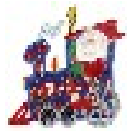


Happy Holidays



The Train Master



Newsletter of the Janis Center Railroad Club
December 2010-January 2011

The Bridges of Franklin County

Part 7

A tight fit even for Santa



On Alkire Road on Columbus Southwest side sits this old gem on the former B&O line to Cincinnati.



Janis Center Railroad Club October 2010 Meeting

The meeting was called to order at 12:47pm. There were 14 members present.

The minutes were read and approved with corrections. The Treasurer's report was read and approved. The club has a balance of \$4611.42 from all sources as of September 30, 2010.

The club has three prospective new members and a returning old member.

The club excursion on the Cuyahoga Valley Scenic Railroad was deemed a success. Pictures will be circulated as soon as possible.

The Electrical committee reported crossover switch tracks to Green and Blue were malfunctioning. After an inspection of the wires failed to turn up any faults, the battery charger was checked and found to be dropping voltage under load. The battery charger was repaired and appears to be working. The next project involves rewiring the Blue #17 switch.

The new remote system was to be installed on the Red line.

A lengthy discussion ensued involving the club purchasing DCC controllers or for members to continue supplying their own. The discussion was tabled until later.

Scenery committee reported still working on the trailer park. They will also begin a bridge painting scene. About a dozen cars and trucks were loaned to the club. It was recommended that a planning committee get together to plan new projects for the layout.

The nominating committee for club officers recommended the current officers continue their posts. With no nominations from the floor, the motion was made and approved to accept the current officers to continue for 2011.

The meeting adjourned at 1:22pm

December 11, 2010 - 48th Buckeye Railroadiana & Model Train Show & Sale:

Columbus, Ohio: Saturday, 9 am - 4 pm in the Lausche Building. Ohio Expo Center, Columbus, Ohio. Ohio's largest combination model and artifact show. FOR MORE INFO: Golden Spike Enterprises, 3106 N. Rochester Street, Arlington, VA 22213. Phone (703) 536-2954, Fax = (703) 241-7027 ; Email: rrshows@aol.com; Website(s):

<http://www.gserr.com/>

Janis Center Railroad Club

November 2010 Meeting

The meeting was called to order on November 3, 2010 at 12:43pm. There were 12 members present.

The October meeting minutes were read and approved. The Treasurer was absent.

A motion was made and approved to continue the current dues rates for members.

Barker Nelson was reported to be working on the members photos. Tim Bretz will be scanning the pictures.

The Track Committee sent the defective receivers to Aristo Craft for repair. They have been returned but not tested.

The Green controller was reported to have been found damaged and temporarily repaired with tape. It is not functioning completely.

One of the switch tracks on Green had a bad toggle switch which was replaced. Future work will be done on turntable and switch 17.

President Harmon brought up entering the track layout into a computer program to map the layout.

One of the Union Pacific Proto E-8s has a bad motor.

Scenery Committee reported hotel area lights not working earlier in the month. An investigation found the lights had been unplugged. They were plugged back in and wrapped with tape to prevent unplugging. Later, the plug was found to have been unplugged and plugged back in again with the tape removed. All members are asked to leave plugged wires alone. The scenery committee also is asking members for input for projects on the layout.

The Janis Center is hosting a holiday bazaar on December 3rd. The club has been asked to set up a small display.

The club will look into a trip to the Cincinnati Museum Center at Cincinnati's Union Station.

