

## Upcoming Events

**August 10, 2010**

Club Meeting

7:00p.m.

At the Clubhouse

5259 Washington Road in  
Albany, Ohio

**August 24, 2010**

Work Session

7:00p.m.

At the Clubhouse

5259 Washington Road in  
Albany, Ohio

**September 14, 2010**

Club Meeting

7:00p.m.

At the Clubhouse

5259 Washington Road in  
Albany, Ohio

**September 17-19, 2010**

Horseshoe Curve (Altoona,  
Pennsylvania) Trip

**See below for more  
information.**

## Upcoming Birthdays

August 26 – Matthew Jackson

## Horseshoe Curve Trip

In September members of the club are planning a trip to Horseshoe Curve in Altoona, PA. We plan to leave around 4:00p.m on Friday September 17 and come back sometime on Sunday September 19. Please get in contact with Kirk DePeel if you would like more information or would like to go on the trip. We need a head count by the end of the month so reservations for the hotel rooms can be made and to make sure how many vehicles we need for the trip.



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## *The Deshler Experience, Pt. 3* By Kirk DePeel

This month we continue on Day two of the trip.

The north/south line took a different route after the merger. Traffic coming from Cincinnati is sent east 20 miles via the interchange track to Fostoria. From there it uses another interchange track where it is sent north to Toledo on the ex-C&O line. After the merger CSX closed the line north of Deshler with the intent of abandoning it. But then for reasons unknown, they re-open the line five years later and traffic, slowly at first, started flowing again on this portion of the old B&O. Today this line sees about 6 trains a day but can reach as high as 10. While it's rare to see a train from the south not take interchange at Deshler, at least 2 or 3 trains a day from Toledo will hit the diamond and continue south. And two years ago CSX replaced most of the B&O signals north of Deshler with those same modern signals found on the double track line. They must have a plan for this route although no one, not even CSX, seems to know what that plan is.

South of Deshler the line still shows plenty of signs that this use to be a B&O route. B&O signals dot the line for the 10-15 trains that run on this line each day to Cincinnati via Lima and Sidney. A few years ago that number was close to 30, but with the auto industry suffering so have the number of trains. At least 2/3's of the trains on this line are auto related, with 86' boxcars, auto racks and even flat cars with truck frames being the norm. The word is that the days of the B&O signals are numbered, but so far CSX hasn't replaced them. When they do this line will lose its identity forever.

After catching our fill at Deshler, we followed the track east to Fostoria. Fostoria is similar to Deshler, with the same east/west double track running through it and an ex-C&O north/south double track that runs between Columbus and Toledo. But an added bonus is that NS runs through this area as well, and both railroads have a

small yard they switch from time to time. In fact the interchange track between the yards is used frequently by NS as the lead to switch its yard. What's nice about Fostoria is you can sit in one spot and see the action on all three lines. The city even plans to build a railroad park, although from the looks of things this project has been put on hold until the economy improves.

While we were there traffic was consistent and steady. Normally we only had to wait 15 minutes for a train to show up and sometimes not even that long. Josh got pictures of the new BNSF paint scheme he wanted as the train was heading north out of town. But the real prize was a Chessie caboose tucked into a long string of cars that were being switched in the yard. We were able to rush to a crossing where Jason captured a shot that made it appear as if the caboose was on the end of the train.

After a few hours we decided to try our luck at a small town called Leipsic. Leaving Fostoria we stopped at a small hobby shop that just happened to be open and got some great deals on American Flyer and Lionel stuff. Then we followed the tracks back to Deshler and headed south with the hopes we would catch a CSX train along the way. Unfortunately that didn't happen but NS was active when we got there.

The two railroads cross at a diamond just north of town and there's a parking lot for a funeral home where we could wait. Josh and Walter took pictures of an abandoned B&O interchange tower in need of restoration while my son took shots of the B&O signals that guarded the diamond. Around us there was evidence that NS was building a small yard either to switch a nearby factory served by CSX or for an interchange track. NS had also replaced the old signals in the area with new ones. I was glad we had gotten video and pictures of them from our last trip.

**Come back next month for part 4.**

## ***July Meeting, Dues, Bylaws, and Special Meeting By Roger Crigger***

### **July Meeting and Dues**

Again because we did not have enough members show up there was no meeting in July. We did however talk about a few things that I thought needed to be mentioned in the newsletter.

The trip to Horseshoe Curve was talked about with information giving out. (Look under Horseshoe Curve Trip on the first page for information about that). The other main thing that was talked about again was Dues. It looks like the dues for regular membership will be \$120.00 a year with Affiliate/Family Membership being in the \$130.00 a year range. It would be payable in 4 installments.

There was also talked about making a Social Membership Class for people who only want to socialize at the clubhouse, take part in some club activities and occasionally run trains, but do not have the inclination and/or time to actively participate in the maintenance, construction or

operation of the club's layouts or other projects the club may do. They would enjoy all rights of Regular Members except voting, running for office or Trustee, and having a key to the clubhouse. We was talking about having the dues for this class be in the \$25.00-\$35.00 a year range. This is all still being worked out and your thoughts and opinions are welcomed and needed.

### **Special Meeting and Bylaws changes**

Another thing that have been talked about at other meeting and work session is how the Officers and Trustees need to have a special meeting to discuss things of importance in the club that need to be taking care of as soon as possible.

This Includes:

- Changes to Bylaws including the possibility of adding in a new membership class.

- Coming up with the final plan for Dues.
- Lease for the clubhouse that ends in July 2011.
- Election in January.

To Trustees and Officers,

Please think of a day that is not on Tuesday that you might be free between Middle August to Middle September in the evening (between 6:00p.m and 7:00p.m) so we can get together and work on the above things and any thing else you might have. It will be talked about at the next meeting with the hope of having a day picked out then.

## ***American Passenger Trains Quiz 2 Answers By Roger Crigger***

Now that you know what year they started and the Railroad they belonged to, can you tell what route they traveled?

<b>Train</b>	<b>Route Traveled</b>
<b>The 20th Century Limited</b>	<b>New York City, New York to Chicago, Illinois</b>
<b>Broadway Limited</b>	<b>New York City, New York to Chicago, via North Philadelphia</b>
<b>Acela Express</b>	<b>The Northeast Corridor (NEC) in the Northeast United States between Washington, D.C., and Boston via Baltimore, Philadelphia, and New York</b>
<b>The California Limited</b>	<b>Chicago, Illinois to Los Angeles, California</b>
<b>The California Zephyr</b>	<b>Chicago, Illinois to Oakland, California</b>
<b>Empire Builder</b>	<b>Chicago, Illinois to Seattle, Washington</b>
<b>The North Coast Limited</b>	<b>Chicago, Illinois to Seattle, Washington via Bismarck, North Dakota</b>
<b>The Orange Blossom Special</b>	<b>New York City, New York to Miami, Florida</b>
<b>The Royal Blue</b>	<b>New York City, New York to Washington, D.C.</b>
<b>Super Chief</b>	<b>Chicago, Illinois to Los Angeles, California</b>