
ALL ABOARD

The Official Newsletter of the ORHS

Winter 2010-1

2010 ORHS OFFICERS, 2010 SCHEDULE AND PLANS, THE MUSEUM FLYER ON 5/8,
OPERATION LIFESAVER, ORTA NEWS ORHS ACTIVITIES & INFORMATION, AND RAILROAD NEWS ITEMS

ORHS News from Your Editor, Richard Jacobs

A new year has begun, and as usual, there will be changes and challenges for the ORHS. We have two new officers at the top of the Executive Committee. They bring much experience with the ORHS and previous organizations. The excursion and events schedule has been completed and approved by the Wheeling & Lake Erie Railway. Operation Lifesaver trains will be operated again in the spring and fall. The depot will be enhanced as a museum, open on a regular schedule for visitors. We will once again have a booth at the Wayne County Fair. A new local event will be supported and a train lease operation will be conducted. It promises to be a busy year as we begin another decade of ORHS activities.

New Officers Begin 2010

Chairman Adrian Eskew and President John Harding began the ORHS 2010 activities at the Board Meeting on Tuesday, January 26. They were ably assisted by the returning officers, Executive Committee members (the Board) and attending members. Refer to the Executive Committee listing on page 2.

Plans for 2010 and other business were reported and discussed by the Executive Committee members.

ORHS News

The ORHS February membership meeting was called to order by new president John Harding. The main topics of discussions were 2010 events and excursions. The president announced that he has been meeting with the Orrville Historical Museum, and wants the ORHS to be open when the historical museum holds summer open houses.

The ORHS will run its spring excursion on May 8th, Orrville to Bellevue, to the Mad River & Nickel Plate Railroad Museum. The Orrville to Medina fall foliage excursion will be held on Oct. 9th, to the A.I. Root Candle Co. A buffet lunch will be available, with shopping nearby. The 2010 Santa Train rides will be Nov. 27th, and Dec. 4th. They will again operate from Orrville to Lodi and return. ORHS will partner with the Lodi Railroad Museum for those trains. Tickets sales start March 15th, for the spring excursion.

Locally in Orrville, *Railroad Days* will be Aug. 6 & 7, to be held in conjunction with Orrville's *Motorin' on Market*. The 6th annual *Jumpin' Pumpkin Jamboree* will be held Oct. 23rd. See 2010 schedule on page 2. ORHS will be part of the 2010 Orrville Alumni Reunion, as they have been during the first two reunions. The ORHS has been contacted by Hartville, Ohio to lease coaches to them for some events scheduled for October 16th.

Thanks to Roger Scott for his notes.

ORHS membership meetings are held the first Tuesday of each month at 7:00 PM in the Orrville historic depot, just off of West Market Street. The public is invited to attend any ORHS membership meetings.

Operation Lifesaver Trains

Operation Lifesaver trains will be operated by the Wheeling & Lake Erie Railway during the week of May 10. No firm schedule has been set yet. ORHS volunteers will again provide the train's crew, while Ohio Highway Safety patrolmen will provide the safety message to the students. Refer to Bill Engel's Operation Lifesaver News article on page 4.

Passenger Excursion

The first 2010 passenger excursion will leave Orrville on Saturday, May 8, for Bellevue, OH to visit the Mad River & Nickel Plate Museum, Ohio's largest. ORHS ticket office will open on Monday, March 15, 2010. Ticket office is open on Monday, Tuesday and Thursday ONLY from Noon to 4 PM.

To order tickets, refer to the form on page 6, or call the depot at 330-683-2426 after March 15.

