



A Publication of the Railroad Model and Historical Society of Southeastern Ohio, Inc.

PO Box 1, Albany, Ohio, 45710

December 2016

Upcoming Events:

December 10-11, 2016

Railfair 2016
Sat. 10am - 9pm
Sun. 11am - 5pm
The Market on State,
Athens, Ohio
Admission: FREE
Operating Layouts,
Railroad Exhibits, Raffle

December 17, 2016

Train Town Train Show and
Swap Meet
Lima, Ohio
Admission: \$5
140+ Tables, All Scales,
NMRA Division 3

December 18, 2016

Christmas Train and Toy Show
Kirtland, Ohio
Admission: \$6
200+ Dealers, All Scales,
Operating Layouts, Dioramas,
Buy/Sell/Trade, Toy Drive for
Needy Families

January 10, 2017

Club Meeting
7:00pm
Ohio State Highway Patrol Post
13600 Della Drive, Athens
Bring something for
show and tell!

January 22, 2017

All Trains Swap Meet
Dayton, Ohio
Admission: \$5
Buy/Sell/Trade, Railroad
Collectibles, All Scales

March 5, 2017

Model Train Swap Meet
Greenville, Ohio
Admission: \$5
80+ Tables, Railroad Collectibles,
Operating Layout

Where Have All The Cabooses Gone?

By Keith Morrow

Many years ago, when I was a boy, railroads were an ever present part of my life. Both my grandfathers, and my father worked for the New York Central in Albany, New York. As a boy my grandmother would take me several times a year to New York



City and almost always to see the Easter and Christmas shows at Radio City Music Hall, the window displays at Macy's and Gimbles department stores, and other sights and sounds of the holidays. We would go on the train, leaving early in the morning and returning late the same day. Riding the train was a great experience. The ride along the Hudson River was beautiful. We would stop in Harmon, NY to change out the diesel locomotives for an Electric Alco/GE 2SE. Diesels were not permitted on trains going into Grand Central Station because the tracks were underground and exhaust would

build up in the tunnels. When exiting to the platform at GCS, there was a strong smell of grease mixed with ozone from the arcing of the third rail that powered the locomotive. This smell is in my head still many years later. There were always

trains in the Macy's department store window along with other decorations. Finally at the end of the day as we returned to Albany. If my dad was working, he would flash his lantern at the side of the train, welcoming us back home.

Riding in the car, I always liked when we were stopped by a freight train. As the train passed through the crossing, my brothers and I would always search out the caboose at the end of the train. As it passed through the crossing, most

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times there was a conductor or brakeman in the caboose who seemed more than willing to wave and smile at the kids hanging out the car windows. That made these big chunks of iron seem friendly. I often wondered if the railroad workers ever got tired of waving. Their smiles told me that they probably didn't. When I got older, I got to climb into a caboose. I was amazed at the amenities they had aboard: toilet, stove, beds, chairs, table, storage, and seats in the cupola! What a wonderful place that would be to ride!

Now days trains are kind of impersonal with FRED hanging on the back with it's red light blinking. No

smiling conductor waving at people along the way. These days the only time we see a caboose is at a scenic railroad, a museum or a



local work train. I saw a caboose last winter on the local NS line on a work train. It had the locomotive, an old sad box car, a gondola holding railroad ties and a back hoe, and a caboose. That got me thinking about

how cabooses came to be, and why they are now gone. So I delved into the history of the caboose and its years of active service to railroad workers. This is some of what I found.

The first cabooses in the US was attributed to the Auburn & Syracuse RR in the 1840's. Conductor Nate Williams decided to use a wooden boxcar at the end of the train as his rolling office. Most early cabooses were nothing more than a shed on a flatcar, or a modified boxcar. The cupola came about when in 1863 conductor TB

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Don't Forget Your Raffle Tickets!

Prizes

- **Wooden Train Set** complete with trains, track, and table
- **HO Train Set** complete with track, power supply, cars, and engine
- **O Scale Christmas Tree Layout**
Features a brand new Lionel Train Set

Ticket Prices

- 1 Ticket for \$1
- 7 Tickets for \$5
- 15 Tickets for \$10

Divide your tickets however you choose among the prizes!