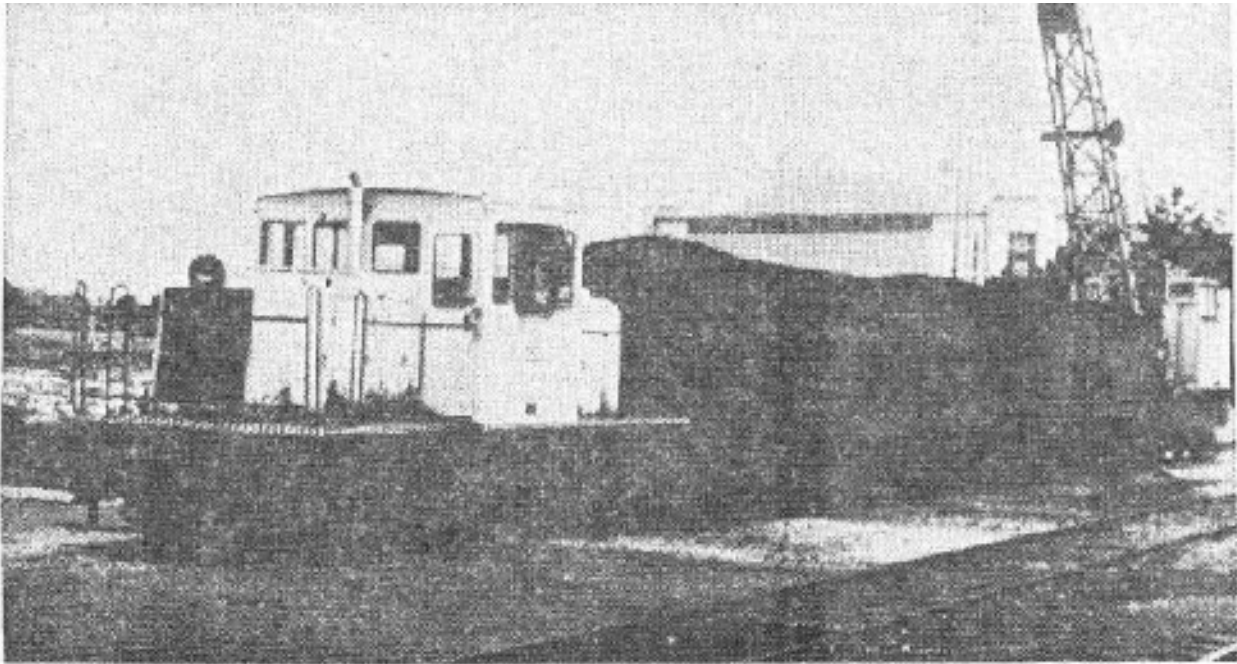
The meeting was adjourned at 1:15pm



A 1953 view of the Columbus Union Station area from the collection of Bill Savage.

Ohio State's Railroad

Author: Kyle Montgomery
From: Ohio Valley Railroads



As a student at Ohio State, I take particular interest in our local railway history. Nothing is more local than a railway that runs right through the center of campus. While I was aware that at one point a long coal spur ran to the power plant, I never had been able to find the right resources to write a more substantial article.

That changed the other day when I discovered the Lantern's on-line archive. The Lantern, Ohio State's Student Newspaper, has been continuously published since 1881. I found a number of articles describing key features of the school's private, industrial railroad and was able to piece together enough for this article.



Circa 1912

The industrial spur that was Ohio State's railroad was originally built in 1909 to transport coal from the C&O mainline on west campus (then part of the Hocking Valley) to the school's power plant. It was two and a half miles long and ran all the way to the original university power plant, located behind University Hall in the open area where the Brown Hall Annex used to stand. From there, the line ran north to Woody Hayes Drive (then Stadium Drive) where it turned west and ran for a bit in and along the roadway. The track then crossed the Olentangy River in the middle of the two-lane road. On West Campus the track turned north one final time to make its connection with the C&O, just short of the Lane Avenue crossing (the underpass not being built until 1956).

Construction costs for the University (including the bridge over the Olentangy) were \$39,500. Additional tracks were later added with the addition of the McCracken Power Plant in 1918, and temporary tracks were sometimes laid to campus construction sites.

After the spur's initial construction, the railroad's own switch engines were used to spot coal cars at the power plant as well as for the occasional special movement. Typical locomotives to be seen on the spur included 0-8-0's, 2-8-0's, and the occasional 2-8-2's. Larger engines were prevented from operating at OSU due to weight restrictions on the Olentangy bridge. After World War II, Ohio State acquired their small industrial locomotive to assist with local switching duties. The war surplus GE 45-ton switcher was used for local coal switching as well as moving coal cinders to the dumping pit (located near the French Field House).



The 1948 Freedom Train parks on Stadium/Woody Hayes Drive and allows the public to tour its exhibits. This photo demonstrates how the railroad spur shared space with the road. This bridge replaced the original railroad-only bridge in 1923. It was in-turn replaced by a wider road bridge in 2004. Photo taken from *The Lantern*.