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



ORHS members Jerry Beach and Roger Scott chat in front of the depot as the NS local leaves town on 8/4/09. RJ photo





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 501(c)(3) 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 2010 EXECUTIVE COMMITTEE

CHAIRMAN	
ADRIAN ESKEW	330-484-1101
PRESIDENT	
JOHN HARDING	330-939-4300
VICE PRESIDENT / FOOD SERVICE	
ANNA DAVIDSON	330-682-6673
CO-SECRETARIES	
SANDY ENGEL	330-854-4466
JANET FULLER	330-497-7529
TREASURER / EXCURSIONS	
BILL ENGEL	330-854-4466
TICKET SALES / MEMBERSHIP	
RENEE BENDER	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
PASSENGER EXCURSIONS TRAINMASTER	
STEVE MAGIER	330-683-2729
PASSENGER CAR ATTENDANTS	
JIM FULLER	330-497-7529
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

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

2010 Schedule Orrville Railroad Heritage Society



May 8th

"The Museum Flyer"

August 6th & 7th

Orrville Railroad Days

October 9th

"Medina Loop Express"
Fall Foliage Excursion

October 23rd

Jumpin' Pumpkin Jamboree

November 27th

Holidays Open House

November 27th & December 4th

"RIDING WITH SANTA"

Sponsored by:

THE ORRVILLE RAILROAD HERITAGE SOCIETY

P.O. BOX 11, ORRVILLE, OH 44667-0011

330-683-2426

www.orrvilletrainroad.com

See ticket order form for Museum Flyer on page 6

Presidents' Peal

By John Harding

Well, not a lot of snow this winter, but the cold temperatures have sure kept a lot of us indoors. Hopefully we are on the downside at last. The Executive Committee has been holding extra sessions to try to re-vamp our rack and mail-out flyer. Hopefully the next meeting will let us see the fruits of our hard work with a schedule that will be ready for the printer. I am quite certain you all will let us know what you think of the flyer when you get it. A special thanks to "Jake" for his help with this is in order.

Some of you may not be aware of it, but five or six of our members have been busy over the winter re-furbishing the Fairmont "A" car that the Club uses on the siding. It had gotten to the point where there was a safety issue with the rust particles that would sift out of the ceiling when we ran it. Nothing catastrophic mind you, but not a good thing if some one were to look up at the ceiling. As anyone who does this kind of thing can tell you, it really didn't look all THAT bad when we started out, but the hidden bits and problems start to show up when you tear something down. Again, not catastrophic, we are just glad we got after it when we did as we will be able to head off some problem areas. It is in the fun stage now, as it comes back together, very rewarding for sure.

The person of extra merit this time out is Richard [Jake] Jacobs. This young at heart gentleman is around and busy every time one looks. Whether it's picture taking on an excursion, or chasing our excursion for that special shot as we come over the River Styx Trestle running to Medina, there's Jake doing a bang-up job for the ORHS. When we need flyers for the excursions or events at the Depot, it's Jake that this organization can depend on to get the job done in a professional and timely manner, each and every time. So next time you see this fellow how about a heartfelt "Thank-you" for a thankless job that always manages to get done in a "First Class" manner. Thanks Jake.

So, 'till we gather to run the rust off the rails, keep safe and happy,
You're humble President,
John Harding

EDITOR'S NOTE: John, thanks for the kind words, but I get a lot of help from many members. I could not assemble a newsletter or create a flyer without their help. Thanks to all, Jake

In Memory Of WILLIAM R. HELLER,

Bill was a long-time ORHS member and a retired Pennsylvania Railroad passenger train conductor of many years. He was an avid electric railway devotee. He modeled trolleys in O-scale and had exhibited them at ORHS Depot Days and Trolleyville USA. He and his wife of 65 years, Blanche, were active on ORHS passenger train excursions. Bill was resplendent in his PRR uniform. Blanche has assisted in the gift shop, both at the depot and in the #105 concession car.

Contributions in memory of Bill are requested by the family sent to the Orrville Railroad Heritage Society, P.O. Box 11, Orrville, 44667-0011.