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Watson of the Chicago & North Western, used a

boxcar that had a hole in the roof. TB sat on a stack of boxes with his head and shoulders sticking up.

He found he had an excellent view of his train.

In the early days of railroading brakes were set manually and the caboose quickly became transportation for the brakeman and flagmen needed to protect the rear of the train.. As time went on amenities were added, such as a stove for warmth and cooking food and boiling



coffee, toilet, benches and or chairs. Early cabooses

were often assigned to a particular train crew.. This became their home on the road. Crews would modify the

interiors to suit their individual tastes. Some cabooses sported art work and even curtains In the early days of railroading, crews worked long hours and the caboose became a place to take a short rest or get something hot to eat or drink.

Although there is a mystique of the caboose,

early cabooses weren't all that cozy. Early cabooses had single axle trucks which provided a pretty rough and rocky ride. They were also easily derailed or could get whipped off the end of the train in an accident. Many railroad crew members were killed or maimed in caboose accidents. They were also on the front lines if there was a rear end collision. Soon there were modifications to make the caboose safer and more functional. Two axle trucks were added and weight was added to make them more stable. The copula had seats so crew members could

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Club Picnic 2016

Railroad Club Vice President John Tysko hosted this year's Annual Club Picnic. Members were able to tour John's impressive garden railroad all while enjoying the company of fellow members and guests.

John has truly created a miniature world complete with two operating loops of track, areas for switching, and a village which lights up as the sun sets.

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observe the train looking for trouble as the train rolled along. Early copulas were in the center of the car (this was considered the “standard” caboose) and later some railroads placed the cupola toward the back. Some railroads opted for bay windows instead of the cupola, lowering the center of gravity. Platforms were added to each end allowing the crew easy access.

The demise of the caboose was a long time coming and took almost a hundred years’. It might have started with the use of pneumatic braking systems

in the 1880’s. Automated brakes did not require brakemen to climb from car



to car to set the brakes. This was safer at night and in bad weather, requiring less people. In the 1870’s electric track circuits brought trackside signals to control train traffic, eliminating the need for

flagmen. The change from friction bearings to roller bearings beginning in 1943 reduced the number of hot boxes and the need to check journal boxes. Trackside defect detectors were beginning to be used in the 1940’s to check for hot bearings, but it wasn’t until the 1980’s that radio voices were being used to transmit results to the train crews. Longer trains and bigger cars made it impossible for the conductor to see much of the train

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Club Picnic 2016

Members and guests alike were fascinated by the miniature world. John also explained all the work that went into constructing the base that the trains sit on. Some of the work includes grading the area, running drainage lines, running the wiring, and laying/leveling the track.

A big thanks to John and Janis Tysko for hosting the picnic! We had a great time!

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ahead. The use of radio communication helped to bridge the gap, but also made possible FRED.

Changes in working hours made the need for providing hot meals and resting places.

Because of the danger of cooking in a moving train, most railroads prohibited cooking in cabooses. In the 1980's railroads were under pressure to be more efficient. Cabooses

were considered a non-revenue generating part of operations and were expensive to operate. I was estimated that a caboose in 1980 cost \$0.92 a mile to operate.

In 1969 Florida East Coast Railroad got permission to

test and use and "End Of Train" (EOT) telemetry device. By 1972 they had



replaced all their cabooses. In 1980 a caboose cost \$80,000 to build and an EOT cost \$4,000. The EOT has no personnel cost or benefits, and little maintenance costs and upkeep. By 1988 all the states that required

cabooses at the rear of trains had repealed the old laws and the caboose all but disappeared from American rails.

As you sit in your car at a railway crossing watching the EOD winking its red light at you, think about the days gone when a real person was there to wave..... "For technical support press 7".

There are two good books on cabooses: Caboose by Brian Solomon. May 8, 2011 Voyager Press, and Caboose by Mike Schaefer, May 1997, MBI Publishing, You can also just search the internet for much information.

Interested in Membership?

