Plant By Kenny Shank

While casting about for some passenger cars, I found a couple of Budd Great Dome Lounge cars from Walther's. Also, I bought 2 Milwaukee Road Parlor cars and a Skytop Lounge. While I was spending money I hadn't made yet, I picked up 2 PS 6-4-1 Lounge cars.

These will be the consists of three tour trains running the Fall Foliage schedule on my Athens, Sunday Creek and Zanesville. The Budds will be pulled by a U-25-B and a BL-2 will pull the 2 PS Observation cars. The PS cars are pointed at the rear, but they will run pointing away from each other. These trains will run between 3 towns on the visible part of the layout. The Milwaukee Road cars will be powered by a couple of U-28-Bs from The Shire Yard (hidden staging) and connect in at least one town, bringing railfans from Columbus, Zanesville and points beyond.

But enough of that.

The problem started when I chose to ignore

everything I ever read about how long six-axle cars will NOT run on 18" radius track. "Humph!" I said.

Can you guess what happened? They not only will not run, they refused! Vehemently! Oh, how they whined and complained. They would roll over! Or jump the track and gambol in the fields. How depressing. So now what?

Well first I used my 0-5-0 switcher to slowly move the Budd through a sharp curve and a turnout. I could feel the resistance of the wheels binding and the body-mounted coupler was swinging in the wind way outside the rails, hence to rollovers. OK, it's time to modify factory specifications.

The coupler would swing farther to each side but the body had only a small (and I'm quite sure accurately sized) hole that the knuckle extended from. I am merciless!

Using side cuts I cut away everything below the floor level. OK, it's not pretty. Hey, it's just an experiment! If it works, I'll clean it up later. There is still the chance it might turn into a shed. Now the engine can pull it through the curve without it rolling over. KWEL! Now let's do it while the wheels stay on the rails!

Well, it's getting late. Got to do a walk-through to make sure it's all-good for the day-turn. My relief likes to point out my shortcomings. You know: build yourself up by tearing someone down. No worries! Keeps me on my toes! heh-heh!

Later on, Kenny

Train Word Search Answer Key By Roger Crigger

Here are the answers to last month Train Word Search. Did you find them all?

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+ + B + N + + + + G + + + + + + + + + + + G + +
+ + S C + I + + A + + + + + + + + D + + + + N + +
+ + E + O + P G L E S E I D + + O + + + + + U + +
+ + R + + V G E + + + + + + M + + + + + + O + +
+ + V + + A E + E + + + + + E + + + + + + L + +
C + A + B + + R + L + + + + + + + + + + F + + +
O + T + + + + + E + S + + + + + + + + + + L + + +
A + I + + + + + D + + + + + + + + + + A + + +
C + O + + + + + + + + + + + R + + + + + T + + +
H + N + + + + + + + + + + A + + + + + C + + +
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Memories of Railfairs Past, Pt. 2 By Kirk DePeel

Railfair 97-99 were the years I remember Bob Garbo working on the raffle layout not before the show, but during. Prior to Railfair the bench work would be done and track laid and wired. Then on Saturday Bob would start doing scenery and by Sunday the layout would be completed. What really made it special was he would get kids involved in the process. When one of them would stop to see what he was doing, Bob would call them over and have them put down grass, or plant trees, or paint a road. It wasn't just about selling tickets; Bob wanted to get kids involved in model railroading. He was also quite imaginative as well as talented. At one show he was explaining to me how he was going to use cardboard to make a bridge over the tracks. I thought to myself, there was no way he was going to pull it off. The next day I looked at the layout and was shocked to see how good the cardboard bridge looked. I only wished I had taken a picture for future reference on my layout.

Railfair 2001 was a year of change for me.

"The beast" I had been an owner of was long gone, and the traveling N-scale layout had been dismantled with some buildings/cars ending up on the (I believe) 2000 raffle layout. Also gone was the main N-scale layout that had been a part of so many past shows. Some of those members had left town for other jobs, taking their modules with them. Others became part of the Parkersburg group because it was closer to them. The only N-scale stuff being shown at the show was a small, 2' by 4' layout that was skimpily scenic and used as a static display. Meanwhile the building of my home layout had stalled, and I knew in my heart it was never going to get done to my satisfaction. I turned my eye to N-gauge.

I wanted a layout where I could run long, multiple trains on a 4' by 8' piece of foam board. It had to be easy/light to move because I planned on taking it to shows throughout the year. In fact the layout did find its way to several schools/ special events and was displayed in the front

window of the Athens County Historical Building one year. While its main purpose was to replace the defunct traveling layout, I envisioned it as a stepping for something bigger in the future.

It wasn't the prettiest layout I built but it did draw a lot of positive comments. What people liked the most was the 2-foot high mountain in the center, which blocked the views on either side. One of the three main lines crossed over another and made for some interesting viewing. And similar to my current layout, I had a river with tracks running down both sides. My son and I learned a lot during its construction and it was the easiest and lowest maintenance layout I have ever owned. Eventually I sold it to Ralph when I decided to build a new N-scale layout instead of expanding to it.

December Meeting Minutes Highlights By Roger Crigger

DATE: December 14, 2010

MEETING STARTED: 7:10PM

PLACE: The Clubhouse at 5259 Washington Road in Albany, Ohio

TREASURER REPORT: November and December rent as been paid. Balance of checking at beginning of month was about 1,858.00. Deposited \$573.00 from Railfair.

BUSINESS:

1. At the meeting there were 9 members out of 20 members present, which would make a forum.
2. A group of members will get together on December 28,2010 to look at the building for sale in Glouster, Ohio. There are asking \$29,500 for it. It is on Main Street next to Sam's Gym. Will meet at the marathon station in Chauncey at 10:30a.m. Meeting will be 11:00a.m at the building.
3. Dues will be due before next meeting. Remember that we have a new dues

structure now.

4. The Christmas Open House will be 2:00p.m – 4:00p.m. Try to be at clubhouse between 12:30p.m and 1:00p.m for setup. Will have cocoa, cookies, and soda.
5. Members will be moving the rest of the stuff back to the clubhouse this Saturday starting at about 10:00a.m. Will setup stuff Sunday at the clubhouse around 11:30a.m.
6. Kirk, Jason, and Walter went thru the club stuff and divided the stuff into keep and sell. Members will get the first shot at buying stuff. Sale will be in February and stuff that members do not buy will be put on e-bay.
7. The election is in January. At the moment Tony Magill and Kirk DePeel will be running for President, Walter Parks plans to run for Vice President. Roger Crigger and David Jackson plan on staying on as Secretary and Treasurer. Bill Creighton plans to step down as Trustee.
8. The merchants at the mall were very

- happy with us being there, and the mall has booked us for Railfair the second weekend in December for the next couple of years. Roger Crigger suggested we ask the mall about setting up a table for the club to sell stuff at Railfair. The Raffle Table cost us about \$250.00 to make and we made about \$573.00 on it.
9. Roger Crigger will talk to Sam Ellis about the Raffle Table that his family plans to donate back to the club.
 10. Kirk DePeel talked about maybe a club trip in March 2011 to The Rathole in the Kentucky/Tennessee area. It would be a three-day trip. Leaving maybe on Friday afternoon and coming back Sunday. Will have more information at the January meeting.

MOTION TO ADJOURN: 1st Roger Crigger 2nd Walter Parks