
ALL ABOARD

The Official Newsletter of the ORHS Spring 2009-2

SPRING PASSENGER EXCURSION, OPERATION LIFESAVER TRAINS
ORHS ACTIVITIES & INFORMATION, RAILROAD NEWS ITEMS

ORHS News From Your Editor, Richard Jacobs

Spring Passenger Excursion

The spring passenger excursion has been run, from Orrville to Bellevue to visit the Mad River and Nickel Plate museum. The train left Orrville at 8:30 AM and traveled west on the Wheeling & Lake Erie mainline. A stop was made at Lodi to board passengers from the Lodi Railroad Museum. The train then went on to Monroeville, where the passengers were picked up by Bellevue City Schools buses for the last 6 miles to the museum. A stop was made in Bellevue at St. John's Lutheran Church to pick up the box lunches for those who ordered them.

The train then went to the siding at Yeomans just east of Bellevue Yard Limits, along Ohio Route 18. The locomotives were moved to the east end of the train for the return trip, after a Wheeling freight cleared the line. Passengers were loaded at a plastic factory west of Monroeville, for the return trip. After stopping at Lodi to offload passengers, the train arrived in Orrville about 5:45 PM. The trip went well despite a little afternoon rain at the museum.

Thanks to Barbara Cormell, who staffs the concession car food counter, for the report and photos in the ORHS photo section on page 5. Thanks also to Bill Engel, our excursion coordinator for his input.

Operation Lifesaver Trains

The ORHS and the Wheeling & Lake Erie Railway operated six Operation Lifesaver safety trains during the week of May 11. The trains were operated for school districts of Fairless, Canton City, Chippewa, Green, Orrville HS and Elementary, and Norton Elementary. Thirty presentations were done by Bill and Sandy Engel in the six school districts over a nine day span, reaching about 1250 students. The ORHS staffed the trains along with the operating crews from the Wheeling. See Bill and Sandy's OLS report on page 4.

Excursion Ticket Office

The tickets for the spring passenger train excursion to Bellevue were processed by Renee Mc Luckie from the ORHS ticket office. Renee was quite busy this year, as she gave birth to a baby boy on April 13. Tickets were primarily ordered by phone using credit cards, and then processed with the bank by Renee. Bob Cutting and Roger Scott manned the phones taking the orders. They staffed the depot office for two months beginning from March 9. The Lodi Railroad Museum also sold tickets for the train. In summary, about 230 tickets were sold. Information sheets mailed with each ticket order were created by Richard Jacobs.

2009 ORHS Event Schedule

- **August 7 Friday night** Open House at the Orrville depot, and enjoy a *Gerber Chicken Barbecue* served 5-7 PM. Visit a Classic auto *Cruise-In* on West Market Street.
- **August 8, 10 AM to 5 PM** *Railroad Days* in Orrville with train and track car rides and other events, cold drinks and food at the Mc Gill Street crossing; Open House at the Orrville depot.
- **September 12-17** ORHS booth at the Wayne County Fair.
- **October 10** *Medina Loop / Fall Foliage* passenger train excursion.
- **October 17** *Jumpin' Pumpkin Jamboree* in Orrville with train and track car rides.
- **November 28** *Riding With Santa* trains and the *Holiday Open House* at the Orrville depot.
- **December 1** Christmas Dinner meeting in Orrville, awards, election of officers for 2010.

NOTES:

- All passenger excursions leave from Orrville,
- The Overnight trip to Pittsburgh will not be operated this year.
- To order tickets, call the depot at 330-683-2426. Ticket office open on Monday, Tuesday and Thursday **ONLY** from Noon to 4 PM.

For more information, visit the ORHS website at www.orrvillerailroad.com

Art Davis Passes On

On May 14, 2009, Art Davis, local Orrville train owner and operator passed on. He owned a railroad complex at the west edge of Orrville, OH, on a section of the former CA&C sub division of the Pennsylvania Railroad. Art was 92 at his passing. See Roger Scott's article about Art on pages 6 and 7.

ORHS Depot Activities

Planned events at the historic Orrville Union Depot include open houses for *Railroad Days*, the *Jumpin' Pumpkin Jamboree*, and *Christmas at the Depot*. There will be many displays, and snacks. The Gift Shop will be open for caps, shirts, books, dvd's and souvenirs.

