
ALL ABOARD

The Official Newsletter of the ORHS

Spring 2011-1

2011 EXCURSIONS AND EVENTS, OPERATION LIFESAVER TRAINS, ORHS ACTIVITIES & INFORMATION;
RAILROAD NEWS ITEMS

ORHS News from Your Editor, Richard Jacobs



There are little obvious activities at the Orrville Railroad Heritage Society, but the officers and planners have been busy creating the 2011 schedule of events. Those events include our passenger train excursions, depot events and Orrville activities. They also include Operation Lifesaver trains scheduled with the area schools and the Wheeling & Lake Erie Railway. The Orrville depot ticket office will open on July 18 for the Medina Loop Express and Santa trains. The tickets for the May 7 and 8 excursions are being sold by the Cuyahoga Valley Scenic Railroad (CVSR). Visit their website at

www.cvsr.com to purchase tickets for those trips.



The Orrville Union Depot Museum will be open for visitors on the 2nd and 4th Saturday afternoons each month from April through November. All of our planned activities for 2011

are not based in or from Orrville, however. Our Spring passenger all-day excursion on May 7 will leave from Canton, as well as the excursion on the Cuyahoga Valley Scenic Railroad (CVSR) on May 8. ORHS crews will also assist on Operation Lifesaver trains out of Brewster, Hartville, and Medina, as well as from Orrville.

ORHS will again work with the city of Orrville to coordinate participation in city-planned events.

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.

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

Spring will soon be here! It won't be long before the snow is gone, and the blossoms of April and May will be bursting forth. As the weather warms, activities at the Orrville siding will get underway. The passenger car fleet needs to be readied for the May 7 excursion from



Canton and the Operation Lifesaver trains following that. If you can help, contact Larry Marshall or John Harding, or just show up on a warm Saturday.

National Train Day is a celebration of the passenger train in the United States. Passenger rail service is conducted nation-wide by Amtrak and locally by various state and private railroad organizations. In addition, the United States has active tourist passenger trains in several locations. Some are regularly scheduled during the tourist season for that locale, while others, like the ORHS, run on an occasional schedule.

The following article from Bill Engel provides an insight into the National Train Day celebration. ORHS, in cooperation with the Cuyahoga Valley Scenic Railroad, will operate two passenger train excursions on the weekend of May 7 and 8 to celebrate National Train Day. See the information article about those passenger train excursions on page 6.

National Train Day was started by Amtrak in 2008 as a way to celebrate "America's Love Affair With Trains". The part in quotes is Amtrak's wording. They picked a weekend date the closest to the Anniversary of the driving of the golden spike at Promontory Point, UT on May 10, 1869.

You can learn more at www.nationaltrainday.com. That website confirms that NTD this year is Saturday, May 7, 2011. Amtrak typically has major activities at places like New York Penn Station, Washington, DC, Chicago and LA.

The rail enthusiast community also does special events such as the event in Toledo, OH the Saturday before Amtrak's event.

From Bill Engel

See Amtrak articles on National Train Day on page 9.



The ORHS Depot Museum in Springtime. 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 Street. The December dinner meeting is held elsewhere. Those interested in learning about the ORHS, or joining, are certainly welcome!

ORHS 2010 EXECUTIVE COMMITTEE

CHAIRMAN / LOCOMOTIVE & TRAIN CREW	
ADRIAN ESKEW	330-484-1101
PRESIDENT / LOCOMOTIVE & TRAIN CREW	
JOHN HARDING	330-939-4300
VICE PRESIDENT / FOOD SERVICE	
ANNA DAVIDSON	330-682-6673
SECRETARY	
SANDY ENGEL	330-854-4466
TREASURER / EXCURSIONS	
BILL ENGEL	330-854-4466
TICKET SALES	
(Open at this time)	
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	
(Open at this time)	
PASSENGER CAR ATTENDANTS	
JIM FULLER	330-497-7529
RAIL EQUIPMENT	
LARRY MARSHALL	330-682-4311
LOCOMOTIVE & TRAIN CREW	
LYNN BUTTS	330-455-6391
RICHARD WILLIAMS	330-494-2604
AT LARGE	
JERRY BEACH	330-484-9815
CHAIRMAN EMERITUS	
HOWARD WADE	STUART, FL

SPECIAL ASSIGNMENTS

OPERATION LIFESAVER PROGRAMS & TRAINS	
SANDY ENGEL	330-854-4466
BILL ENGEL	330-854-4466
RAILROAD SAFETY POSTERS	
ROY CARMONY	330-262-5555
PASSENGER EXCURSIONS TRAINMASTER	
STEVE MAGIER	330-683-2729
PUBLICATIONS and NEWSLETTER	
RICHARD JACOBS	330-682-6213

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

2011 ORHS Event Schedule

The 2011 Excursion and Events Schedule is ready. The ORHS depot office will open on March 15, 2011.