Treasurer's Report

By Bill Engel

I have some good news for my first report of 2010. With the combination of coach lease income from the film "Unstoppable", revenue from a second weekend of "Riding with Santa" and generous contributions, we were able to finish the year with a surplus in the checking account compared to 2008! While this is very encouraging, the still sluggish economy makes it clear we will have to work hard to sell tickets on our excursions in 2010.

Here is a quick summary by percentages of our income versus expense for the year 2009.

INCOME		EXPENSE	
Excursions	66%	Excursions	40%
Coach lease	12%	Insurance	21%
Contributions	9%	Rail Equipment	8%
Food & Gift Sales	7%	Rail Siding	6%
Other	5%	Food & Gift Mdse.	5%
Dues	2%	Depot Related	4%
		Utilities	3%
		Postage	2%
		Audit & Tax prep.	1%
		Membership	1%
		All other	9%

The "All other" category may seem high at 9% but there are many expense items such as the Wayne County Fair booth, office expenses, etc. that by themselves are a low percentage but add up to 9% total. If anyone has questions about our finances please feel free to speak to me after a meeting or give me a call.

In late December 2009 we received correspondence from the Florida attorney who is handling the Agnes Rowland estate. He stated that he hoped to close the estate by February 2010. As of February 16, 2010 we had not heard further from him. The executive committee is anxious to receive the funds from this bequest so that the Society can move forward with much needed car restoration work. In the interim a capital expenditure of \$2,000 for an air conditioning unit for car 102 was approved. The actual bill came to only \$1,800. Thanks to Larry Marshall for making the arrangements for this needed item.

When we do receive the funds from the Rowland estate they will be placed into a separate account. If any members would like to contribute toward the car 102 air conditioning or other car restoration projects the donations would augment the funds from the bequest. The ORHS is an IRS 501(c)(3) non-profit organization so any donations we receive are tax deductible to the extent allowed by law. If you wish your donation to be used toward a specific project, please tell us. Also please remember to keep bringing aluminum cans for Roger and Bob Cutting to recycle.

New ORHS Members

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

Operation Lifesaver News

By Bill Engel



Spring 2010 will be the thirteenth year of ORHS participation in Operation Lifesaver student safety trains. This year the trains are tentatively scheduled to run during the week of May 10th which is the week following our Museum Flyer excursion train. As this article is being written in early February, the schedule details have yet to be determined. If you would like to serve as a car host on the trains please contact Sandy Engel. Operation Lifesaver student safety trains normally operate on weekday mornings.

In other OL news Roy Carmony is hard at work on the 2010 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. The ORHS Executive Committee has asked Roy to review the prize structure because our prize partners have reduced their support of this worthwhile contest.

It is difficult to make a statistical report interesting. But I did want to include some preliminary FRA statistics for Ohio in this article. Nationwide there were 2,391 crashes at grade crossings during 2008, the last year for which complete statistics are available. 95 of those crashes took place in Ohio, resulting in 12 fatalities. This placed Ohio seventh in the nation in crashes and eighth in fatalities. But there were 15 fatalities reported in Ohio from trespassing incidents during 2008. In the first six months of 2009 nationwide crashes were down 20%, from 1,202 to 961. Even with this reduction it is clear we need to continue our efforts to educate the public to be careful near train tracks.

Please remember to always "Look, Listen, and Live" when you come to the railroad grade crossings.

Ohio Rail Tourism Association

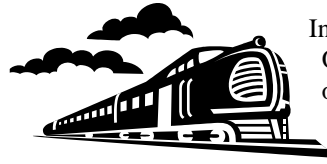
News by Bill Engel



The Ohio Rail Tourism Association is planning to hold their 2010 Annual Conference in Byesville, OH April 9 - 11. The host will be the Byesville Scenic Railroad. Activities will include a train show/flea market, seminars on recruiting volunteers and safety, a ride on the Byesville Scenic train, as well as the ORTA Annual Meeting and Election of trustees. ORHS members Bill and Sandy Engel will be attending and hope that other ORHS members will join them. A group rate has been arranged at the Baymont Inn and Suites in Cambridge, OH for this event.