The ORRVILLE RAILROAD HERITAGE SOCIETY Inc. (ORHS), founded by a small group of railroad enthusiasts in 1978, promotes the preservation of our Ohio railroad heritage. ORHS is a non-profit historical and educational organization based in Orrville, Ohio, a town that owes its very existence and development to the railroad industry. Membership is open to the general public and those interested in preserving the railroad heritage and history of Orrville and the surrounding area.

The Orrville Railroad Heritage Society holds monthly meetings at 7:00 PM on the first Tuesday of each month at the Orrville Union Depot at 145 South Depot Street, just off West Market. The December dinner meeting is held elsewhere. Those interested in learning about the ORHS, or joining, are certainly welcome!

ORHS 2009 EXECUTIVE COMMITTEE

CHAIRMAN

STEVE MAGIER 330-683-2729

PRESIDENT / PASSENGER CAR ATTENDANTS

JIM FULLER 330-497-7529

VICE PRESIDENT / FOOD SERVICE

ANNA DAVIDSON 330-682-6673

CO-SECRETARIES / MEMBERSHIP

SANDY ENGEL 330-854-4466

JANET FULLER 330-497-7529

TREASURER / EXCURSIONS

BILL ENGEL 330-854-4466

TICKET SALES

RENEE McLUCKIE 330-464-3046

SAFETY

DEAN MARK 330-695-4251

RENOVATION / SPECIAL ACTIVITIES

ROGER SCOTT 330-682-4372

GIFT SHOP

BOB CUTTING 330-698-2367

DONATIONS

LEE FITZSIMMONS 330-264-0576

RAIL EQUIPMENT

LARRY MARSHALL 330-682-4311

LOCOMOTIVE & TRAIN CREW

LYNN BUTTS 330-455-6391

ADRIAN ESKEW 330-484-1101

JOHN HARDING 330-939-4300

RICHARD WILLIAMS 330-494-2604

CHAIRMAN EMERITUS

HOWARD WADE STUART, FL

New ORHS Members

Welcome to the new members who have recently joined the ORHS in 2009. Glad to have you aboard!

ALL ABOARD

WE ENCOURAGE ORRVILLE and WAYNE COUNTY RESIDENTS, and ALL PEOPLE, to BECOME AWARE OF and INVOLVED with the ORHS.

Group tours to visit the Orrville Union Depot Museum can be arranged by contacting Roger Scott at 330-683-2426.

Recent Donations

Diane and Kurt Korfhage donated five cases of copier paper to the depot office. That will not only help the budget, but will last Roger and Jake a while.

Founding member **Howard Wade** donated several VHS tape sets, including one set of British Rail Journeys, another of Trains Unlimited from the History channel, and a six-tape set of Railroad Journeys Around The World. Howard also donated a Lionel ceramic PRR N5C cabin car (caboose).

Long-time ORHS member **Dennis Deeser** donated a 1978 Canal Days Festival fund-raising plate which shows the B&O railroad station in Canal Fulton, OH. The donation was a real coincidence, as a visit by Roger Scott to one of his wife's cousins in Canal Fulton resulted in him showing Roger a 1910 postcard with the very same picture on it. The plate and description of the railroad depots are shown on p8.

*The ORHS appreciates the donations,
Thank You!*

ORHS member Dick Williams mans the PA console on an Operation Lifesaver train. Bill Engel photo

Please remember to always

“Look, Listen, and Live”

When you come to the railroad grade crossings.

From the Chairman

By Steve Magier

June 2, 2009

Dear ORHS Members,

Your help is needed on two very important projects for the Society.

The first involves our passenger car fleet. The cars are structurally and mechanically (wheels and brakes) sound. However, the cars need work on the interior, particularly air conditioning on car 102, 104 and 106, and upholstery work on car 103. Air conditioning repairs on car 106 alone could run \$4000.

There is also a need to work on the Block Tower. Roger Scott has applied for a grant to help with the roof, which requires matching funds. Besides the roof, the tower needs other repairs to make it a viable attraction.

