



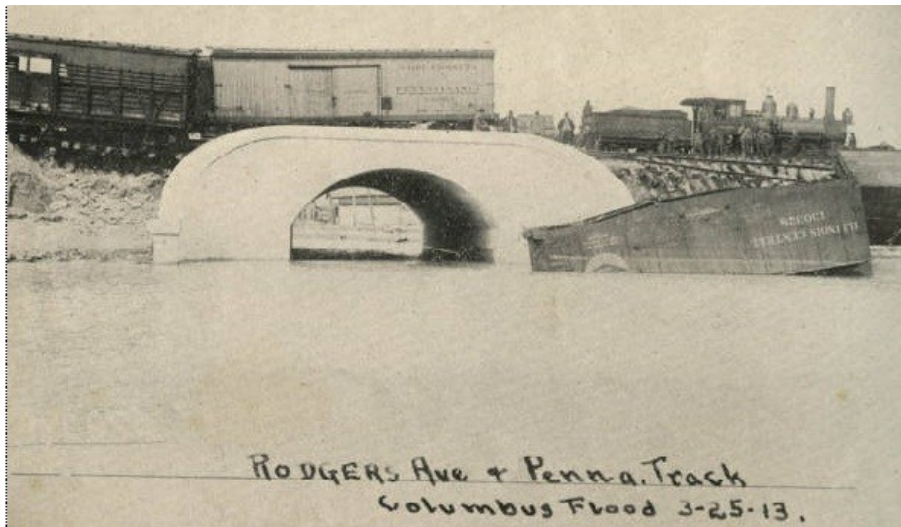
THE TRAIN MASTER



Newsletter of the Janis Center Railroad Club
October-November 2010

The Bridges of Franklin County

part 5



Pennsylvania Railroad bridge on Columbus' West side on Rogers Ave, just South of McKinley Ave during the 1913 flood.



Same bridge nearly 100 years later. The boxcar on the ground above would have ended up just about where the tree in the front yard of the house now stands. While this bridge is narrow, the bridge in the next issue of *The Train Master* makes this one look huge.

Cuyahoga Valley Scenic Railroad Steam Days

Complete track tour – Cleveland to Canton

September 19th, 2010



Thanks to Dan Weatherby, the Janis Center Railroad Club was given exclusive use of CVSR's Saint Lucie Sound observation car for the trip. Cleveland to Canton and back with lunch and a photo runby of the train.



First photo: Loading the train in Rockbridge, a Cleveland suburb for the trip South.

2nd Photo: Club members on the train. The Saint Lucie Sound was attached just behind the steam engine and the crew dorm and supply car.



Photos 1 & 2: Bob Harmon and other club members in the Saint Lucie Sound.
Photo 3: The Goodyear Airdock. World's largest freestanding structure and once home to Dirigibles and the Goodyear blimps.
Photo 4: Lunch in Canton
Photos 5 & 6: Th Saint Lucie Sound



Photos 1-3: NKP 765, currently the largest operating steam engine East of the Mississippi in Canton and on the photo runby.

Photo 4: Covered wagon providing extra power on the opposite end of the train.

Photo 5: Ken Smith in the rear of the Saint Lucie Sound during the runby.

Photo 6: Two determined fans who followed the train to Canton and back.

Railway museum slipping off the tracks

Worthington attraction closed as leaders ponder its survival



Image: Chris Howell.

Illinois Terminal Car 450 involved in Memorial Day mishap

Wednesday, September 8, 2010 02:53 AM

By Dean Narciso

THE COLUMBUS DISPATCH

The signs outside the Ohio Railway Museum say it all.

"Due to technical issues we are closed."

For how long and at what cost have yet to be figured out.

The Worthington museum has struggled over the years, with too few volunteers, uncertain revenue and the challenge of making hulking old trains interesting and safe.

The problems came to a boil at the start of summer, when a trolley-car pole, used to connect trains with power lines, snagged, bending the pole and taking down the lines.

The 600-volt lines sparked and snapped, breaking a tripper switch in the control building and smashing out the streetcar's windows.

No one was injured in the Memorial Day weekend mishap, but it caused the museum's leadership to halt operations and reconsider its future.

"Trying to turn around 30 years of neglect with five or six volunteers on the weekend is not going to happen in a day," said Chris Howell, the Ohio Railway Museum's president for the past year.

Revenue from the summer and fall typically carries the museum through the winter. And the popular "Ghost Trolley" in October is uncertain.

Howell said previous museum officials had not spent enough on cleaning up the rail yard or protecting its historic cars, including some of the oldest streetcars in Columbus.

The museum, along Proprietors Road just west of Rt. 161, is run by a nonprofit board of directors.

A few years ago, "There were literally just piles of junk all over," Howell said. "It's one thing to have people expect to see some rust - it's old. But to have to step over piles - broken windows and heaps of metal - it was just a safety risk."