For more information, or to register to attend go to the ORTA website at www.Ohiorailtourism.org.

Ohio 3-C Corridor Passenger Rail Update By Bill Engel



In January President Barack Obama announced that the state of Ohio would receive a \$400 million federal stimulus grant to be used toward starting new passenger rail service between Cleveland, Columbus, and Cincinnati. If all goes well train service would begin in 2012. This service would require new passenger stations in Columbus, Dayton, and Cincinnati. Planners for the Ohio Rail Development Commission say there is too much freight train congestion near the old Cincinnati Union Station to allow the new service to use that location. Instead a new station would be built just east of downtown Cincinnati at a location known as "Boathouse."

Reporting from the Siding

By John Harding

Some of us are crazy! Glenn and I were down to the siding on Saturday morning February 6. There was snow everywhere! Neither one of us had our camera, so I went all the way back home to Sterling and got mine. I dragged Patricia Krueger down there as well. The photo below and that on page 10 are from her camera. My camera battery went dead. The ORHS mechanical crew gets out no matter the weather.



Bob Bixler's Wheeling caboose and adjacent freight cars were under a blanket of snow in the ORHS railroad yard in Orrville on Saturday, February 6. Pat Krueger photo

Lodi Station Mall Train Show



The Lodi railroad museum and ORHS sponsored a model train and memorabilia show at the Lodi station Mall on Saturday and Sunday, February 13 and 14. Members Bob Cutting and Mike Trout organized the show. The show was staffed by 15 dealers who exhibited their railroad related merchandise on 75 tables. Several ORHS members had tables, including the ORHS gift shop. 400 attendees visited the show. It is hoped the show can become an annual event.

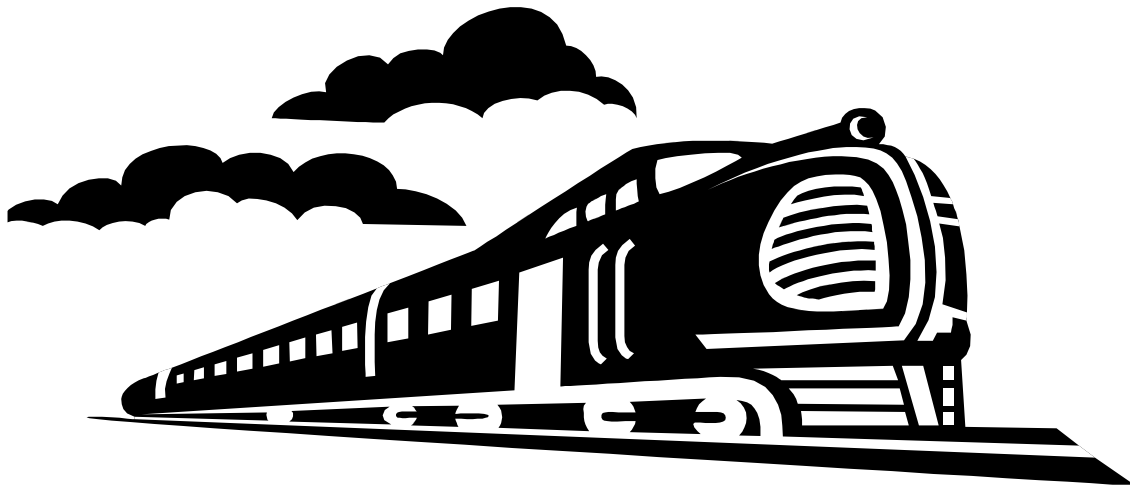
The ORRVILLE RAILROAD HERITAGE SOCIETY



Proudly Presents

The "MUSEUM FLYER"