You may assist with cash donations, your volunteer labor, or donations of materials. The ORHS is an IRS 501(c)(3) organization. Donations are tax deductible to the extent allowed by law. Please note on your contribution how you would like us to use it.

We also have need of a person to work with the Executive Committee to research available sources of grant funding, and assist with writing applications for grants. If you would be willing to help, please contact me as soon as possible.

Sincerely,
Stephen C. Magier
Chairman

I send my Thanks to all the hard-working ORHS members who devoted time and effort to help make the Spring passenger excursion to the Mad River & Nickel Plate Museum a success. Thanks also to Mike and Donna Trout and their members of the Lodi Railroad Museum for their help, particularly with the ticket sales. The trip went well; many positive comments from pleased passengers were forthcoming after the trip. Thanks also to all those who helped with the Operation Lifesaver trains during May. Steve Magier

Thanks Wheeling!

The ORHS thanks the Wheeling & Lake Erie Railway and their employees for a fine passenger excursion to Bellevue, and Operation Lifesaver trains during May 2009.



ALL ABOARD WHAT'S HAPPENING UP THE TRACKS IN LODI?

Hello ORHS members! On behalf of the Lodi Railroad Museum (LRRM), I would like to thank the W&LE and the ORHS for including us in the museum trip on May 16th, 2009. It was a great way for us to gain exposure and make well needed money for the LRRM. We were greatly helped by the Village of Lodi, from Mayor Dan Goodrow, on down the line. I was peacock proud of the LRRM personnel on their first car attendant duties. We now have more people to help with the Operation Lifesaver trains.

We are continuing our drive to attain the \$8,500 needed for our Historical Structures Report (HSR). With this report, we will be eligible for grant monies. The LRRM has created "golden" railroad spikes to commemorate the Lodi Depot's centennial this year. Only 100 spikes will be sold for \$15 each. 100% of the money will go to the LRRM.

At this time, I would like to thank those of you who have joined our museum group. What that tells me is that you believe in the mission to preserve and restore that grand old building in Lodi! Whether it is Lodi or Orrville, it's worth the cost, time and energy! If you would like to become a member or purchase one of the centennial spikes, call me at (419)-853-4735.

In closing, I would like to say how grateful we are for having the friendship with you and we are looking forward to working with you in the future!

Sincerely,
Michael E. Trout, Chairman of the LRRM

Mowing, Brush Cutting, and Other Work Along the Siding

By Dean Mark

Spring is here, and the grass is growing faster than we can keep up! I wanted to be sure to thank the folks that have stepped up to help, so far this spring. John Harding has been in twice, with his commercial mower, to help out. Lee Fitzsimmons has been in once with his commercial mower, as well. Lee has also assisted in the servicing and repair of the group's Cub Cadet. Roy Carmony has been in on a number of occasions to help with the cutting back project. We are trying to clean up and push back brush, along the right-of-way, on the west end of the Orrville Branch. Ralph Schaffer and Paul Brennemen have both volunteered to take a turn or two at the mowing this summer, for us.

Plans call for some landscaping work to be performed sometime yet this spring, to dress up the bank across from the Depot, with several loads of limestone. Any one that can help with that, please call the number below.

We are also looking at possibly building a small moveable building near the McGill St. crossing, to act as a storage location for the ORHS mower. It may also include a small selling point, for tickets, and maybe even a little food service. Any input, and of course volunteers to help with the construction, is greatly appreciated.

It would be really nice if we could get one or two more individuals to run the riding mower for us, from time to time. If you can volunteer, please call me at 330-695-4251.



Operation Lifesaver News

By Bill Engel

Spring 2009 was the eleventh year of ORHS participation in Operation Lifesaver student safety trains. The first train of the season ran on Tuesday May 12 originating at the W&LE headquarters in Brewster. Two trips were operated carrying 10th graders and 4th graders from the Fairless Local Schools. Both trips went north through Navarre. After waiting for a Brewster bound freight train to clear the train moved to Canton. Arriving at MP60 in Canton the train picked up a group of Hartford Middle School students and took them toward Gambinus Yard and the Timken Faircrest Plant before returning to MP60. After a day off on May 13 it was off to Smithville for two trips on May 14. Chippewa High School 10th graders rode the first trip while the second trip carried Green Local Schools 4th graders. Both of these trips went west toward Lodi.