Howell met with Worthington City Councilman Scott Myers and other city officials this summer.

"The city has had some concerns about the deterioration of the site," Myers said. "They left the impression that they were working pretty darn hard to restore the site."

He said the group would like to extend its rail lines south toward Indianola Park, making itself more of an excursion and less of a museum.

"They want to be able to run Saturday-morning lines up those tracks and back," said Myers, who has a soft spot for trains, stemming from his college days.

"If they can get a fundraising base or endowment in there, I would support their efforts, personally."

But it won't be easy.

"It's a herculean task with the limited resources they have," Myers said.

2010 UPDATE (where is N&W 578 ?)

7/20/10

For those of you who read this we wanted to get an update out there as to what is going on at the ORM. Well as some of you that have driven by have noticed a lot is going on. The biggest is that you are not currently able to see the N&W Steam engine #578... Not to worry it is still there, It has been moved behind some of the other equipment in order to allow us space to rebuild the track that it normally sits on when it is out in front. That track became very unstable for the loco to remain there safely so the museums' staff decided it was time to rebuild the track. Over the past 6 months the museum has purchased 200 relay ties which will be used in the rebuilding process. The volunteers have remove all the old ties and are in the process of regrading and leveling the ground where the new ties will lay. Unfortunately there has been some delays in the rebuilding process which have forced the museum to remain closed until these projects and delays are completed, because of the size and nature of the projects the ORM Staff and Board decided for the safety of visitors that we would remain closed.. We will try our best to keep everyone updated as to the progress...

Group wants to rehab trolley barn to anchor area's revitalization

From the Columbus Dispatch
September 2, 2010



In 1948 this building was referred to as the "Paint Shop". It faced on Kelton Avenue and sided on Oak Street. To the left of the Paint Shop was a large carhouse which has been torn down. Across Oak Street in what is now an open grassed field was a four track yard accessed from Kelton Avenue.

By Mark Ferencik

THE COLUMBUS DISPATCH

Trolleys are long gone from Columbus streets, but a reminder of those days rests just south of Franklin Park.

A large brick trolley barn sits at Oak Street and Kelton Avenue, one of six buildings there that served the city's trolley system for decades before streetcars faded.

Now there's an effort to try to redevelop the site to serve not only as a neighborhood anchor but spur revitalization around it.

The Columbus Compact, a nonprofit development group, will host a public meeting from 10 a.m. to 2p.m. Saturday at Central Community House, 1150 E. Main St., to gather ideas.

The Neighborhood Design Center, a nonprofit group that does planning and design work for inner-city neighborhoods, also is involved.

"This can really be a center of community activity," said Jonathan Beard, the compact's president and CEO. "It should be thriving, full of life."

Beard said he sees a multi-use development site with at least 50,000 square feet. He said some people have suggested a farmers market, or perhaps an antiques center. Others have mentioned an event space for gatherings.

Rehabbing the buildings would cost at least \$5million, he said.

Randy Black, the city's historic preservation officer, thinks the buildings should be rescued.

"They're important history to the city," he said. "They go back to the first ring of trolley suburbs."

More than 100 years ago, there were as many as 12 trolley barns citywide.

Records indicate a trolley barn has been on the Oak Street site as far back as 1890. The Franklin County auditor's office lists an 1887 date. A report prepared for the compact says the buildings were built between 1880 and 1920, when scores of trolleys crisscrossed the city and ferried commuters to work and families to ballgames and parks.

According to a record from 1920, the Columbus Railway Power & Light Co. owned the buildings on the 3-acre site. They were a car storage building, a paint shop, a car house, a machine shop, an auto store building and an office building.

Trolley tracks still lead from one of the buildings toward Oak Street.



This is the old shop building with the front wall missing. You can still see streetcar tracks in the floor. The black circular frame hanging from the ceiling is what remains of the hoist used to pull tractions motors out of streetcar trucks. This hoist can be seen in a late 1890's photo taken inside the shop. Between 1898 and 1902 The Columbus Railway Co. build some streetcar bodies in this shop. Until the very end this is the building where heavy maintenance was performed on all their equipment. The photo was taken from Oak Street. The Paint Shop is on the left of the photo and the office building on the right.

"These buildings are stout," said Al Berthold, the Neighborhood Design Center's executive director. "The walls are too thick. The wood's too thick."

But time has taken a toll. Black lists the overall condition of the buildings as "poor" to "fair."

Berwick resident Minnie McGee bought the site in 2003 for \$231,000. Beard said he has a development agreement with McGee, who could not be reached for comment.

Beard said he has applied to Columbus-based nonprofit Finance Fund for a planning grant.

He also has created a Friends of Franklin Park Trolley Barn Facebook page and distributed 500 fliers to neighborhood residents about Saturday's meeting.