See our 2011 schedule on page 5.

ORHS Library

ORHS has a sizeable collection of railroad books in its library. Recent additions have been catalogued and entered into our card file by member Connie Naus. Any member interested in checking out a book from our library should stop by and do that. Phone the depot at 330-683-2426 and leave a message. You will be contacted to make arrangements.

New ORHS Members

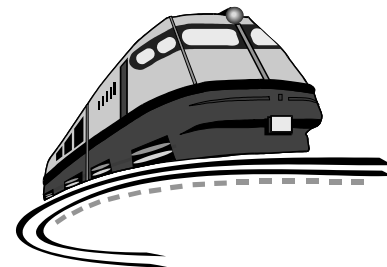
Welcome to the new members who have joined the ORHS recently. Glad to have you aboard!

Among those are:

- **Nathan Hembree** family of 254 Geyers Chapel Road in Wooster, OH 44691
- Senior Membership for their relative: **Gene Hembree** at PO Box 88, Grant OK, 74738

Recent Donations

Sandy and Bill Engel I have donated a 2011 Amtrak 40th Anniversary wall calendar to the ORHS. Roger plans to hang it in the main meeting room.



Presidents' Peal

By John Harding

Well, as we go to press, it has come to my attention that a goodly number of our members have not found the time to get around to paying their dues as of yet. We really do owe our dues at the annual Christmas Meeting in December every year. In the near future I will be sending out a letter to all of those who have not paid their dues.

Let us all keep in mind that your dues are a good part of what keeps this organization going. It is also the mailing list that we work from for all newsletters and mailings from the organization. We are after all only as strong as our membership lets us be. So dig in and get those dues paid. This organization needs each and every one of you. I challenge anyone to find ANY club that offers a membership for less than the ORHS does.

I would also like to take a moment to address a trend that I have noticed at our annual meeting and dinner each year. This affair is put on by the ORHS to make our annual meeting an event that is anticipated by everyone. The ORHS pays for the main meat dishes, but the rest of the people attending are expected to pitch in by bringing something to share with all of us, and I am not talking about sharing a smile. Surely we can all find the time to contribute a food dish to share with the rest of the people in attendance. If you are uncertain of what to bring Barb Magier has graciously volunteered her time to organize the dishes to be brought. We always publish her phone number well in advance of this gala affair. Please be gracious enough to share with the rest of us no matter how small the contribution. You would, I am sure be very embarrassed if someone were to bring this to your attention at the meeting, so let's all work together on this please.

Along this line of thought Dean and Debbie Mark have taken of their time each year to cook the beef brisket for the December meeting. They have informed me that they would like to take a respite from this. Dean and Debbie would both be happy to explain how to properly perform this task so that someone else can help out with it. So here's the chance for someone to step forward and make their contribution to our December meeting. Thanks Dean and Debbie for all your hard work.

You're humble President,
John Harding

RPCA Conference in Pueblo, Colorado

By John Harding



If someone were to tell you that they were headed to Pueblo, Colorado for a conference in early January you would be justified if you were to think them a bit silly. Glenn Bowman, Sherri Biben, Russell & Cindy Jaite, Tommy Jaite and I did that however, along with 184 other members of RPCA. And here's the great news, the temps were in the upper 40's and even lower 60's for our stay the week of January 12 to 18.

As a proud member of the Orrville Railroad Heritage Society it should not have surprised me to find that we are remembered as the group who rescued the NRHS when they needed equipment to run for their convention. As long ago as that was, it was fondly remembered by many in attendance in Pueblo.

Of course there were many worthwhile seminars that we attended i.e.; Installing GPS on your railcar; Truck rebuild assessment; Window glazing and Air brake adjustment were just a few. Many railcar vendors were in attendance with new and well-established products. The main speaker at the Saturday banquet gave us a really great talk about the history and future of the Union Pacific Railway. He presented not only the freight side of this railroad giant from the past, but their future hopes, thoughts, and goals as well.

