

## Upcoming Events

**December 25, 2010**  
Christmas Open House  
2:00p.m. – 4:00p.m.  
At the Clubhouse  
5259 Washington Road in  
Albany, Ohio

**January 11, 2011**  
Annual Club Meeting  
7:00p.m.  
At the Clubhouse  
5259 Washington Road in  
Albany, Ohio

**January 25, 2011**  
Work Session  
7:00p.m.  
At the Clubhouse  
5259 Washington Road in  
Albany, Ohio

**February 8, 2010**  
Club Meeting  
7:00p.m.  
At the Clubhouse  
5259 Washington Road in  
Albany, Ohio

## Upcoming Birthdays

November 5 – Jason DePeel  
November 11 – Keith Morrow  
December 25 – Roger Crigger  
January 7 – Kirk DePeel

## New Dues Structure

On January 1, 2011 the dues for the club will be as followed.

Single Membership \$120.00 per year

Family Membership \$150.00 per year

Dues can be paid in three installments due on or before the club meetings in January, May, and September.

## Railfair Facts

This is 30<sup>th</sup> Annual Railfair and the 18<sup>th</sup> at The Market on State formerly known as The University Mall.

The initial Railfair was held December 12, 1981, at Irvine Hall on OU West Green.

At 25+ years Sam Ellis's Christmas Tree Layout is the Oldest Layout at Railfair.



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## *Memories of Railfairs Past, Pt. 1* By Kirk DePeel

Since the late 80's I've had the pleasure of being part of the yearly Railfair event. Over time the show has provided me with plenty of fond memories and others not so fond. I've seen many changes throughout the years as our shows and club has evolved. For example, the layouts displayed today are different from those in the past. The majority of today's layouts are privately owned, as opposed to the earlier days when everyone brought in a modular to create one giant layout. This change has led to smaller but more detail and era-dated layouts. While we may not always agree that change is good, it does bring interesting alternatives. So come along while I share some of my thoughts and experiences of Railfair over the past 20 years.

**Railfair 92** holds a special place in my heart. Back then the club was HO heavy. We had three good size HO layouts at the show, plus a few smaller ones. The biggest of the three belonged to Jim Trivett, Bill Beeler, Randal Fields, and myself and was nicknamed "The Beast". It was a 24' by 36' monster; built out of two by fours, thick plywood, and scenic with heavy plaster. To say it was a backbreaker to move would be an understatement. Some of the modules took four men, a small boy, and a dolly to position them into place. Setting up was an even bigger headache. Despite our best effort to simplify the process, it still took at least 8 hours to move the layout, level each module, slide in the joiner tracks, hook up the feeder wires, and fix any problems which occurred from the bumpy ride in the U-Haul from Bill's basement to the mall. Yet I remembered looking forward to setting the layout up each year (tearing down and moving it back to Bill's basement was a different story).

On this particular Friday there was a buzz of activity in the air. The air was cold and the mall was filled with people. The adults had made it a point to come watch us set up. The kids were especially excited and couldn't wait until Saturday when all the trains would actually be running. Back then we seemed to generate more interest compared to today.

After the last stores closed the remaining members left to get rested for tomorrow. Jim, Bill, Randal, and I continued working to get our layout operational. I spent hours that night cutting joiner track because the old ones got lost. What fun that was. At midnight the custodian stopped by to inform us he was leaving for the night and we were the last ones in the mall. Perhaps unheard of in today's world, he simply told us to use the back door when we left and wished us a good night.

At that point I realized how quiet the mall was. No talking or footsteps to be heard. No kids screaming or crying. The only sound was Christmas music playing softly over the speakers and the occasional comment by one of us. It was peaceful. Well, peaceful that is until Jim, who was working on some wiring that had come undone on the trip over, would start cursing loudly.

Around 2:30 Saturday morning we got the trains running and called it a night. I recalled how exhausted I felt as I walked down that long hallway to my car. I had worked an eight-hour day at my real job and then another ten hours on

the railroad. All I wanted to do was go home and get a few hours sleep before the show. That all changed when I stepped outside the door. The four of us were assaulted by falling snow. Not a full blizzard but a steady deluge of the white stuff. An inch or more covered the parking lot and cars and the air had that frosty, magical smell to it. Suddenly I wasn't tired anymore.

The next thing I knew someone picked up a handful of snow and we were in the middle of a full-blown snowball fight. The four of us were laughing and having a good time throwing and dodging snowballs. Then we said our goodnights and headed home. Even the trip home was memorable. The snow was falling and there was hardly any traffic on the highway at this time of the morning. The local station was playing Christmas songs keeping me in the spirit while an occasional deer grazing on the side of the highway kept me alert. When I pulled into my driveway I almost wished the trip hadn't ended so soon. On my way to bed I stopped to look in on my son who was sleeping peacefully in his crib. I remembered thanking God for all the blessings he had bestowed on me that year. That night truly defined the spirit of Christmas for me.

While setting up may have been the highlight of that show, there were a couple of other memories that stand out. One was my wife coming in Saturday afternoon looking frazzled. When I asked what was wrong she informed me it had taken her 15 minutes to find a parking spot. I knew the mall was packed with people, but didn't realize how many there were until I looked outside. There wasn't a parking spot to be found, and this was before the farmers market, which took up a large portion of the parking lot. In fact people were parking on both sides of State Street just to get inside the mall, most coming to see our show. Seeing them braving the cold and falling snow reminded me of something out of a Norman Rockwell painting.