On Friday May 15 the trains ran from McGill Street in Orrville. Norton 4th graders rode a 10:00 AM trip that went toward Lodi. Special guests on the 10:00AM trip were a group of Amish students from Dundee. Orrville 4th graders enjoyed a 1:00 PM ride which went east toward Brewster.

Our final day of spring safety trains was on Monday, May 18. This train picked up ORHS volunteers at Brewster at 7:00 AM and departed eastbound for Jewett. The Jewett students were picked up about 9:30 AM and the train continued to Hopedale for a second group of Harrison County students. We then continued east nearly to Mingo Jct. before turning back west. The students were dropped off at their respective starting points. Our faithful volunteers then got to enjoy lunch and a social time as the train ran back to Brewster. A special thanks goes to Larry Marshall for allowing use of his car on this trip both for serving breakfast and lunch to the volunteers and as a place to enjoy the trip to and from Brewster. Sandy and I want to thank Jerry Beach, Bill and Janet Burkholder, Lynn and Becky Butts, Roy and Nancy Carmony, Denny Deeser, John Harding, Betty Jewell, Louella Miller, Dean Mark, Larry Marshall, Kaye Weitzel, Dick Williams and Tim Wolfe for all their help in making these student safety trains a success.

The train used for all the trips consisted of W&LE GP35 locomotive #102, with ORHS coaches 103, 104, 106 and 101. Power on the east end was our own ORHS #471. Larry Marshall's #3850 was added between the W&LE #102 and ORHS #103 for the trip on May 18 to Harrison County.

In other OL news Roy Carmony is hard at work on the 2009 Wayne County 4-H Railroad Safety Poster Contest. The 4-H contestants submit their poster entries for technical judging in July. Winning posters are then displayed during the Wayne County Fair in September.

It is difficult to make a statistical report interesting. But I did want to include the preliminary 2008 FRA statistics for Ohio in this article. There were 95 crashes at grade crossings in Ohio last year. These crashes resulted in 12 fatalities. This placed Ohio seventh in the nation in crashes. But there were 15 fatalities reported from trespassing incidents. It is clear we need to continue our efforts to educate the public to careful near train tracks.

(Right) Orrville Elementary school students board the Operation Lifesaver train at McGill Street, Orrville on May 15, 2009.
Bill Engel photo

ALL ABOARD

Treasurer's Report

By Bill Engel

I have one good news item to start my report with this time. Our insurance has been renewed for another year and, since we paid for extension of our old policy through May 31, 2009, we are now insured until May 31, 2010.

The bad news is that the spring excursion to Bellevue did not sell as many tickets as we had hoped for. With authority of the Executive Committee I have transferred \$10,000 from our Money Market (savings) account to the checking account. Even after this transfer our checking account is at a seriously low level. We need every member to promote our remaining 2009 excursion schedule (Medina Loop on October 10th and Santa Claus trains on November 28th) as well as the Railroad Days event August 7 & 8th and "Jumpin Pumkin" event on October 17th. Revenue from excursion ticket sales and special events is our major source of revenue.

Our 2008 Federal Tax Return of Organization Exempt From Income Tax was submitted to meet the May 15 deadline. As required by law a copy of this return is on file at the Depot for public inspection. Our 2008 Audit is also complete with no problems noted.

A copy of the audit report will also be on file at the depot.

Members owe Bob Cutting a big thank you for making recycling runs recently when needed. Please keep bringing your aluminum cans to the Depot for Roger and Bob to recycle.

Please remember that donations to the ORHS are tax deductible to the extent allowed by law. We would really welcome donations toward repairing the block tower roof and also toward repairs to the air conditioning on cars 104 and 106. We would also like to move forward on installing air conditioning in car 102 now that the new generator is in place. If you wish to donate to a particular project, please include a note with your donation. Any donation is welcome.

Ohio Rail Tourism Association News

By Bill Engel

The Ohio Rail Tourism Association held their 2009 Annual Conference in West Chester, OH on April 18th. ORHS members Bill and Sandy Engel attended. The host this year was Entertainment Junction a stunning indoor operating display of G-Scale model trains covering some 24,000 sq. ft. We had an excellent chance to network with key people from other groups similar to ours across Ohio such as Steve Wait and Mary Marshall. The highlight of the conference was an extensive behind the scenes tour of the G-Scale display.