Interested in becoming a member? Join today! Membership dues are as follows:

- \$40 for a single membership for 1 year
- \$60 for a family membership for 1 year

Benefits of becoming a member:

- Voting
- Several great trips throughout the year
- Friends who share a common hobby

FRA Unveils Preferred Alternative for Amtrak B&P Tunnel Replacement

Progressive Railroading

The Federal Railroad Administration (FRA) has released the final environmental impact statement (FEIS) for replacing Amtrak's Baltimore and Potomac (B&P) rail tunnel in Baltimore, the Maryland Department of Transportation (MDOT) announced yesterday.

Replacing the tunnel — located between the West Baltimore MARC Station and Penn Station along



also includes the intended location of an intermediate ventilation facility site on West North Avenue; responds to public comments on the draft environmental impact statement released a year ago; and recommends potential mitigation measures to address the documented environmental

The FEIS identifies the preferred out of three proposed alternatives for a new alignment to replace the 143-year-old, two-track, 1.4-mile tunnel, which is owned by Amtrak and also used by Maryland Area Regional Commuter (MARC) and Norfolk Southern Railway trains.

Amtrak's Northeast Corridor — will cost about \$4 billion, according to the FRA.

Replacing the tunnel will help increase capacity, improve safety and allow for faster trains to reduce trip times.

The preferred alternative

impacts of the preferred alternative, according to press release issued by Amtrak and the MDOT.

Community hearings on the FEIS will be held Dec. 8 and 10 in Baltimore. A record of decision for the project is expected in spring 2017.

Our Mission

*To Teach...
Those who want to know more.*

*To Educate...
Those who want to learn the history.*

*To Promote...
The hobby with enthusiasm.*

*And to share and enjoy the pleasure
of all that is Railroading.*



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Email: secretary@ironheadsofseo.org

Mail: PO Box 1
Albany, Ohio 45710

Your contributions keep the Ironhead Gazette moving!

All Aboard!

The Railroad Model and Historical Society of Southeastern Ohio, Inc.
P.O. Box 1 - Albany, Ohio 45710

Membership Application

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Telephone Number: Area Code: (____) _____

E-mail: _____

Birthday: _____

Application Date:

____/____/____

Type of Membership: ☐ Regular ☐ Affiliate/Family

Scales Modeled: (please check all that apply) ☐ Z ☐ TT ☐ S
☐ N ☐ O ☐ Narrow Gauge ☐ HO ☐ G ☐ On30 ☐ None

Do You Have a Home Layout? ☐ Yes ☐ No Scale: _____

How did you learn about The Railroad Model and Historical Society of Southeastern Ohio?

☐ Friend ☐ Hobby Shop ☐ Open house or show ☐ Other Train shows
☐ Newspaper ☐ Internet ☐ Other

I am interested in or would like to learn more about (please check all that apply)

- ☐ Operating trains
- ☐ Modeling Structures
- ☐ Modeling Scenery
- ☐ Modeling locomotives and rolling stock
- ☐ Layout Topside Maintenance (Track work)
- ☐ Layout Electronics
- ☐ Collecting
- ☐ Historical
- ☐ Photography
- ☐ Other (Please indicate)

I have previous experience in (please check all that apply)

- ☐ Operating trains
 - ☐ Modeling Structures
 - ☐ Modeling Scenery
 - ☐ Modeling locomotives and rolling stock
 - ☐ Layout Topside Maintenance (Track work)
 - ☐ Layout Electronics
 - ☐ Collecting
 - ☐ Historical
 - ☐ Photography
 - ☐ Other (Please indicate)
-
-

I have the following *skills or capabilities* that I could offer to the club:

- ☐ Food Preparation
 - ☐ Photography
 - ☐ Carpentry
 - ☐ Painting
 - ☐ Publicity and Promotion
 - ☐ Fund Raising
 - ☐ Librarian/Archive Maintenance
 - ☐ Setup, Tear Down, and Cleaning for Shows and Open Houses
 - ☐ Display Layout Operation and Hospitality
 - ☐ Website Design or Content Management
 - ☐ Other (Please Explain)
-
-

Thanks for completing this application. Please submit this form along with dues to the Club Treasurer or mail it to:

The Railroad Model and Historical Society of Southeastern Ohio, Inc.
P.O. Box 1 - Albany, Ohio 45710