**A One-Day TRAIN TRIP on Saturday, May 08, 2010
From ORRVILLE to BELLEVUE, OHIO and Return**



The ORRVILLE RAILROAD HERITAGE SOCIETY, in cooperation with the Wheeling & Lake Erie Railway, is pleased to offer you this opportunity to ride from Orrville to Bellevue, Ohio and return, to visit the Nickel Plate & Mad River railroad museum, Ohio's largest. The excursion will depart from Orrville in Wayne County from the boarding site at 245 Mc Gill Street. You will travel through Creston, Lodi and Spencer to Monroeville where buses will transport you to the museum. You will have ample time to enjoy the many artifacts and displays of railroad equipment. A box lunch can be purchased to enjoy. The ORHS concession car will be on the train for snacks, coffee and pop. The train leaves Orrville at 8:30 AM and returns by 6:00 PM.

See the back of this flyer for more details.

Coach fare is \$99, Premium Coach is \$119. First Class accommodations are also available.

To Order Tickets, Use the Form on the back of this flyer.

Label "Tickets" and Mail to PO Box 11, Orrville, Ohio, 44667

Or Contact the ORHS by phone at 330-6832426

Visit the ORHS website at www.orrvillerrailroad.com

Please join the Orrville Railroad Heritage Society for our trip to the railroad hub of Bellevue OH. We will travel west on the Wheeling and Lake Erie Railway main line (76 miles) through the scenic farmlands of Wayne, Medina, Lorain and Huron counties to Monroeville, OH, where shuttle buses will be waiting to transfer us the remaining distance (6 miles) to Bellevue. The buses will drop us off at the entrance to the feature attraction in Bellevue, *The Mad River and Nickel Plate Railroad Museum*. The museum features many historic diesel locomotives, passenger cars and other rail artifacts. **Admission to the museum is included with your train ticket.** This special train will depart from the ORHS boarding area at 245 McGill Street in Orrville, OH at 8:30 AM Saturday, May 8, 2010 and return to Orrville at approximately 6:00 PM. The train will have coach, premium coach and first class seating. The ORHS snack and souvenir car will be in the train consist. This special train will operate rain or shine.

Since restaurant capacity within walking distance of the Mad River Museum is limited, we are offering an **optional box lunch**. The lunch will include your choice of a ham, beef or turkey sandwich, piece of fruit, cookie and beverage for **\$ 8.00 each**. If you order a box lunch, you will pick it up at the Museum. The box lunch must be ordered with the ticket order!

Ticket orders may be placed by mailing the attached order form with payment to

ORHS, ATTN: Ticket Office, PO Box 11, Orrville, OH 44667-0011. Please do not mail cash.

First Class tickets can only be ordered by phone at 330-683-2426

No tickets will be sent without payment in full. Tickets will be sold on a first-come, first served basis. For further information you may telephone the ORHS at 330-683-2426. Ticket office hours are 12 Noon to 4 PM on Monday, Tuesday and Thursday starting on Monday, March 15, 2010. Tickets are refundable until **Thursday, April 28**, subject to a 25% of ticket price service charge. Tickets are non-refundable after **April 28**, but may be re-sold to another person with notification to the ORHS.

Please visit our website at **www.orrvillerrailroad.com** for more information about the Society and other scheduled events.

(Clip and mail the order form below)

SATURDAY MAY 8, 2010 TRAIN EXCURSION ORDER FORM

NAME _____ PHONE _____

ADDRESS (where tickets are to be mailed) _____

CITY _____ STATE _____ ZIP _____

<u>NUMBER OF TICKETS</u>	COACH _____ x \$99 each = \$ _____	
	PREMIUM COACH _____ x \$119 each = \$ _____	
	FIRST CLASS must order by phone	

If my choice of Premium Coach is sold out I will accept Coach seats, Yes ___ No ___

OPTIONAL BOX LUNCH AT \$ 8.00 EACH (INDICATE NUMBER AND TYPE)

BEEF _____ HAM _____ TURKEY _____ TOTAL FOR LUNCHES \$ _____

GRAND TOTAL FOR ORDER \$ _____

TYPE OF PAYMENT: CHECK [] MONEY ORDER [] VISA [] MC []