Plans are already being made for ORTA's 2010 Annual Conference. The conference is usually scheduled in April. For more information about ORTA and future conferences visit their website at www.ohiorailtourism.org.

ORHS Photos from our members

ORHS members Roger Scott, Barbara Cormell and Anna Davidson at the ORHS station on the *Orrville Bunny Trail*, April 4, 2009, at the Orrville Middle School
Richard Jacobs photos

ORHS crew members Deb Mark, Donna Shaffer and Bob Cutting man the gift shop aboard car #105 on the *Museum Flyer*, May 16, 2009.
Barbara Cormell photos

Passengers and crew leave the *Museum Flyer* train at Monroeville, on May 16, 2009, where they boarded Bellevue City Schools buses for the last 6 miles to the Mad River & Nickel Plate Museum.
Barbara Cormell photos

My Thoughts on Art Davis by Roger Scott

Mr. Art Davis, long time ORHS member, passed away on May 14th, two days before our spring excursion. The first time I met Art was on one of our early 1980's steam train rides. I think Mr. Bixler talked Art into joining our railroad club soon after it was formed. Both Howard Wade and Bob Bixler would talk people into joining since we needed the membership money; it was our only income in the beginning. Art was already a member when I joined in 1982. Art was one of the most colorful people I ever met. He owned a small apple orchard in Wooster, and would sometimes donate apple cider for our fall excursions. It was unaltered, and got really good about Christmas time.

Art also owned a little railroad yard on the south west edge of Orrville, called DABO (used rail equipment). When we purchased coach car 101, it was shipped there, since we were not dealing with Norfolk & Western Railroad to lease our rail spur at the time. The early work on the 101 was done at Art's.

I took a little tour of Art's railroad yard after he died, and counted 29 pieces of rolling stock still there. The most interesting items are his Brown Hoist Industrial Railroad steam cranes. There are still three of them out there. I think two are 250 ton cranes & one 350 ton. These types of cranes were used to clean up railroad wrecks, they are huge, and could pick up an upset steam locomotive and put it back on the track. Art let us use one of them in 1989 to load our N5C Conrail caboose onto a lowboy to transport it to our museum. At one time Art had four cranes, plus a smaller diesel or gasoline powered one which we borrowed once. A rail group from Galion purchased one of the cranes a good number of years ago with the intention of moving it to Galion to put on display. They did not work fast enough & when NS took over Conrail they refused to ship it since it had friction bearings. I think Conrail would have moved it for them, since they had brought it into Orrville for Art. At first the group tried to sell it to us, we had no use for it, and refused. Then they tried to give it to anybody who would take it. As I recall, in order to get rid of it, they cut it into pieces and sold it for scrap.

There is also a military MRS1 Alco diesel locomotive that saw service in Persia, now called Iran, during the Second World War. It is the smallest six axle diesel I have ever seen, and still runs. When it was overseas, they had to reshape the cab so it would fit thru the smaller tunnels. Art also had a small Baldwin steam locomotive that has a builder's plate that says 1917. I understand it came from a strip mine. It is affectionately referred to as the Jessie B 105. It still operates. On holiday weekends Art's buddies would fire it up and run it out to Sugar Creek (the stream, not the town) and back from South Crown Hill Road. It is probably almost a mile one way to Sugar Creek. They would toot the whistle, and soon a good crowd would gather to see what was going on. An interesting thing about the Jessie B, its coal tender came from the Detroit Toledo & Ironton Railroad. I noticed over the years Art had a lot of equipment stenciled with the DT&I logo. I was told Art worked for the B&O railroad, and a lot of his equipment is also stenciled with the B&O logo. I never thought much about the DT&I logos until I talked to some of Art's friends. It seems when Art was a boy, he would go down to the railroad yard and pester the engine crews until they would let him on a locomotive, and eventually they would let him ride along for a distance. They actually let him handle the throttle. One day a lanky man in a business suit climbed into the cab of the locomotive, rode and talked to the crew about how things were going. Art knew he should not be on the train, and didn't know

ALL ABOARD

who the guy was, so he kept quiet. He thought the man was a railroad official. When the man left, Art asked who the guy was, and was told it was Henry Ford; of the Ford Motor Co. they own the railroad. As I recall, Ford did own the DT&I for awhile.

