

All Aboard



Winter 2016



Cutting the ribbon at the new Orrville trailhead.

Heartland Trail Celebrates First Mile

Anna Davidson

Over many years, members of the Orrville Railroad Heritage Society (ORHS) have attended meetings, given input, and kept a watchful eye on Orrville's trail development. A few years ago, the "historic quadrant" was chosen as the trailhead site. On Friday, October 14, Orrville celebrated the opening of the first mile of the new Heartland Trail with a ribbon cutting ceremony held in front of the new trailhead building located near the historical society and Depot. If you notice the resemblance of the building, it is no wonder, because it is modeled after our Depot. The new structure contains restrooms, water fountains, a bike rack, a bike repair station, device charging stations, and informational kiosk. Trail enthusiasts will find this a pleasant stop along their way. I have been on several area trails and there is nothing as nice as this facility that I have yet discovered. Chairmen of local organizations who have been involved in this entire project were invited to the ceremony. It is a great and proud moment for Orrville and the ORHS. We stand to realize many benefits from our involvement and support of this project! Stop by and check it out.



Dean Mark stands with "Millie" in Ashland, Ohio. See page 9 for the full story.

ORHS 2017 Events Schedule Approved

Roger Scott

Each year the Wayne tourist Bureau asks us what our next year's schedule will be. They need this by mid September. At our brainstorming session we decided next year's events will be National Train Day, May 1; Orrville Railroad Days, August 18 and 19; Route 30 Express, November 18; Home For the Holidays, November 24 and Christmas at the Depot, November 25. Additional events may be added at any time. An easy way to find out what is going on is to check our website.

For additional news and information, visit our website at

www.orrville railroad.com

And don't forget, like us on Facebook

Mechanical Crew News

Anna Davidson

The mechanical crew has been busy with figuring out a variety of tasks over the past year, many of which were accomplished early this fall. Between tending to the vegetation issues at DABO, where our equipment was moved one year ago, deciphering the new regulations with regard to breakout tools in passenger cars, and trying to locate replacement couplers for the RPCX 3850 (our first-class passenger car), they have really had their hands full.

On the coupler issue alone, five ORHS board members were actively trying to locate the H-81 couplers we needed. This search went on for more than 6 months. We checked with: a local casting company; with railcar parts dealers; contacts from our network of sources; online sources; a dealer advertising with the RPCA, and found nothing

or at least nothing materialized out of any leads through these avenues. Finally, our Vice President, Bill Engel, was able to hit pay dirt and secure a pair of good re-conditioned couplers. Chuck Jensen of the Morristown and Erie Railway (located in Morristown, NJ) came through for us. We had them inside of a few days. They were shipped to Orrville's Pack Ship, then Dean Mark and Doc Higgins picked them up and took them to DABO for installation the following week.

Thanks to Lynn Butts, Russ Davidson, Denny Deeser, Doc Higgins, Dean Mark, and Kevin Welch for working on a multitude of projects to keep our equipment in good shape and passing required inspections. Of course, especially big THANK YOUs, go to Bill Engel & Chuck Jensen!



Doc Higgins tackles the overgrowth at DABO.



Denny Deeser (left) and Lynn Butts unload the replacement couplers for the 3850.



Denny Deeser guides the new coupler into the pocket while Doc Higgins and Dean Mark keep watch.



Lynn Butts installs new bolts in the coupler pocket.