(Your credit card will only be charged for the tickets issued. If you enclose a check and your first choice of seating is not available we will refund the difference by check)

CC# _____ EXP. DATE _____ CVV2 CODE (on back of card) _____

Bill to address (if different from above) _____

Make checks payable to ORHS and
 Mail ticket order form to **ORHS, ATTN: TICKETS, PO Box 11, Orrville, OH 44667**
 Please enclose a long, self-addressed, stamped envelope for return of your tickets

News from the ORHS Depot

By Roger Scott

Excursion Ticket Sales

Over the years the Orrville Railroad Heritage Society has held many fund raising events. Our number one fund raiser has always been our rail excursions. In the past, we have always tried to hold some type of ticket office hours, to allow people interested in more information, or purchasing tickets to call. Unfortunately, this means our office needs to be staffed. This past year it was staffed mostly by me, with some help from Bob Cutting, Renee Bender, and Jake. What this means, are we need help in staffing the ticket sales office. If you can help, call me to make arrangements to help, 330-683-2426.

When we re-designed our 2010 brochure, it was decided to keep the same sales hours we have had the last five years, Monday, Tuesday, and Thursday, 12 noon to 4 pm. This seems to work, although 2009 was a rough year sales wise, I don't think the office hours were the problem, since the previous four year's trips sold out, with the same hours, and included the Pittsburgh trips. I blame low sales on the economy.

Rails to Trails

Rails to Trails is an attempt to convert old railroad rights of way into hiking or biking trails. When a railroad turns in a request to abandon a railroad they are no longer using, local groups will form to take over this strip of land, to turn it into a hiking trail before the land is sold for other purposes. In Wayne County, there is a Wayne Rails to Trails. They have created three trails on old railroad beds. They have just completed one from Sterling to Rittman. The one from Dalton into Stark County has been in use for a good many years. They are now working on a trail from Fredericksburg to Orrville, and they just purchased 8 miles of right of way from Orrville to Clinton, which they hope to have in use in less than 3 years.

I used to attend Rails to Trails meetings in Orrville until about four years ago, when things came to a standstill. The goal at that time was to establish a trail head right outside our depot museum. If this would happen, there would be a great increase in tourists to the museum. I think it would behoove us to get involved in Orrville Rails to Trails to make sure the trail head is just outside our building. If they complete the Dalton through Burton City to Orrville trail, we will become a junction. This would be a big boost to tourism into Orrville's depot.

Expanded Depot Museum Hours

Many years ago, when the ORHS first started, our goal was to be open on Saturdays from 10 to 5pm. This was Howard E. Wade's idea, it worked quite well since most Saturdays we were working on the building, and were here doing something. Over the years, as we got into the excursions and maintenance on the coaches, the depot took a back seat to all of the other projects. We could barely find the time to have the museum open. For some time, most of our ads have shown "open by appointment only".



The president of the Orrville Historical Museum came to me a year ago and asked, "Would the ORHS become involved in their activities?" I always asked them to open during our events. As it stands now, their museum is open

two Saturday afternoons a month. They have asked us to match their hours. This is probably something we should do, as it is my understanding we need to have regular hours to request grants for our building. We cannot be trustees of a collection of artifacts which the public cannot see on a regular basis, and expect to get grants.

Starting this summer, our goal is to be open 2 Saturdays a month, to match the Historical Museum hours. We will need volunteers from our membership to do this.

I have asked our board to expand the depot gift shop, in hopes we can have an increase in sales, to help justify being here, and help cover some of the costs of being open.

Depot Maintenance

Our Depot Museum is, for the most part, closed during winter, at the end of excursion ticket sales. When Santa trip sales are over, we turn down the heat to save money, and post a notice on the phone answering machine that we are closed until spring. What a time of the year to have time off!