For my part I can say I will be making every effort to attend the conference next year. It will be held in Indianapolis, Indiana. For those familiar with the normal RPCA conference date of the weekend BEFORE Martin Luther King holiday be advised that next year it will be the weekend AFTER that.

Getting back from Chicago proved to be a real challenge, but other than that little snag, we all had a memorable time.

Passenger Rail Update

By Bill Engel

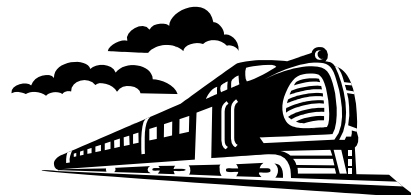


With the opposition of new Ohio Governor John Kasich to the plan, US Transportation Secretary LaHood has withdrawn the \$400 million federal stimulus grant to be used toward starting new passenger rail service between Cleveland, Columbus, and Cincinnati. Northeast Ohio is left with only "middle of the night" service on routes from Cleveland and Alliance to Chicago, New York City, and Washington, DC.

On a more positive note, Amtrak recently announced that they have had fifteen straight months of increasing ridership nationwide through January 2011! Amtrak has also announced plans to buy extra coach cars for their popular *Acela* high speed trains used on the Northeast Corridor between Washington, DC and Boston, MA.

Although it hardly seems possible, May 1 will mark the 40th anniversary of Amtrak taking over intercity passenger rail operations in the United States. This writer remembers his first time using Amtrak on a Newark, NJ to Philadelphia, PA round trip in the summer of 1971. With the exception of some temporary Amtrak signage in the stations; it still seemed very much like the old Pennsylvania Railroad.

Happy Birthday Amtrak!



Operation Lifesaver News

By Bill Engel



Spring 2011 will be the fourteenth year of ORHS participation in Operation Lifesaver student safety trains. This year the trains are tentatively scheduled to run during the week of May 9th which is the week following our National Train Day excursion trains. As this article is being written in mid-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.

While grade crossing crash statistics can be depressing, it is interesting to note that since Operation Lifesaver began in 1972, there has been an 84% reduction nationwide in such crashes. This number reflects preliminary statistics compiled by the FRA through 2009. Sadly, Ohio still ranks in the top ten states for grade crossing crashes. Ohio was ranked tenth nationwide in 2009 with nine fatalities from crashes. More troubling is the fact Ohio ranked fourth in the nation in 2009 with twenty-two trespassing fatalities. The state with the most fatalities in both categories is California.

Operation Lifesaver will be celebrating its 40th Anniversary in 2012. It will also be holding the 17th International Symposium bringing together Operation Lifesaver presenters from around the world. The event will take place between July 26 and July 28, 2012 in Denver, CO. Headquarters will be the Embassy Suites Downtown Denver. For more info about Operation Lifesaver visit their website at www.oli.org.



Always "Look, Listen, and Live" when you are near railroad tracks whether you are driving or on foot.

Ohio Rail Tourism Association News

By Bill Engel



The Ohio Rail Tourism Association will hold their 2011 Annual Conference in Richfield, OH April 8 - 10. The host will be the Cuyahoga Valley Scenic Railroad. Activities will include a train ride over the CVSR, with two seminars on rail tourism topics while on board the train, as well as the ORTA Annual Meeting and Election of trustees. Several ORHS members will be attending and hope that other ORHS members will join them. A group rate has been arranged at the Days Inn and Suites in Richfield, OH for this event. For more information, or to register to attend go to the ORTA website at www.Ohiorailtourism.org.

Treasurer's Report

By Bill Engel

2010 was a good year financially for the ORHS! Although we ended the year with about \$1,000 less in our checking account than in 2009, we were able to move forward with several important capital spending projects totaling over \$18,000. These were:

Air conditioning for car #102	\$7,235
Signal array display by the Depot	8,794
Track car M-2180 rebuild	2,367

The fiscal year ended with all of our accounts in balance.

Here is a quick summary by percentages of our income versus expense for the year 2010. Please note these percentages may not total to 100% due to rounding.