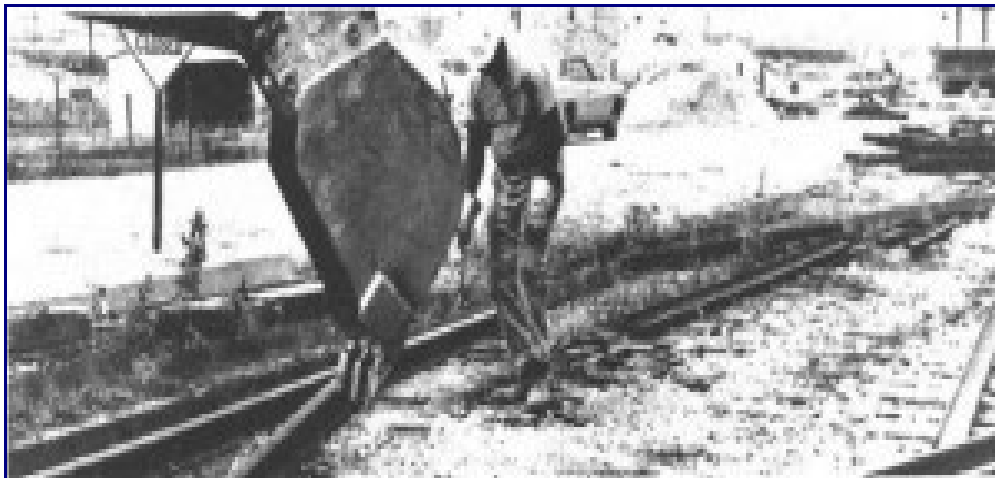
Rolling stock owned by OSU included a few hoppers and two cranes. The older steam crane was built in 1917, while the second diesel crane was acquired a number of years later. The cranes were used for offloading equipment and unloading the cinder cars. There are also records of the university owning two private passenger cars.

The railroad was used to move everything from coal to science equipment. It hauled the construction materials for the William Oxley Thompson Library, Ohio Stadium, St. John Arena, Mershon Auditorium, French Field House, and numerous smaller classrooms. It brought in special equipment for science laboratories. Basic school materials also came in by rail. Items like paper were spotted at the Central Receiving Warehouse. At one point athletics brought in a load of clay to repair the tennis courts.

Quite possibly the railroad is most remembered for hosting “Scarlet and Gray Specials” that carried Ohio State football fans to far away games. In 1909 a round trip to Ann Arbor could be had for \$2. Other team’s fans and football specials from elsewhere in the state also arrived on Ohio State’s tracks. Up to six passenger trains could be stuffed into the tracks around the stadium (although six trains were rare and required the use of the west campus mains). After disembarking passengers, the specials moved to the C&O’s Yard A for servicing, and were back on the OSU spur before the game was over.

On September 5, 1948 a “Freedom Train” stopped and visited Ohio State, carrying with it original copies of the U.S. Constitution, Bill of Rights, and Declaration of Independence.

During the C&O years, a local operating out of Parson’s Yard known as the “Pole Job” was responsible for servicing the school. It arrived from the south and then backed onto the spur. Due to the extensive amount of street running, the train was generally escorted into campus by the University Police. A patrol car would clear the street ahead of the caboose as the train shoved back towards the power plant.

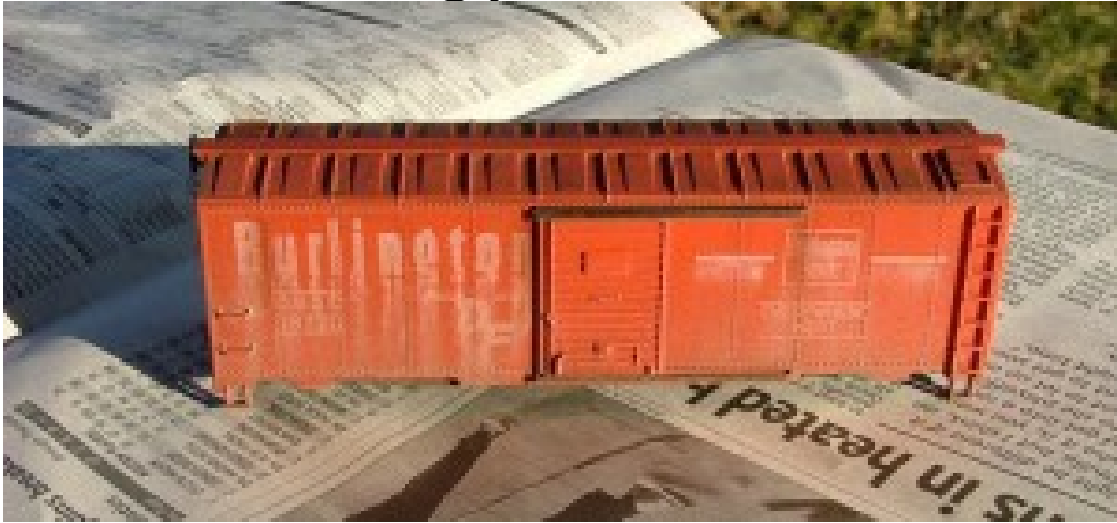


The End of the Line

Around 1957, OSU began receiving coal by truck due to its cheaper cost. The little engine was still started once a month in order to maintain it, but most of the incoming supplies were handled by the C&O.