Table 5		418-118	452-52	★68	106
EASTERN STANDARD TIME		Ex. Sun.	Daily	Daily	Daily
		PM	PM	Night	AM
Lv	PITTSBURGH Pa. Ar	4.00	8.25	12.03	7.30
Lv	Federal Street " Ar	3.58			7.25
"	Sewickley " " Ar		8.05		7.06
"	Ambridge " " Ar				
"	Rochester " " Ar	3.20			6.43
"	New Brighton " " Ar			The Red Arrow	
"	Beaver Falls " " Ar	3.09	7.42		6.35
"	E. Palestine Ohio " Ar	2.32			6.09
Lv	Salem " " Ar	2.04	6.53		5.47
Lv	Youngstown " Ar				8.37
Lv	Niles " " Ar				8.20
Lv	Alliance " " Ar	1.45	6.35	10.23	5.29
"	Canton " " Ar	1.12	6.08	9.59	4.58
"	Massillon " " Ar	12.49	5.50		4.42
"	Orrville " " Ar	12.25			
"	Wooster " " Ar	11.53			
Ar	Mansfield " " Lv	11.05	4.32	8.31	3.14
Lv	Vernon " " Ar	10.40	4.16	8.28	3.14
"	Tiro " " Ar	9.59	3.54		
"	New Washington " " Ar	9.43	3.46		
"	Carrothers " " Ar	9.30	3.40		
"	St. Stephens " " Ar	9.24			
"	Bloomville " " Ar	9.19			
"	Ink " " Ar	9.10			
"	Tiffin " " Ar	9.03	3.20	7.33	2.04
"	Cromers " " Ar	8.49			
"	Maple Grove " " Ar	8.45			
"	Bettsville " " Ar	8.40			
"	Burgoon " " Ar	8.35			
"	Millersville " " Ar	8.30			
"	Helena " " Ar	8.25			
"	Gibsonburg " " Ar	8.20			
"	Woodsville " " Ar	8.09			
Lv	Summit St. Sta. " Ar	7.40	2.25	6.43	1.05

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INFO

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Notes from the Chairman

Newsletters – Yes, it has been a while since you have received an official newsletter from us. Your board of directors has been faced with a lot of major challenges that have never come before us in the history of this organization. This article will mention some of the key ORHS highlights of 2016.

Because we were not able to have any passenger rail trips this year and last, in 2016 our focus turned to enhancing areas in and around our beloved circa 1868 Union Depot which will celebrate its 150th Anniversary in 2018.

Depot Work Days targeted the renovation, cleaning, and re-arrangement of various areas/items around and within the building which resulted in a chance for ORHS members to interact with each other and members of various community volunteer groups. This is always a worthwhile and interesting experience and not an event goes by that we do not introduce someone new to the “gem” we have in our facility and collection.

For several years, Roger Scott has been working with a contractor to install central heat and a/c at the station. We are happy to report to you that this work is now done. Your BOD made a wise decision to dedicate funds from a bequest received several years ago to cover this much-needed improvement for the Depot.

We cleaned out corners of the building that had not seen the light of day for longer than I care to mention. We cleaned, re-arranged, and painted the Depot office. We sorted through parts of the attic and threw out old stuff we will never use. The mother-daughter crew of Kaye Cutting and Barb Cornell put on an heroic effort to scrub and paint the rear utility room flooring which made a huge improvement to a grimy area we traditionally hid from public view. With help from the Local Boy Scout Troop 60, we uncovered the cement curb running on the east side of the brick passenger loading platform. The scouts consolidated piles of bricks into one stack for future use and spread sand over the brick around the Depot. A US flag was also mounted on the Depot.

With help from community faith-based organizations and local volunteer groups during Orrville’s first annual Serve the City

event in August, more than a dozen people helped to paint the wrought-iron fence that stands between the Depot and NS main line. Roger Scott and Chuck Michener built fencing which hides our outside AC units and trash dumpsters, then volunteers helped to paint the fences. Roger redid the Market Street marquee sign board to hopefully help it last a bit longer. Plants, donated by members, graced our Market Street sign with some landscaping. Unfortunately, the summer drought took its toll on anything green, except crab grass and weeds. See photos from all of these activities throughout the newsletter. We plan to hold more Depot Work Days and will announce such activities through mass emails to members and on our website. You can also call the Depot Office for more information.

In mid-August, the Depot and gift shop were open and staffed by ORHS volunteers during Orrville’s Annual Ribfest. The weather was perfect and the event was well attended. A new attraction this year for us was a large N-Scale layout from a team of model railroading enthusiasts known as the Crooked River N’Geneers, who allow anyone to be an N’Geneer for a trip or two. Thanks to a donation from our Treasurer, Kathy Green, we held a drawing to win a train set. Our displays are always popular and because our President, Kevin Welch, likes to develop scavenger hunts, we had adults and kids searching to find all the items on these lists to win a prize. This made for a learning adventure and fun for the families that visited us. We also recruited five new members during the festival. The Orrville Lions Club is the sponsor for the city-wide event and this year they provided Pokémon Go! for visitors. If only I had thought to capture the picture of people lining our Depot benches trying to “catch ‘em all”. I was told by a Lions Club Member we had so many Pokémon chasers at the Depot our level was increased to a gymnasium which is even more of a challenge for those in to the Pokémon phenomenon! All-in-all it made for a great weekend and brought hundreds of people through our doors.