<u>INCOME</u>		<u>EXPENSE</u>	
Excursions	42%	Excursions	42%
Coach lease	10%	Insurance	17%
Contributions*	39%	Rail Equipment	10%
Food & Gift Sales	5%	Rail Siding	6%
Other	2%	Food & Gift Mdse.	4%
Dues	1%	Depot Related	2%
		Utilities	5%
		Postage	1%
		Audit & Tax prep.	1%
		Membership	2%
		All other	10%

* Contributions were 39% of income due to the Rowland bequest.

The "All other" category may seem high at 10% 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 10% total. If anyone has questions about our finances please feel free to speak to me after a meeting or give me a call.

In May 2010 we finally received our portion of the Agnes Rowland estate. As I have previously reported these monies are in a separate account with PNC Bank. At the January Executive Committee meeting I was authorized to transfer \$23,750 from this account to the checking account to pay for a new generator for car 106. This generator has the capacity to power car 104 as well. At the same time the Rowland account was "frozen" until a spending plan for the remaining money is developed. At this time the Executive Committee plans to discuss a plan for spending the Rowland monies at the March 29 meeting. If members have suggestions, please let me or another officer know.

Another action the Executive Committee took at the January meeting was to appoint Knox & Knox, CPA, of Orrville to audit our 2010 financial records and prepare our federal tax return.

Finally, a gentle reminder that the ORHS is an IRS 501(c)(3) non-profit organization. Any donations we receive are tax deductible to the extent allowed by law. Donations toward the expense of air-conditioning and electrical restoration for cars 104 and 106 are especially needed. 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.

Orrville Railroad Heritage Society



2011 Schedule

Excursions

<p>May 7th & 8th "National Train Day Celebration"</p> <p>November 26th & December 3rd Holidays Open House & "Riding with Santa"</p>	<p>October 8th Fall Foliage Circle Trip</p>
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Siding & Depot Events

August 12th & 13th Orrville Railroad Days
 October 22nd Jumpin' Pumpkin Jamboree
 (Sat., Aug 13th & Sat., Oct 22nd Train and Track Car Rides)

Sponsored by:
THE ORRVILLE RAILROAD HERITAGE SOCIETY
 P.O. BOX 11, ORRVILLE, OH 44667-0011
330-683-2426
www.orrvillerrailroad.com

Trip details for May 7 and 8 passenger train excursions on page 6

Nickel Plate #765 News



Glenn E. Brendel, Director Emeritus and founding member of the Fort Wayne Railroad Historical Society, died unexpectedly at his home in New Haven, Ind., on Tuesday, February 22nd. He was 71.

Growing up in a railroad family, Brendel's affinity for the industry developed early on as a boy who would visit with tower operators and railroad employees of the Baltimore & Ohio and Wabash Railroad in his hometown of Spencerville, Ind., as well as with locomotive engine crews on the Nickel Plate Road in Fort Wayne.

Brendel was a photographer for the Air National Guard and in the early 1970s, he and other like minded railroad preservationists approached the City of Fort Wayne with a plan to save and possibly restore 1944-built Nickel Plate Road steam locomotive no. 765 which had been installed in Lawton Park as a monument to commemorate the city's "Elevate the Nickel Plate" project.

In 1972, with Wayne York, Walter Sassmanshausen, and John Eichman, Brendel incorporated the Fort Wayne Railroad Historical Society. Brendel was president for the first three years.

After removing the locomotive from display in 1974, Brendel led the all volunteer, non-profit effort to restore the locomotive to operating condition. Brendel's vision paid off in 1979, when no. 765 moved under its own power for the first time since 1958, making the society one of the first, all volunteer efforts to accomplish such a task.

Following the ambitious rebuild, no. 765 would become one of the country's premiere attractions and roving ambassador for the City of Fort Wayne. In 1982, Brendel negotiated the lease of the 765 to the Southern Railway for a lengthy excursion schedule, a watershed event for the society.

Between 1979 and 1993, the locomotive would serve over a quarter of a million passengers and operate over 52,000 miles in 16 states. During this time Brendel became one of the founding members of the Railroad Passenger Car Alliance, a trade association of historic passenger car owners and operators for equipment used in excursion service.

In 1993, worn from many years in public exhibition service, the 765's future seemed unclear. Brendel led the effort to rehabilitate the locomotive to "as-built" condition as project manager, securing a Transportation Enhancement grant to underwrite 80% of the rebuild. Five years and 15,000 volunteer hours later, the 765 returned to operation in 2005 and operated its first passenger trips in 16 years in 2009. The 765 is now one of five mainline steam locomotives in operation and the largest east of the Mississippi and its recent rebuild earned several awards from the preservation industry.