In the late 1960s, the power plant’s boilers were converted one-by-one from coal to their present day configuration of natural gas turbines. By 1970, with the railroad no longer in use, no attempt was made to integrate continued access with the design of the 315 Expressway. Construction of the highway severed the line at the C&O end, and the rest of the tracks were removed by mid-July. For a time Ohio State used the Lane Avenue Team Track, transitioning over time to all truck delivery.).

Weathering your model trains



Why should you weather your model trains?

If you are just getting started with model trains, or you have been enjoying this hobby for a long time, there are many different things that you can do to make your model train layout look more realistic.

You may have already spent a lot of time making sure that your models are to scale, but if you want your model railroad to look real, you have to avoid it looking too new!

Having objects in your train set look too shiny or too new can be quite distracting.

This is why you need to think about how to weather them.

Weathering is the process by which you can make new objects look distressed and more worn.

It can be instrumental in how you take your model train set to the next level.

One product that you should have on hand when you are thinking about weathering metal objects on your train set is a can of Rustall.

This is a simple aerosol spray that will allow you to put touches, or even whole finishes of rust on various bits of your model set. It works best on a surface that has been primed or that otherwise has some tooth to it, allowing the mixture to settle.

When you spray something with Rustall, you'll have a great look of rusted metal and the more you spray on, the more weathered the object looks.

When you are thinking about adding brick buildings to your model train layout, think about how you can make the bricks look even more realistic.

Take some diluted latex paint in gray or buff and brush it carelessly across the face of the brick.

Then take a rag and wipe the surface off while it is still wet. The paint stays in the channels between the brick when you do this and defines some bricks more than others.

When was the last time that you saw a roof that was perfectly shingled and detailed, especially when you are looking at older buildings?

You want to give your model train layout a homely and well worn look.

Using a craft knife, or a sharp flat object, gently pry up some of the shingles on your model train building. Missing shingles are a little much, but if you start prying some of the shingles out of their beddings, you will give more texture to the building as a whole.

One important tip to remember when you are painting on finishes is to let gravity help you and guide you.

Think about painting on a finish and having it drip a little.

This can look great, because in real life paint usually drips down.

However, if you are holding your structure upside down, this creates a drip pattern that is very different to what it should be in real life!

Take a moment to look at your finishes and to make sure that you are getting the drip pattern that you need.

Weathering is great fun and requires no special skills, just a willingness to give it a try.

Start with an old model or even some scrap plastic, until you are more confident.

By observing the older buildings in your area you will notice how the elements have faded the paint, corroded the metals, rotted the timber, etc.

This will give you many ideas that you can apply to your model train buildings.

Weathering your model train buildings, locomotives and cars will massively improve the realism and appeal of your model railroad.



The Ultimate Weathering Project

A trip to the Cincinnati Union Terminal Museum Friday December 10, 2010.



Yes, that's right. *Holiday Junction* and our *Toys Through Time* exhibit, plus tons of holiday programming and fun, are back and we want to see you!

Bring your family and friends this season to enjoy our whimsical 2,000-square-foot train display, *Holiday Junction*. Its theatrical background creates stages for model trains 48-times smaller than real life! Take in the exhibit and listen to holiday carolers, storytellers and participate in craft activities! Kids can climb aboard our riding train, *The Cincinnati*, and oh! Expect a visit from Santa himself! He will be making regular visits to the exhibit, so be sure to have the kids bring their lists.

After you explore *Holiday Junction*, head to the John A. Ruthven Exhibit Gallery to see *Toys Through Time*. Sharing this exhibit with your family and friends is great fun. It's like a stroll down memory lane where parents and grandparents, you can "show and tell" all about the toys you used to play with growing up. Makes for some fun conversations! This exhibit is free and open to the public.

The trip will include:

The Cincinnati Historical Museum, that has a Holiday Themed Model Railroad display.

A tour of Tower "A", the club room of The Cincinnati Railroad Club.

A trip to the Duke Energy Christmas display of model trains.

Lunch will be on your own, places to eat are located in the terminal.

The Columbus Rec. Van will leave the Janis Center at 8:00 am and will return that evening.

The price of the trip will be around \$16.00. The more people sign up the cheaper it will be.

Contact Bob Harmon at maize@aol.com by Wednesday December 8, 2010 if you are planning to go.



"Christmas Train"
by Franz Brown / John P Falstaff

Janis Center Railroad Club
600 East 11th Avenue
Columbus, OH 43211-2602