I was also told Art, at one time, owned or co-owned, the steam locomotive #4070 that used to run on the Valley Railroad when Midwest Railway was running the show up there. The Cuyahoga Valley Railroad's phone number still has the numbers 4070. As far as I know, Midwest still owns the #4070 and stores it in an engine repair shed in Cleveland. Art went to railroad equipment auctions, and bought old rail cars, shipped them to Orrville to be cut up and scrapped out. He sometimes would hire crews to do this. He told me one time, money could be made if you did it right. At one time Art bought a bunch of wood sided cabooses, in order to get at the metal cheaply, he set them on fire to get rid of the wood. I bet the EPA liked that.

I also remember one time Art hired an Amish man to paint the inside of a rail tank car. I guess this is a common practice to hold down the rust when they fill them with liquid to be shipped. The only thing the man had to breath with was a paper dust filter mask. Art took off to run an errand, when he came back the Amish man had passed out from the fumes. The Orrville EMT squad was called to revive him.

I heard Art had some silver paint when we were painting the 105 roof for the first time. I asked Art if he would donate some of his paint, he said "Sure, let's go out to get it". When we got there, he said it was stored in the old caboose. The caboose was filled with one gallon pails of paint. For awhile Art painted everything silver.

Art also helped with Depot Days in the beginning, when we did a real railroad show. Art, Dean Mark, and Bixler would make arrangements with the Conrail local to bring some of Art's rolling stock up from his yard. I don't think Conrail at Pittsburgh knew we were doing it; they didn't get involved with Depot Days until later. Dennison did their RR days in May, ours was in June. A group of rail fans from Cleveland went nuts over Art's display and told us "Somebody from Dennison should see this, and take a lesson, they only have a carnival, and this is a real railroad show?" With Jerry Jacobson's help, Dennison did later have some good railroad shows.

Art and Bixler were doing railroad things long before the ORHS was formed. They were discussing a dinner train, a daily operation, to go from Beach City to Sugar Creek, but when we got involved with the main line steam trains they soon dropped that idea and worked on the steam trains. They ran the last train out of Holmesville just before the tracks were torn out. Art had some rolling stock stored there on what was left of the old CA&C main line, and asked Bixler to help him get them out while the tracks were still in place. The railroad had quit using the line. The CA&C was a victim of the 4th of July flood in 1969. The flood did 29 million dollars damage to the right of way from Orrville to Holmesville, and the railroad abandoned it. You could still get to Holmesville from the south through Columbus and Mt. Vernon. The dwindling number of customers on the line forced the railroad to abandon it too. They pulled up the signal equipment and rails for salvage. It is now an ever expanding Rails To Trails path used by hikers, bicycles and Amish buggies. During the last train out of Holmesville, Mrs. Bixler chased the train taking slides and home movies of the event. They were later made into a video program and shown at one of our early meetings.

Art had railroad equipment stored everywhere. I remember he had some coaches stored at Koppers in Orrville. Some kids broke into them and set off M-80 firecrackers in the toilet bowls and blew them apart. What a mess!

Art Davis article continued on page 7

Art Davis (cont) The ORHS purchased three box cars from Art. Two are used for storage; one was converted into a tool car. We still use them today at our rail spur. The third one was designed to haul new automobiles and has large doors at one end. It is a 1920's rail car, probably used for Model T's.

I asked Art one time if he thought we should ask politicians for help with grant money. He told me it would be more trouble when it would be worth, as grants always had strings attached to them, and he didn't like to suck up to politicians anyway.

In just the last few years Art sold two rail passenger cars to a fellow out east, I think New Jersey. He decided to ship them by highway instead of rail, and hired a special equipment mover with long low boys. When loaded, the first car got caught on the Route 57 grade crossing south of town, both rail and highway traffic were stopped for hours. Four weeks later they came for the second car; it went north out of town with no trouble. Later that summer I asked Art why the guy wanted to ship them by highway and not rail. He told me, "Well, you know Roger; some people have more money than they do brains."