His singular vision, drive, and positive outlook on life has allowed two generations of men and women to not only experience the uncommon sights and sounds of history, but to learn firsthand an era uniquely American ingenuity and excitement. He maintained an encyclopedic knowledge of railroad practices, an incredible resource in the preservation industry. In his notes during the 765's rebuild, he wrote: "The 765 project has been a long and arduous task. I am fortunate to have made many new acquaintances and friends in the Society and around the country during the four-plus years of the restoration. It has been a wonderful experience."

Brendel, who had served in a variety of capacities as director, locomotive crew, and member in his 38 years of service with the society, was honored with the title of Director Emeritus after stepping down as president in 2010.

His passion, knowledge, and experience will be greatly missed.

EDITOR'S NOTES: Thanks to John B Corns for forwarding this obituary to me. I thought the history of NKP #765 would be of interest to our readers of this issue of All Aboard.

Nickel Plate #765 has played a prominent part in ORHS history. From "24 Years of ORHS Excursions" by Roger Scott; Our first passenger excursion was run in June 1982 behind NKP #765 from Orrville to Bellevue, OH for the Cherry Festival. We used the NKP 765 on a regular basis throughout the 1980's. Our last 765 trips were run to Pittsburgh from Akron on CSX in 1993. We ran four trips on two successive weekends for a total of 4100 passengers.

NKP #765 is polishing the rails once again! She ran from Owosso, MI at the Train Festival

in July 2009, and on the Cuyahoga Valley Scenic Railroad in September 2010. RJ



“THE LODI FLYER”

May 7th, 2011

Or call 1.800.468.4070

Depart, Canton: 8:30 AM Arrive, Canton: 6:00 PM
1104 4th St. SE, Canton, Ohio 44707
(4th and Madison)

Boarding is 30 minutes prior to departure.

All times are Eastern Daylight.



You will board in Canton on the Wheeling & Lake Erie Railway Line at (4th and Madison). We will travel on the Wheeling & Lake Erie Railway main line through Hartville, Akron, Copley, Medina, Spencer to the Lodi

Railroad Depot. We will have an approximate 3 hour layover. Shuttle busses will be waiting to transport you the short distance to Lodi Station Outlets. The busses will drop off at Lodi Station Outlets' Grand Central Station located outside the food court. Enjoy a ride aboard the Lodi Station's fabulous 2 foot gauge train. You may also shop at many of the 60 plus outlets with discounts up to 65%! The food court offers many dining choices. There will also be Railroad display tables celebrating National Train Day Weekend as well as T-shirts, sweatshirts, hats and many other train souvenirs at the Outlet's Caboose Corner Gift Shop and Guest Service counter. The shuttle busses will transport you back to the Lodi Railroad Depot for your return trip through Creston, Orrville, Brewster, Navarre and Canton.

COACH: \$89

- Air-conditioned or Slide open window cars

FIRST CLASS: \$179

- Air-conditioned
- Exclusive car with individual seating
- Continental Breakfast
- Snacks and beverages
- Meal on board

TO PURCHASE TICKETS GO TO:

www.cvsr.com



Choose the “Events Calendar Page”

Or <http://cvsr.com/events.aspx>

Change the calendar to May

Visit May 7 and select ORHS “The Lodi Flyer”

Visit May 8 and select ORHS “CVSR Tour of the Line”



“CVSR TOUR OF THE LINE”

May 8th, 2011

Depart, Canton: 9:00 AM Arrive, Canton: 4:00 PM

1315 W. Tuscarawas Street, Canton, Ohio 44702

Boarding is 30 minutes prior to departure.

All times are Eastern Daylight.



You will board the Cuyahoga Valley Scenic Railroad (CVSR) in Canton, Ohio at the Canton Lincoln Highway Station. On this 102 mile round trip, complete scenic tour of the line, you will travel north through Stark,

Summit, and Cuyahoga counties, passing the historic Goodyear Air Dock, and enjoy the beauty through the Cuyahoga Valley National Park. You will get at least one photo run by and a stop at the Canal Visitor Center.

All passengers will receive a box lunch.