I usually check the depot museum on almost a daily basis. I pick-up the bills from the post office, and direct them to the proper depot mail slots. I make any phone contacts, as people leave messages and faxes, some that need to be returned, as I work on ads for the next year's activities.

On Sunday January 3rd, I stopped at the depot. It was 2 degrees outside and our water lines had frozen, due to heat tape failure. I managed to get the water flowing again, and had to leave it turned on for 3 days so it wouldn't refreeze and damage the water meter or pipes. I caught it just in time!

I also discovered the sump pump drain hose was damaged and most of the water was going back into the pit. It had backed up and there was about 6 inches of water on the floor that had ice on top. Not wanting to bother with it on Sunday, I left it until Monday.

After four trips to the hardware, I got everything needed to do repairs. I installed the new heat tapes and replaced the sump pump hose. It is not much fun working in 6 inches of frozen water, but it should be good until spring. Our depot had frozen water pipes once before when we first had the water turned on. At that time the pipe broke open and it ran long enough to put three feet of water in the cellar. Water we had paid for. That is why I check the depot on a daily basis. It would be nice to have heat down there.

By the way, the original heat tape George Herman and I installed in 1984 lasted 24 years. It was replaced in the fall of 2008, with a new one that only lasted 16 months, so old may be better.

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

WHERE DID ALL THOSE TRAINS COME FROM????

By Howard Wade

Back some years ago when the decision was made to purchase the interlock tower, we were required to remove it from its original location immediately across the mainline tracks from the depot. The late John Curie who was an employ at that time of C.A. King Construction, volunteered to prepare the tower for removal. C.A. King had the only heavy construction crane in Orrville and had agreed to allow John to use that in lifting the tower in preparation for removal and movement to a new location across the tracks and immediately east of the depot on land we were leasing.

John planned to use steel cables run under the floor of the second level of the tower from back to front to form a double sling to attach to the hook of the large crane for the lift. He had the two cables inserted through the two opening below the second floor of the tower. In the process of stretching the two cables, John laid them over both sets of the mainline tracks not knowing what would happen. When he stretched the two steel cables across the two mainline tracks facing the depot, a signal was sent to the main computer switch board through the rails indicating trains were on both tracks! The Conrail signal system was sent into disarray! The main Conrail switchboard controller had no idea where all the trains had come from in Orrville. Somehow, I don't know how, they discovered the problem, and the system was cleared. I assume when John removed both cables, the signals to the main control center disappeared.

The two sling cables were readied for the lift by the crane. Unfortunately the tower was far heavier than thought and the large crane did not have the capacity to lift the tower. Others were consulted about this development and through the efforts of Dick Blankenkaker, the manager of Orrville Koppers Company; John was able to get a larger crane from a group in Wooster to do the trick. The tower was successfully raised and moved across the tracks, where it now stands.



Some years later an old retired railroader was heard commenting on the location of the tower. He said he could not understand why it was located where it was. It certainly could not do the trick for the operators controlling the movement of trains in that location.



Did You Forget to Renew Your Membership for Year 2010?

A short reminder to all our members --- **Renew your membership now!** --- Complete the form below, particularly the date and any address changes. Being a paid-up member is your ticket to participate on the ORHS trains.

YEAR 2010 MEMBERSHIP RENEWAL

Regular Membership \$15.00 Family \$25.00 Senior \$10.00 Student \$7.50

Date _____ Name _____

Address _____ City _____ State _____ Zip _____

Phone _____ Email Address _____

**Bring to the next ORHS meeting, or to the depot on a Saturday, or mail with check to
ORHS Membership, PO Box 11, Orrville, OH 44667
Make checks out to ORHS, DO NOT Mail Cash**



Santa Claus and the ORHS

By Dean Mark



As most that know me are aware, I am Santa Claus! Now, I can just imagine some saying to that statement, you mean you play Santa Claus. But anyone that has done it for more than a couple of instances will tell you, it is not so much playing, once you get into it, but it is sometimes one of the hardest jobs you will ever love to do.