All year, some volunteers have been working at DABO to try to keep up with the vegetation problem and to continue clean-

up efforts on the property to hopefully begin events at our new location. Even though we had a dry summer it did not stop the bad weeds from growing and overtaking the siding areas, as well as, nearly engulfing some of the equipment. Thanks to Roy Cormany, Doc Higgins, and Lynn Butts for tackling several approaches to keep the weeds down, and for mowing the property.

Our mechanical crew has been tending to the equipment to prepare it for lease to Dennison for their Polar Express in December. A crew of Lynn Butts, Denny Deeser, Doc Higgins, Russell Davidson, and Dean Mark worked all day to replace the couplers on our first class car, RPCX 3850. Dick Vega and Lynn Butts worked on replacing the window in the private room. Both jobs were tough, but teamwork paid off and made for successful repairs and replacements. Kevin Welch made sure the cars were stenciled properly and updated safety tools were installed, per FRA regulations. Other smaller things were fixed on the RPCX 101 & 102. Their work made for an excellent round of inspections and the cars are waiting to leave. Thanks to this hard-working crew for their excellent efforts and continued dedication to caring for our equipment so that we can reap the rewards of some lease income to help with our monthly expenses.

In October, we did something we have not done for a very long time. We offered a bus trip, only this time we went to the Age of Steam Roundhouse in Sugarcreek, Ohio. A bus load of members and some nonmembers took advantage of this trip and had a wonderful time touring the facility, eating at the Dutch Valley Restaurant, visiting with each other, and enjoying the beautiful countryside on a perfect fall day. Special thanks to Treasurer, Kathy Green and Board Members Bill & Sandy Engel for assisting with this event. We may pursue something like this again, so watch for announcements and events through emails and on the website.

As an all-volunteer, nonprofit society, we have many tasks that anyone can help with, regardless of physical ability. We need everyone to get involved and turn out for our events, even if you can only commit for a few hours, we welcome the offer of your time and willingness to be involved! We have a few events left in 2016 and scheduled events for 2017. We hope to add *(see Chairman on page 4)*

Chairman

Continued from Page 3

a few more events in 2017 and our big push will be for the 150th Anniversary Celebration of the Depot in 2018. If you have not been active, consider giving your time and/or making donations of railroad-related artifacts to enhance our collection. We also welcome items to display "on loan" that focus on Orrville railroad history. Contact us to discuss. Financial contributions are also very much appreciated.

In the Headlight

ORHS Member Focus on Jerry Beach with introduction by Anna Davidson, Chairman

For this edition, I posed the question to long-time member, Jerry Beach, about how he came to volunteer with us. I have known Jerry from the beginning of his service with ORHS. He was always popular as a car host and passengers specifically requested him sometimes when they purchased our excursion tickets. Jerry had his son, daughters, and granddaughters help him on trips turning his volunteering into a family affair. Below is the information Jerry submitted.

"Sometime in the 1980s I heard there was going to be a steam passenger train going through Canton. After I got off work, I tried to be track side to see the train. I learned it was the ORHS sponsoring the trip so I found out just who the ORHS was. I attended some meetings when they fell on an evening when I had the next day off. There were always a lot of people at the meetings and everyone was eager to get to the next event. I joined the organization but couldn't do much because I always had to work when there was an event

In closing I would like to thank a small group of continuously dedicated individuals who show up for just about every activity or event to help in whatever capacity they can. These people know who they are. They arrive early and ready to give service of their own free will. They pitch in and take direction. They offer ideas and give suggestions, but most importantly they work, sweat, smile, and laugh until the job is done. They are invaluable to what we are trying to do here and without these volunteers, we would not have come through what we have survived all these

years, most especially the major challenges put upon us since the derailment on July 1, 2014. I send my heartfelt appreciation to them for their efforts and support. All organizations face challenges, especially in this day and age, but the glue that holds us together and keeps us going comes from the hard-working volunteers and patrons who continue to support our efforts.