COACH: \$59

- Air-conditioned

PREMIUM: \$99

- Seating in a lounge car or lower level of Dome car
- Snacks and beverages throughout the trip

DELUXE: \$119

- Upper level of the Dome car
- Snacks and beverages throughout the trip

SPECIAL HOTEL ACCOMODATIONS



Come celebrate National Train Day with us! Try a weekend filled with two great train excursions and fun for the entire family. The **ORHS** has made special arrangements with the McKinley Grand

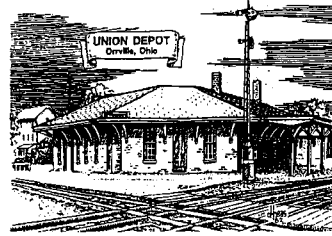
Hotel with a special weekend rate of **\$79 plus tax per night!** Set in the heart of downtown Canton, this hotel is close to the First Ladies National Historic Site and other additional attractions which include; the Motorcar Portfolio Classic Car Collection and Showroom in the hotel, Pro Football Hall of Fame, Canton Museum of Art, and the McKinley National Memorial. Free shuttle to and from the boarding sites as well as free garage parking.

McKinley Grand Hotel
320 Market Ave. S, Canton, OH 44702
Call 330.454.5000
www.mckinley-grand-hotel.com

Mention ORHS for this special hotel rate!

Railroad Target Signal Tower Array

By Roger Scott



Train movements are partially controlled by trackside signals. These are a sort of traffic signal system the locomotive engineer, along with the dispatcher, use to navigate trains. Just as highway traffic signals are used to

move vehicles around safely. I guess they call them targets because they look like giant bulls eye targets. These track side signals are slowly being phased out of service, soon to be replaced by a satellite system to help keep track of the trains.

The ORHS decided to collect, renovate, and display two types of these signals. A PRR signal donated to us by Conrail and a NKP signal donated by the W&LE. They had been removed from service and were unneeded. The W&LE in the Orrville area no longer uses this type signal system. The PRR signal was donated to us thru the efforts of Mr. Ed Hershey, the NKP thru Bob Bixler. These signals along with two types of grade crossing signals will be part of this display. One came from our Main Street grade crossing; the other came from a signal upgrade at Cleveland Ave. in Canton, and was donated by W&LE thru the efforts of Lynn Butts and Denny Deeser.

This display will be just outside our Depot Museum, on the east side of the building. It has been a really ambitious and expensive project, requiring the approval from four Orrville city boards and one at the county level. We were required to put an application in for a building (structure) permit, and obtain county level approval, requiring a set of professionally engineered and stamped construction drawings, produced by a certified engineering company. A hand drawn sketch would not do. We had to pay to have all this done. All these hurdles had to be jumped to get the project started. We put the project on hold for a year because of the cost and downturn in the economy.

Ground was finally broken, on Oct. 27, for a large concrete foundation base. A hole 6 feet wide, 6 feet deep and 21 feet long was dug and filled with welded rebar & concrete; big, and heavy, to support these towers. It was important to be done properly since the PRR signal is over 26 feet high, with a target that is five feet across. A real wind catcher! The contractor said he thought it was a bit of over kill, but adhered as close to the drawing as possible, to get past the building inspectors.

There was one major setback; the site selected by the city for this project contained an underground cistern. I knew it was there, since Mr. George Herman pointed it out to me over 25 years ago. Something I didn't know was the size of the cistern; almost 12 feet long, oval shaped, three courses of bricks in a dome. This had to be demolished to make way for the base. I'm glad it is gone, I was always afraid someone would drive a truck across it and it would collapse. It was an unexpected cost to cover.

The brick passenger loading platform was two layers thick, with the 1st layer laid on concrete slabs over eight inches thick. I never thought about the loading platform needing to be sturdy, not just paver bricks on top of dirt. As I recall, they used four wheel baggage carts and a small tractor to tow them for the passenger's luggage, and light package freight service. All this construction material had to be broken up and removed. I worked with the contractor closely; to be sure things were done properly, since some of the materials will be re-used.

As a side note, the cistern was probably a fire fighting reservoir. At one time down town Orrville had many of these cisterns. These cisterns collected, and held roof rain water for fire fighting. They were installed over one hundred forty years ago, and are no longer used, but many are still there. We also have three concrete water storage cisterns around the depot that collected water for the steam engines use. There is one just west of the main entrance to the depot, you can see the top. At one time it had a pump and stand pipe, it needs some major repairs. If someone would like to do these repairs, contact me.