This all started around 1991 or 92. We had been watching several Santa's at various venues, doing their thing, more as a casual interest to see the differences, more than anything. We also became aware that Steve Magier had a suit, and occasionally did this as well. We asked him about it, and where he got his suit, to find that his wife Barb had made his. In due course, we decided we wanted to give this a try, and asked Barb about it, and whether she would make another one. She agreed, if we purchased the material. We went to a Canton costume shop and went with what we felt at the time was extravagant, on a Yak hair beard and wig, and in due course, Barb came through with a suit for us.

Not at all sure about doing this, we were hoping that the outlay was not a waste of money. But we went at it, and made our first appearance at the Depot and a few personal appearances that went fairly well. Along came the Santa trains, and we worked into these as well. Also, in time, came a professional suit.

Our technique continued to develop, as we went along. We learned how not to move too fast on children that were not sure about all of the fuss. We learned some things that helped us break that ice with those types of children. From the first, we wanted to be sure we did not cause a child disappointment, by promising they would get a certain toy they asked for, so we learned to use non committal conversation with a child, for this reason. And, hard as it is still, we learned to try to keep upbeat and happy when a child asks Santa to heal their Mom, or bring Daddy home, or that Mom and Dad not fight all the time.

As we learned how to do this, and developed what we do, we came to the conclusion that there was still something we could try to do even better, especially with the more shy children. We came to the conclusion that the beard and wig, as real as they looked, covered too much of my face. The child was seeing something that, although he or she could not verbalize it, knew was not quite right about the whole picture that we presented. I talked it over with Debbie, and even though we had reservations, we were going to try to grow our own beard. I think we started letting it grow in the summer, about six years ago, only to be disappointed that it was not very long, come the new season. So, we covered it with the new beard and wig we had purchased, to replace the Yak hair pieces. (The Yak hair was a very good looking beard, but had become sparse around the mouth, with me constantly pulling

hairs out of my mouth! So we replaced it with a synthetic set, and were not satisfied with this, either.

The next year found us with a fairly well developed beard, but of course the wrong color. Debbie had, in another life, attended Beauty College, and thought she could strip the color for us. She was unable to get the strongest materials, as she did not keep her license current, so she went at this with what she could get. As some of you will recall, the result was rather yellow, but almost passable. With discussions with others in the beauty business, we came to find that our neighbor in Fredericksburg would try to give us a hand in this, the next year.

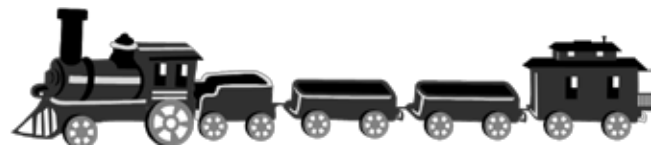
We went to the salon that our neighbor worked at, and she did application after application to try to get our beard and hair white, working up stronger and stronger chemical compounds to try to get this white. It is like having a dirty diaper strapped to your face, the smell is so strong! We never did quite get the color we really wanted, but it became more and more passable, as years went on. This year was the best to date, with only certain lighting giving us a yellowish cast to the color.

We have continued to study other Santa's as we see them. We heard one of our other Santa's on the train use a technique to break the ice with the children that we have now incorporated into our own list of tools, so we continue to learn. For a number of years, we have been aware of a school for Santa's in Michigan, but family life thus far has not allowed for us to make it, yet. We will find that opening, someday, and hope we can come away with other tools to use in this most rewarding of diversions.

Regards,
Dean



Dean Mark portrays Santa on the ORHS "Riding with Santa" train on Saturday, November 28, 2009.






ORHS locomotive #471 and coach rest in the Orrville railroad yard on February 6, 2010 after another snowstorm.
Pat Krueger photo

FIRST CLASS

*A New Year for the ORHS
The Museum Flyer on May 8*


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

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