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Transportation Museum in Bellefontaine

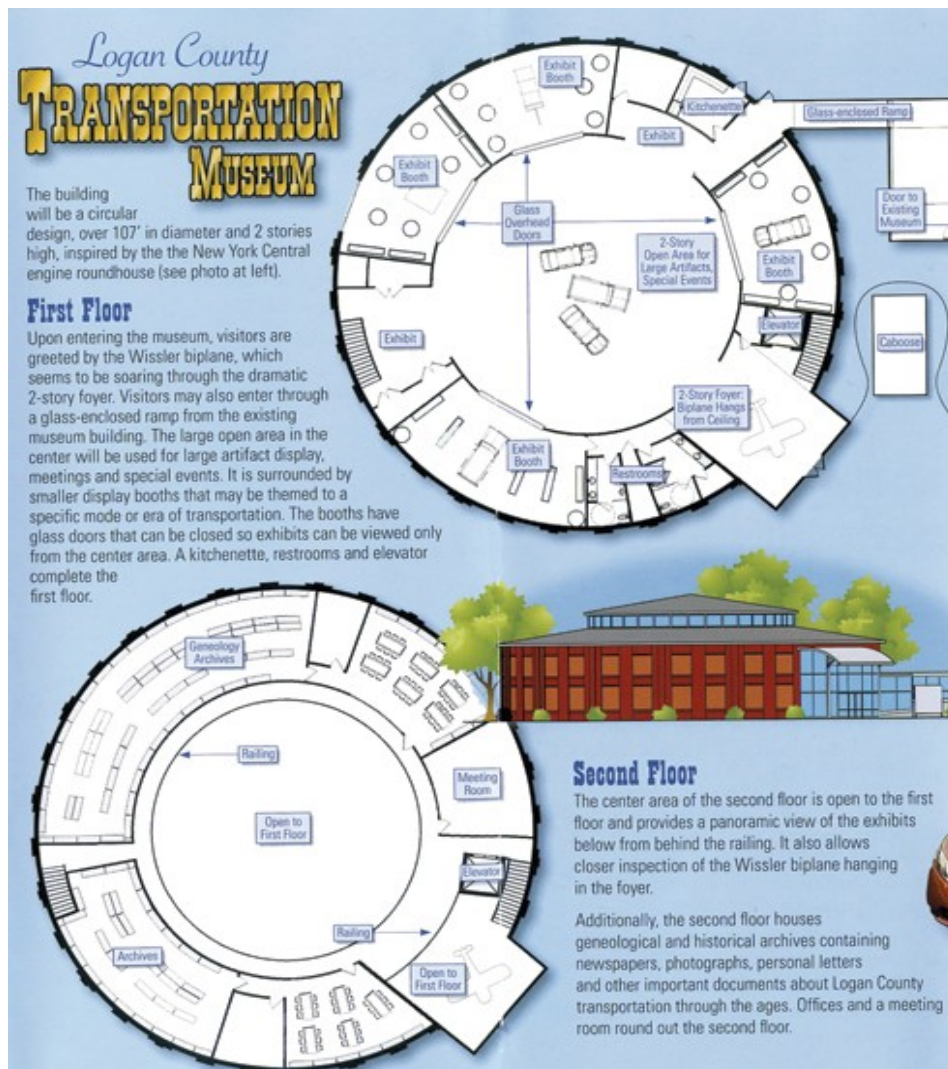
State grant to fund most of \$3 million project

From a story printed in the Bellefontaine Examiner

It's been more than 25 years since the Big Four Roundhouse was demolished, but the structure that had a major impact on Bellefontaine's development is getting a new life.

While the \$3 million museum designed as a tribute to the historic facility will not be an exact replica, it will be an ideal place to showcase the importance of the transportation industry on the area's livelihood.

"The roundhouse had such a huge influence on the development of Logan County," she said. "We want to use the architecture as much as possible to convey that history."



The story gives details on the attempt to get funding for this museum, in which the state will fund 80 % of the cost, and the locals 20%.

Janis Center Railroad Club

August 2010 Meeting

The meeting was called to order on August 11th 2010 at 12:34pm. There were 13 members present.

The minutes from the July meeting were read and approved with corrections. The treasurer's report was read and approved. The club currently has a balance of \$4367.75 not including State Fair donations. State Fair donations will be accounted for later.

Greg Immel was approved as a member.

2-3 people still have yet to pay dues.

The members committee has mounted the plaques for fallen past members.

Congratulations were given to those that worked the fair., especially Craig Blair and Tim Bretz for attempting to publicize the club's presence in the Janis Center. The club will look into getting more publicity for the 2011 State Fair.

Information needs updated in railroad magazines and web sites. Tim Bretz will look into it.

Battery problems with the remotes caused several problems during the fair. At least one remote had bad contacts.