I would like to point out our contractor for this project is only responsible for our concrete bases. Our members will need to clean, renovate, paint and install the signal equipment. One of our former members, Mr. Karl Rogers started to do this over 4 years ago. Any member who would like to be involved with this should contact Mr. Lynn Butts. The pieces parts are scattered from our depot to the end of our rail spur, almost half a mile. We will also be open to contributions of money to help pay for this ambitious project. Contact our treasurer for this.

This display will be lighted; Adrian Eskew is making the controllers for the lights. It will be an attractive addition to our collection of railroad equipment displays, sure to draw rail tourists.

It would be nice if more of our members would get involved with some of these projects, especially coordinating the planning and follow thru to completion.

In Memory Of

Long time life member George Edwards died Dec. 31, 2010, at the age of 87. George owned Edwards Roofing in Orrville for many years. His son Jeff Edwards runs the business today. George, along with his crew and crews from Nuroy Roofing, and ORHS members stripped our depot roof, repaired bad places and re roofed it in one day. There were over 60 workers that day. Mr. Howard E. Wade made the arrangements. Kinney lumber, in Orrville, supplied the shingles at a cost, the labor was free. It was a rainy day, probably in 1984, That roof served us well, as I recall, it was a 15 year shingle, I don't think anyone makes those these days. We had that roofing replaced recently by Edwards Roofing thru the efforts of George's son Jeff. Our new roof looks like slate and is rated to last 50 years. I would guess none of us will be around to see it replaced. From Roger Scott

Christmas at the Depot 2010

By Roger Scott

I want to start out thanking everyone who helped with this year's Christmas at the Depot. Special thanks to those who cleaned to get ready, and to those who helped decorate the depot for the open house. Special thanks for those who baked and donated cookies. This year the cookie station brought in \$317, almost one hundred dollars more than last year. Thanks also to those who set up and ran model trains.

We have already selected the dates for the 2011 Christmas at the Depot, Nov. 26 and Dec. 3. The same dates as our Santa Train Ride days.

We were also involved in the Orrville Chamber of Commerce Home for the Holidays. I think it was our 12th year for that.

Thanks again, Roger Scott

ORHS has some light weight folding tables we use for our projects. We have owned them for over five years. About a year ago, 2 tables were borrowed from the depot museum, and were not returned. It would have to be one of our members who borrowed them; they would need a key to the depot to get them. If you have them, or know where they are, we would like them returned.

Avella RR History Day

Dick Williams

I was contacted by the depot-restoration people over in Avella, PA a couple of weeks ago concerning their tentative plans for a railroad history day on May 21, 2011. It will probably be a 4-hour event with a catered lunch. They are hoping that they can have Mr. Bill Poellet (the author of the book on the P&WV RR) as the speaker. I'm planning on taking a DVD along with some edited footage I took off the front of our locomotive on one our Pittsburgh trips about eight or nine years ago, mixed in with screen-capture video clips from the MSTS simulation of the route as it looked in the middle of the 20th century. There may be some other displays for the time remaining after the lunch & speaker. The main emphasis of the meeting will be on the P&WV, its relationship with the W&LE and connections with other lines (the Montour RR, etc.).

If interested in attending, contact Dick Williams for information at **330-704-1785** or docwilliams@neo.rr.com



A FUNNY THING HAPPENED ON THE WAY TO --- or, Santa is always watching!

By Dean Mark

On the way home, from the ORHS annual dinner meeting this last year, we were stopped by the Norfolk Southern local, while they were switching the Smucker's plant, at the North Main Street crossing. Debbie, Luella, and I sat patiently watching as the crew worked back and forth, moving cars in and out of the plant complex.



At one point, the crew cleared the crossing, and the gates briefly went up, long enough for the car ahead of me to get across safely, then immediately went back down, as the train again started its back and forth work, leaving us as the first vehicle at the crossing, southbound.

I was especially astonished to listen to the crew on my two way radio, as they, in the most professional and precise fashion that I have ever heard in my many years around the railroad, went about their work. I was beginning to think there might be an NS supervisor, or FRA inspector in the area, they were so radio phonically correct.

We watched and listened to the action, as this crew moved cars back and forth, with precision and very apparent deliberate safety. Back and forth they moved, all the while in perfect radio communication, and it was apparent they had a good switching plan, to the task at hand.