I hope to see you at the dinner and other events. I also wish you and your family a blessed, safe holiday season.

Anna M. Davidson, Chairman, ORHS

but, whenever one of the trains went through Canton I would try to at least watch it go by. When I retired, I was able to be more active and started working on the trains as a car attendant. Through the years as we (ORHS) got older some (volunteers) have passed on and some younger volunteers have come in. Then the unfortunate accident occurred taking three coaches away and we no longer have train trips. Since then it seems like most of our volunteers thought we were done. That is not the case because there is still life in the ORHS."

"I remain a volunteer because I see this as a temporary setback and when we start having public events I will be here to help play the trains like we did before. However, I would like to see more younger members come out to the meetings so when we do have a chance to do something big, we will have the personnel to staff it. We also could use input to plan events. We still meet the first Tuesday of the month at 7:00 pm for the General Membership Meetings."

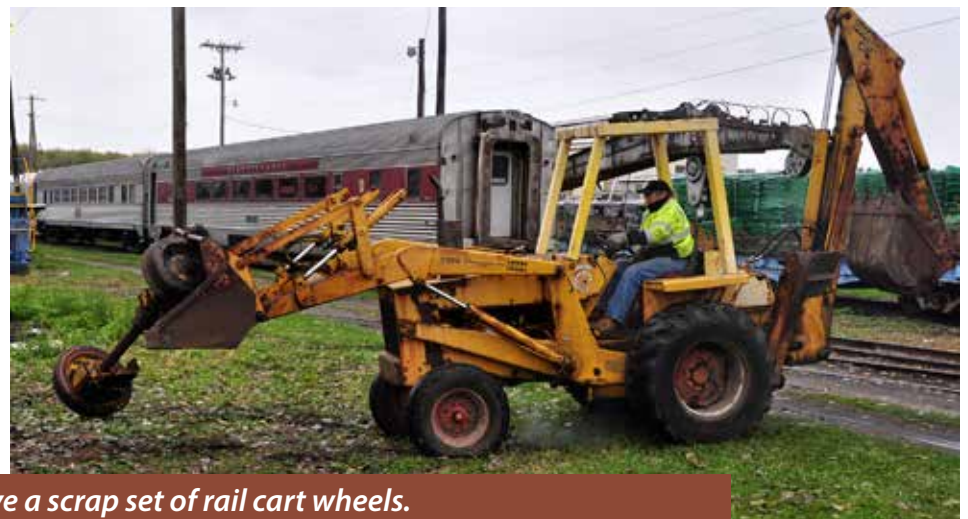


Jerry Beach prepares for Christmas at DABO.

DABO Work Day

Eric Schlentner

A general work day was organized for our DABO property on October 22. Projects included picking up trash and consolidating and sorting of small scrap items. Along with the constant attack on vegetation, the property is getting in pretty good shape. Thanks, guys.



Lynn Butts uses the backhoe to move a scrap set of rail cart wheels.

A Note from the Keeper of the Cash

Kathy Green

When a person becomes the financial officer of an organization it is a tremendous task. In the case of ORHS this has been a very challenging position.

As most of you are aware times are a little difficult right now. Due to the incident with the coaches and our inability to have excursions our income has been cut to almost nothing. Our expenses and financial obligations did not go away. In fact, just to keep the Depot operational costs us \$1,000 per month. We also have the loan obligation for DABO. This requires two payments per year of a minimum of \$30,000. As of today, we have made our first payment in June and are preparing to make our next payment on December 2nd. ORHS is required to make payment in the months of June and December up until the final payment in December 2018.