The turntable was returned to full functionality during the fair and was a popular item on the layout.

Red line issues were discussed. The electrical committee will look into it. A track manual is needed to operate red line.

Scenery committee is still working on the trailer court.

It was reported that Don Weatherby commented on the thought to install cross bucks and flashers on the layout that the project had been attempted previously without success due to the fragile nature of the gate arms.

Maintenance of the club's web page was discussed. Dan Weatherby will be contacted regarding access to the club web site.

Bob Reinsheld was nominated for honorary club membership. The motion was approved.

The meeting adjourned at 1:27pm



The Great Train Expo
America's Coast to Coast Train Show

November 20-21st at the Ohio State Fairgrounds

Janis Center Railroad Club September 2010 Meeting

The meeting was called to order on September 1st 2010 at 12:33pm. There were 16 members present.

The August minutes and Treasurer's reports were read and approved. The club had a balance of \$4668.37 from all sources as of August 31st 2010.

Thanks were given to Oscar for filing the club's information with the IRS. Filing is now required for all non-profit organizations by May 15th of each year.

The club's constitution has been revised and posted in the club room.

The club has dropped 3 members but has also added 3 new members recently.

A new remote has been purchased to replace the current red remote.

It was reported that the turntable power rheostat became very hot during Fair operations.

New members will be given an operations checklist and quiz before they are allowed to work the layout on their own.

Dan is still working on the club web page and e-mail.

The scenery committee reported that trailers had been added to the trailer park and a bus with lights was to be added later.

A major debate took place on arranging for the club to provide a bus for members for the upcoming Cuyahoga Valley Scenic Railroad trip on September 19th. The motion was voted down by those present. Suitable alternate transportation was offered by those attending.

New member Daryl Stephenson was introduced.

A nominating committee for club officers for 2011 is needed.

A new member roster was posted.

The meeting adjourned at 1:27pm.

7 Ways to Eliminate Model Train Derailments



Are you frustrated because your model trains derail from time to time?

This was a major frustration for me. I would fix one section of the track and the next day the train would derail on another section.

It frustrated me to the point of wanting to give the hobby away..!

A smooth running model train is a dream for most model train beginners. But it is actually quite easy to achieve with a little attention to detail.

Here are 7 ways to stop your model train derailing:

1 – Ensure every joint on your track is level, aligned and properly fitted.

Sounds like common sense? But poorly assembled track joints are the worst offenders for derailing model trains.

Slide your finger across the joint. It should feel level with the gap between the tracks kept to the absolute minimum. I solder my joints because this stops any problems with expansion and contraction opening and closing of the joints.

With a small file I am able to create a continuously level track and have a beautifully smooth running model train.

2 – Check your track gauge on joints, turnouts and frog assemblies.

Another common problem for model train derailments is incorrect track gauge. A tight track gauge will cause the wheels to climb up and derail off the track.

A wide track gauge will also derail your model train as the wheel flanges can not span the track properly. The gauge can be adjusted using a soldering iron to gently heat the rail, moving the rail to the correct position and allowing it to cool.

3 – Check your switch points for sharpness when they switch.

Some new switch points can be fairly blunt on the movable section where it strikes up against the stock rails. This can grab on the wheels and cause a model train derailment.

A small file can be used to gently smooth the moveable part of the points to allow a nice smooth transition. Remember to check the gauge in both positions.

4 – Check all your model train couplers.

A snagging coupler will cause model train derailments. Some new carriages can come with unpolished couplers which can catch and force derailments.

Clean off any rough edges and adjust the couplers for proper centering. The manufacturers usually provide these instructions.

5 – Add extra weight to your freight cars.

I find that most freight cars are too light and sometimes all the wheels do not contact the rails equally. By adding a small amount of weight to the cars your model train will run smoother and you will eliminate derailments, especially on the tight radius's.

Just make sure you add the weight as low as possible to the car and in the center, keeping a low center of gravity.

6 – Check all your wheel sets for proper operation.

Wheel sets that are out of gauge, not aligned or moving freely will cause your model train to derail. Check your wheel sets and make sure that your carriages are not crabbing and forcing the wheel flanges into the rail, making it prone to derail.

The carriages should rock freely to take up any small imperfections in your track.

7 – Lubricate the squeaks.

Sometimes the smallest drop of light oil will cure a problem with your model train derailing. An unlubricated or snaggy wheel, or coupler, can cause a slight tip over, or jar, which usually forces the wheel flange to snag the rail and derail your model train.

Oil attracts dust and can damage paintwork, so make sure you use only the smallest amount required.

Now you have no reason to put up with your model train derailing.

It usually comes down to a small bit of maintenance from time to time. With the quality most manufacturers are producing today, and some ongoing maintenance, you can make model train derailments a thing of the past.