The last year Art was out there, he did a lot of cleaning up, and scrapped out four rail cars. The yard looked nice.

Art spent the last two years in a Wooster nursing home. It will be interesting to see what his family does with all his toys. When I was out there, I noticed the weeds and trees taking over again. Art used to spray for weeds to hold them down; he will be sadly missed by all who knew him. Roger

An article below by Bonnie Knox from the Wooster Weekly News illustrates that railroad accidents are not new. Double-tracked crossings can be particularly dangerous.

Please be patient at all crossings -----

WAIT UNTIL THE GATES GO UP, OR THE LIGHTS STOP FLASHING, BEFORE CROSSING!

ALL ABOARD 29th Annual Railroad Days and 4th Weekend Of Wheels By Roger Scott

The 2009 Railroad Days will be held August 7 & 8, on Friday evening and Saturday all day. The depot museum will be open for tours both days. Weekend Of Wheels will be held the same weekend. The ORHS has agreed to be part of Weekend Of Wheels again this year.

Main Street Orrville will again sponsor Motorin' on Market auto Cruise-In starting at 5 PM Friday. The ORHS will hold their 4th annual Gerber chicken dinner the same Aug.7 evening, beginning at 5 PM also. This is a change from the first three years. This move to Friday will solve two problems. First we always had a man power problem when we served the chicken dinner on Saturday due to our members being busy with the train and track car rides. This year no one has events after 5 PM on Saturday, so there will be more spectators on Friday. Main Street Orrville has bands scheduled to perform at the new Corner Stone Park pagoda, and they plan to close Market St. for the events just as we did during Depot Days. The bands will go late, last year they played till 1 AM. The ORHS plans to serve popcorn and Jerry's Tavern will be selling beer & burgers, as they have in the past. This will be a fund raiser for Main Street Orrville. The Orrville Historical Museum, near our depot, will be open both days.

On Saturday, Aug 8, the depot will be open for tours and we will have train and track car rides at the Mc Gill street crossing. The depot museum will open at 10; the rides will start at 11 AM. If things go smoothly we should be done at 5 PM.

The Orrville Chamber of Commerce is going to be holding their 4th annual Touch-A-Truck at the JLG factory parking lot, at the other end of Chestnut St. from our train rides. Hours are from 11 AM to 2 PM. The Orrville cycle club plans to have children's bicycle races at Touch-A-Truck, and will be holding their 20th annual adult bicycle races at Wayne College on Sunday. This will wrap-up the 2009 Weekend of Wheels.

The ironic part of this is the cycle club used to hold their bicycle races in the JLG parking lots when it was Volvo. What goes around comes around! They used to call them Milk Jug races; Smith Dairy was a sponsor.

We will need plenty of help from our members for this year's Railroad Days. Our spring excursion was 80 passengers short of a sell out, so we barely broke even. Railroad Days some years is a very good fund raiser. We depend on our members bringing their families to the chicken dinner to help with sales.



All are enjoying the track car rides and refreshing snacks at the 2008 Railroad Days. Richard Jacobs photo

8

The picture below is a copy of the face of the plate donated to the ORHS by Dennis Deeser.

See *Recent Donations* on page 2.

CANAL DAYS FESTIVAL, CANAL FULTON, OHIO JULY 7-8-9, 1978

Below is the description found on the reverse side of the plate.

BALTIMORE & OHIO PASSENGER AND FREIGHT STATION at CANAL FULTON, OHIO

This Railroad was constructed in the 1850's, and known as the Cleveland, Lorain and Wheeling RR, along with the Easterly track, which was a part of the Pennsylvania RR and known as the Cleveland and Massillon RR. The Pennsylvania Ticket Station was located directly across the tracks from the B&O Station. Canal Fulton enjoyed excellent Passenger and Freight services for many years, with many trains arriving and departing each day. This service dwindled down to no Passenger service in the 1940's. The B&O Station was razed in the middle 1960's.

A Donation of History!