After about six or seven minutes, they came to clear the crossing, and the train came to a stop. Just before the gates went up to let traffic pass, the engineer came across the radio, stating that he was now probably on Santa's naughty list, as he was sitting in the Suburban that was being held at the crossing!

As the gates went up, I rolled the window down, and called to the brakeman that was standing near the switch stand closest to the street, that the engineer was not in trouble with Santa; we understood he was just doing the job at hand! At that point, the brakeman relayed this by radio, and the rest of the crew chimed in!

It just goes to show, you never know who might be listening to the radio! It could even be Santa!

NOTE: Keith Shiner, engineer, operates the NS C27 local that visits Orrville from Mansfield, OH, during the week. He was at ORHS Railroad Days 2010 staffing the Operation Lifesaver booth.

AMERICA DISCOVERS the RAILWAY at NATIONAL TRAIN DAY

Amtrak is proud to celebrate 40 years as America's Railroad

All Aboard for the fourth annual National Train Day, a coast-to-coast celebration of America's love of trains, on Saturday, May 7, 2011. Amtrak's calling "all kids – young and old" to join us for festivities at train stations in Washington, D.C., Philadelphia, Los Angeles and Chicago and to also celebrate Amtrak's 40th anniversary. **Amtrak**, is a government-owned corporation that was organized on May 1, 1971, to provide intercity passenger train service. National Train Day 2011 commemorates the 142nd anniversary of the transcontinental railroad that was joined on May 10, 1869 at Promontory, Utah. This year's event will kick off during Amtrak's 40th anniversary and is an opportunity to celebrate the company's contributions to the history and future of passenger rail in this country. The day promises to delight the kid in all of us.



National Train Day Exhibits and Festivities

On Saturday, May 7, from 11:00 a.m. – 4:00 p.m., each free event in the four major markets will feature live entertainment, interactive and educational exhibits, kids' activities, model train displays and tours of Amtrak equipment, freight and commuter trains, and notable private railroad cars. Local communities nationwide are encouraged to develop and host their own National Train Day celebrations. More than 185 local celebrations took place in 2010.

1. **40th Anniversary "Exhibit Train" (Washington, D.C.):** Washington, D.C.'s National Train Day event will serve to launch the nationwide tour of the 40th anniversary "exhibit train." The exhibit will consist of two locomotives, three renovated baggage cars displaying historic advertising, uniforms, photos, and other memorabilia, and an Amtrak Bistro car to be used as a retail center and for various exhibits.

B&O Railroad and the Civil War (Washington, D.C.): The B&O Railroad owned the only line into Washington, D.C. during the Civil War playing a critical role during the conflict. Abraham Lincoln made only five historic railroad journeys during his presidency – all across the B&O's line. This interactive exhibit is presented in partnership with the Baltimore and Ohio Railroad Museum.

2. **The Great Migration (Philadelphia):** African-Americans migrated from the South to the Northeast, Midwest and West via passenger (and sometimes freight) trains during the early 20th century. This exhibit will chronicle The Great Migration, which lasted until 1930 and was a step in the full nationalization of the African-American population.
3. **East Meets West (Los Angeles):** Archived photos, facts and stories of the 19th century Chinese contribution to the development of the railroad will be displayed at this exhibit in partnership with local Asian community and cultural organizations.

California Missions (Los Angeles): The 21 California Missions along the El Camino Real (also known as The Royal Highway located between San Diego and San Francisco) will be showcased at this exhibit. A California Mission docent will be on hand to speak about the history of the Missions and their connection to the railroad, and an Amtrak representative will speak about current travel routes and trips.

4. **Hands On The Past (Chicago): Mexican Contributions To The Railroad:** During World War II, thousands of Mexicans came to the U.S. under a guest worker program called the "Railroad Braceros" to build and maintain our nation's passenger railroad system. This exhibit will honor the contributions by Hispanics to the nation's railroad.

For more information, visit www.nationaltrainday.com.



Amtrak's "Lake Shore Limited" westbound at Berea, OH in the 70's behind new F40PH #275 and an E-unit. R Jacobs photo



Amtrak's "Empire Service" train 281 arrives at the Amsterdam, NY station on 9/17/2010. R Jacobs photo



CVSR passenger train at the Lincoln Highway station in Canton, Ohio.



FIRST CLASS



*2011 Schedule of Activities,
National Train Day*



2011-1

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