We are very fortunate to have the funds available to make payment thus far. Our cash position remains in the plus mode for the time being. It has not been necessary to touch any of our investments and have been working out of the checkbook bal-

ance. I will not bore you with the figures, but let me assure you that our fund balance is not what it seems. We have obligations in the amount of \$74,500. Some of the items included in this balance are the remaining balance owed to SIPS for the repair of the coaches from the 2014 derailment, work being done at DABO such as electrical service and general grounds maintenance, spouting improvements to the Depot, required grade crossing repair near DABO entrance, and dollars encumbered for the December loan payment. Rest assured that the Board of Directors is accountable for each dollar we spend and are probably tired of hearing me caution them about the funds in the checkbook. Just to give you an example our checking account shows a little over \$38,000 after the deduction of the amounts obligated. The next DABO payment which I am going to encumber after the first of the year is \$31,076. Do the math and you find that we have some decisions ahead of us.

OK, enough of the bad stuff, now on to the good side. We are in the process of reinventing ourselves. A lot of time and

thought have been put into what to do to try to bring some dollars into the organization. Our National Train Day and Railroad Day events were well attended. Roger has been trying to think of ways to bring folks to us. In fact, he was instrumental in making a motor coach tour to the Age of Steam a reality. I know that he has a few more goodies up his sleeve. Every event dollar that comes thru the Depot doors helps. We are trying the old standby things and are game for the new. Got any ideas? Come share them at a meeting.

We are kind of like the Little Engine that Could right now. Remember her saying, "I think I can, I think I can!"? Slow...steady... and determined to make it despite all odds. We need your help as volunteers now more than ever before. No, we don't have our glorious excursions right now, but we have a wonderful Depot filled with amazing train things and volunteers who can make events magically happen. There is a lot on the horizon right now. One thing we may be missing is YOU. Step back aboard and enjoy the ride.

2016 Board of Directors Highlights

Joe Breindel

- January: Joe Breindel appointed statutory agent for Dabo, Inc. to receive legal mailings and notifications.
- February: Motion passed to contract with Armstrong Utilities to upgrade Depot telephone system.
Motion passed approving sale of unused 3-chime horn from Car #3850 to Orrville Firefighters Association for \$500.
- March: Motion passed to lease passenger cars to Dennison for their annual Polar Express excursions.
Motion passed to list for sale unwanted/unneeded rail equipment from Dabo on Ozark Mountain Railcar website.
- April: Jerry Beach approved as new board member.
- June: Presentation by Wendy Zucal discussing Dennison Railroad Depot Museum activities.
Presentation by Dave Rothchild discussing Crooked River Ngineers Model Railroad Club.
Presentation by Sheri Stallsmith (Milk Box Consulting) proposing fundraising and community outreach programs.
Email motion passed to authorize expenditure for up to \$1000 for survey and appraisal of Dabo property.
- July: Motion passed to develop plan to host fund raising bus trip to Age of Steam Roundhouse in Sugar creek, Ohio.
- August: Kevin Welch resigned as Director of Dabo, Inc.
Email motion passed to authorize sale of freight wheel sets/trucks at Dabo.
Motion passed to authorize purchase of custom floor protectors for Cars #101 & #102.
Motion passed to authorize expenditures of up to \$2000 to repair/replace grade crossing at Dabo.
Dave Rothchild approved as new board member.
- September: Motion passed to cancel contract with Mark Bucol to supply replacement couplers for car #3850 and instead purchase couplers from Chuck Jensen.
Motion passed to authorize purchase of an industrial grade weed sprayer for use at Dabo.

Pennsy Memories in Orrville

Richard Jacobs

[This is the last article written by long-time member Richard "Jake" Jacobs before he passed away on June 23, 2015. Jake was a prolific railroad photographer and former editor of All Aboard. Written on February 11, 2015 to fill any potential empty space, we never got the chance to publish this article until now. -Ed.]



Last Saturday February 7, I was attending a planning meeting at the Orrville Union Depot, home of the Orrville Railroad Heritage Society. After the meeting, I went trackside to the parking lot of the Norfolk Southern (NS) Maintenance of Way facility. I do that often to drink a cup of coffee, read and grab a NS train photo on the former Pennsylvania Railroad Fort Wayne line.