Mr. Dean Sommers has donated to the ORHS Museum three photos of the Orrville railroad yard that he took as a school student in the early 1970's. Two of the photos are of Penn Central locomotive #7022 working in the yard. The other is of the block signal tower in its original location at the crossing of the PRR Ft. Wayne line with the CA&C. The tower is in its original paint before being painted grey. The photos are another portrayal of Orrville's railroad history.

Thanks Dean for your donation.



ALL ABOARD ORHS Museum Flyer Photos

The "Flyer" arrives at Monroeville behind WE #102 and ORHS #471 on Saturday morning, May 16, 2009. Bill Engel photo



ORHS member Delores Myers prepares food for the concession car in the kitchen of car #103. (above). A W&LE freight train passes the "Flyer" near Monroeville (below).



Barbara Cornell photos



NKP #765 Steams Again

By Richard Jacobs

Nickel Plate 2-8-4 steam locomotive was back on the high iron on the Memorial Day weekend of May 23-25. The Fort Wayne Railroad Historical Society and the Hoosier Valley Railroad Museum operated steam-powered passenger excursions from North Judson, Indiana on the former Chesapeake & Ohio Railroad. Two-hour long roundtrips operated three times daily at 10AM, 1PM, and 4PM Central Standard Time between North Judson and La Crosse, Indiana.

After a sixteen year absence from the mainline, historic steam locomotive Nickel Plate Road #765, fully restored after a five year rebuild that ended in 2005, once again assumed her role as passenger excursion train motive power and goodwill ambassador.

Barbara Cornell and I rode the 1 PM trip out of North Judson on Sunday, May 24. We traveled to La Crosse, IN where a photo runby was held. We rode in an Ohio Central open-window coach provided by Jerry Jacobson for the weekend. Ohio Central F40PH (ex-Amtrak) diesel locomotive #452 brought up the tail-end of the train. It provided the power on the return trip along the single-tracked line. It also provided a dynamic braking load during the photo runby. Rich Melvin was once again on the throttle of the #765. I talked with him briefly, and he said "It was great to be at the throttle once again!" Barbara and I did our own photo runby as the #765 led the train north out of North Judson at 4 PM. We then moved onto Monon, IN for supper and more trains.

North Judson was the home of a triple crossing, as the Erie (EL), New York Central, Pennsylvania and the Chesapeake & Ohio all crossed as they traversed the town. Only the C&O line is left; that is operated by CSX. The Hoosier Valley Railroad Museum (HVRM) operates passenger excursions on Saturday from June 13 to October 24. Those trains are hauled by their Erie-Lackawanna Alco S-2 #310. The trains consist of an open gondola car with benches and roof, and 3 cabooses. The HVRM also has a restored depot and many, many railroad displays on their property. They also have a nice shop which houses their Whitcomb 44-ton switcher, and an Orton railroad crane nearby. The crane was donated by my alma mater Purdue University. It unloaded coal for the power plant on campus when I attended in the 50's. Purdue also had a 44-ton Whitcomb, but that is not the one at the HVRM.

Locomotive #765 will be there again for their North Judson Mint Festival on June 20 and 21. It will later attend the 2009 Railroad Festival at Owosso, MI on July 23-25.

The 765 powered steam passenger excursions for the ORHS many times over the years 1982 to 1993. Those runs operated out of Orrville to Ashtabula, Bellevue and Pittsburgh. It was a thrill to ride behind her again!



NKP #765 stands ready for the next excursion at North Judson, IN
Richard Jacobs photo



Barbara Cornell captures NKP #765 on its way to La Crosse on the 10 AM trip, Saturday, May 24.



The crew of NKP #765 discusses last minute details with two HVRM members for the 4 PM trip
Barbara Cornell photo



NKP #765 struts her stuff as she is leaving North Judson on the 4 PM trip to La Crosse.
Barbara Cornell photo



The ORHS Museum Flyer arrives at the Lodi depot, home of the Lodi Railroad Museum, on the return trip to Orrville, May 16, 2009. Many passengers from Lodi rode the train! Bill Engel photo



ORRVILLE RAILROAD HERITAGE SOCIETY, INC.
Post Office Box 11
145 South Depot Street
Orrville, Ohio 44667-0011

09/2

Chicken Barbecue, August 7
Railroad Days, August 8
Depot Open House, August 8

FIRST CLASS