The second memory was holding my son tenderly in my arms while running my trains. It was his first Railfair, and I knew we would share more together. It holds a special meaning to me, even today. I still have a framed picture at my office of me holding Jason during that show.

**Railfair 94** reminds me of a small but special memory. Bob Dehmann had a huge display of G-scale trains set up on an elevated platform. It probably wasn't the first year he did this, although I can't remember since the shows tend to blur together. What I do recall is sitting on the bench with my son next to me watching his trains chug around the tracks. The smoke was puffing, the steam whistles were blowing, and the bells were clanging from his engines. Plus there were those scratched built cars and buildings sitting close by that Bob had put together. I sat and wondered if one day I would build something as unique as what he had done. When I think of the sounds of Railfair, I think of Bob's trains.

**Come back next month for Part Two of Memories of Railfairs Past.**

## Semi-Modeling a Prototype By Jimmy Patterson

There are many different paths a modeler can take when they start in Model railroading. Some choose the easygoing way and just buy what they find appealing. Some make their own railroad to model; designing the railroad to fit there wants and needs. Some go to the prospect of modeling a railroad purely by Prototype. There is nothing wrong with any of the 3 above. Nor is mixing any of the 3 a crime against model railroading. It's your hobby, do as you wish.

I ended up stuck between these 3 choices awhile back. I was attempting to do a strict prototype to the Santa Fe during the 90's. However I kept getting inspired by pictures of other roads and time frames and I would buy rolling stock to look like the picture, but didn't fit in the 90's at all. I traded off majority of the stuff that didn't work for cars that more closely matched my

era. I was trying to get a "professional" look but it didn't seem to be working for me. I wasn't about to give up my first car kit, a GN 50' boxcar that had a roof walk. By my era of the 90's, roof walks on mainline trains were a thing of the past, and by FRA rules, I couldn't even run roof walks unless they were lettered for Santa Fe.

However I kept on running it, When I had a hodgepodge of cars from different eras and roads prior to that, but I noticed that when I ran the GN boxcar in a train that mostly consisted of era appropriate cars, it didn't seem to throw the whole thing off.

That's when I realized that so long as I didn't run too many out of place cars, the train still looked right. My train I have at the club looks right at home for the 80's however if you look in the train, there are 2 cars that don't really

belong in there, but don't look too out of place because there are only 2 of them in the train. There is a Santa Fe 40' Grain Boxcar that's entire series had been removed during the 60's and a DM&IR 40' gondola that would have been scrapped about 25 years before my era.

I have things that don't really fit in with my era, but they still make one heck of a good-looking train. When we where at Dayton this weekend I picked up several cars that are a bit old for my era, but they still fit in pretty nice. So long as I keep my 80's fleet outnumbering the older stuff, I'm good.

Point is, not everything has to be dead on to look nice.

## Train Word Search By Roger Crigger

Can you find the Locomotive types, Passenger and Freight cars below? Answer Key will be in next month's newsletter.

### Locomotives, Passenger, and Freight Cars

R Z O G N F B W T A E L K E Q W P T A T A H E E L  
X C B O N S X W Z G R T L G Z N H S F Q W I G K Z  
N V S C B I A J A E G S T F B Y M D U A Y X N R I  
K Q E J O S P G L E S E I D D B O K Y X S S U K N  
C K R D B V G E P T U O Z E C M W P B O O L O B H  
K Y V J C A E Z E K T A J J E B U F M X X G L M P  
C P A S B N M R K L G M F Q W A M I M K C F L G U  
O D T G P T G V E F S E P D H B S A J W O L T U E  
A E I L C G J F F D B N A B U Y K I A F U A R T A  
C P O W I X I P Q S X C S W J R I O D S H T Y N D  
H O N X P G E C W Y T S M C A Q I E U R H C M R X  
C I R T C E L E D F Q U O C E Q J C Z A Y A R N P  
V C D Q P P L K F C J R X Q J E U V M C N R P S W  
U C N W Z S G I R C F O Y A D W B K Y H I G R J H  
S K G C N O T S K H B X P O R X D G A H W K K T X  
D W Z O N H G E K P L C U E X B X B I Q Y C B H X  
T Z T D D I K G A T J B W J B S K J K C G A A L J  
P U O U M G B H V M L E A U S R F E U V W R D D D  
W L M L O B N V Y E A E J K N A T W O P G O C P R  
A T T K C A M I S X S X R S J G E G D Z W T L V D  
B I L E V E L T N A M Q L L Q B N D U G M U C S G  
H O P P E R A H K I Z Y T O A U U Z E D R A A K Q  
R U B Z Z C T S X Y D A P F H M C K W P L H M Z V  
A D T M K E I O N I Q L H R V M T A U Y O Z Y O Q  
L B G V E W R D A N Q T T R D S X J D R C T H V I

| <u>Locomotives Types</u> | <u>Passenger Cars</u> | <u>Freight Cars</u> |
|--------------------------|-----------------------|---------------------|
| Diesel                   | Baggage               | Autorack            |
| Electric                 | Coach                 | Bilevel             |
| Steam                    | Dining                | Boxcar              |
|                          | Dome                  | Covered hopper      |
|                          | Lounge                | Doublestack         |
|                          | Observation           | Flatcar             |
|                          | Sleeping              | Gondola             |
|                          |                       | Hopper              |
|                          |                       | Tank                |