The afternoon was bright and sunny with nice snow covering. A westbound train passing the depot would have been a great photo. I heard a distant horn just before 2 o'clock. As the train sounds got closer, I realized it was an eastbound train. Oh well, I'll set up for that.

NS freight 162 passed the MoW facility at CP-ORR with BNSF #9931 leading a second BNSF unit and three NS units on a very long freight. I grabbed the shot, but missed the going away shot since my SD card was full. I changed to a new card and then took a few photos of the ORHS cluster of Depot, ORR tower, PRR caboose and several track signals.

The NS MoW facility was built during the summer of 2013 to serve as a home base for track maintenance equipment and crews. I was about to leave at 3 o'clock when I heard horn sounds to the west again. Soon NS PRR heritage locomotive #8102 led another eastbound freight. This time, I did get the going away photo. Memories of when

the NS Fort Wayne line was the mainline of the mighty Pennsylvania Railroad flashed into my mind!

The NS Fort Wayne line was the westward mainline of the mighty Pennsylvania Railroad and predecessors from 1852 until 1968 when the Penn Central merger was consummated. The PC still used the line for westward traffic, but since they had a more direct route from Cleveland on the ex-New York Central line, traffic waned. It was revitalized under Conrail, used for traffic to and from Indianapolis and St. Louis via the Big Four connection at Crestline.

The Conrail split between NS and CSX changed everything! The line from Pittsburgh through Orrville via Alliance is now operated by NS. Several daily trains use this route, primarily for traffic to and from Bellevue and Columbus via Bucyrus, Ohio. One local freight from Mansfield services Orrville industries Monday through Friday each week. A weekly RJ Corman local from the Mace interlocking at Massillon to Wooster runs by Orrville on the NS Fort Wayne line, often on Tuesday. All these trains pass by the Orrville Union Depot, built in 1868 by the PRR. It is the home of the ORHS since purchased from Conrail in 1982.

History of the Pennsy in Orrville

The Ohio & Pennsylvania Railroad built through Orrville due in part to free locomotive wood from Gailey's saw mill. The first two trains through Orrville arrived in Wooster, August 10, 1852. The trains stopped there, as it was the end of the line at that time.

In 1854, the Cleveland, Akron & Columbus Railroad also built through Orrville. The CA&C intersected the Ohio & Pennsylvania, thus making Orrville a freight and passenger transfer center. A signal tower, roundhouse and a large freight car yard were soon built.

In 1856, the Ohio & Pennsylvania was merged into the Pittsburgh, Ft. Wayne & Chicago Railroad, which was then taken over in 1869 by the growing Pennsylvania Railroad. The CA&C also became part of the PRR.

Both lines became part of the Penn Central system after the PC merger in 1968. Abandonment of the CA&C line began in July 4, 1969 when floods severely cut the line south of Orrville near Holmesville in Holmes County. A four mile segment to serve Orrville industries still exists.

PC still ran freights on the CA&C line from Hudson and Akron to Orrville and then west on the Fort Wayne line. Trains used a wye that replaced the diamond crossing. A connection to the Orrville yard, south of the Fort Wayne line is still used today. CA&C operation from Hudson through Akron to Orrville was terminated under Conrail. Tracks still exist from Akron to Hudson but are not used today.

Sections of the CA&C line exist for Rails to Trails use today. Additional sections are in the planning stage. Clinton to Orrville is one of those sections.

Thanks to Ned Hostetler, an Orrville historian, for information from his book on Orrville's railroad heritage.



National Train Day

Eric Schlentner

The ORHS National Train Day celebration was held at the Depot over two Saturdays, May 7 and May 14, this year featuring four small train layouts.

Chairman Emeritus Howard Wade displayed his boyhood train, a Lionel cast metal model of the Burlington Zephyr along with Jerry Beach's European Marklin train.

Our G scale and O scale layouts were also running. The O scale layout featured a scavenger hunt for the kids.

Of note, Boy Scout Troop #60 set up a "Graveyard Express" with old broken and battered Lionel trains - that still run!



Howard Wade and Jerry Beach (left & right-center) discuss their trains with Paull Brenneman and Chuch Michener.

Members of Boy Scout Troop #60 and the "Graveyard Express".



Serve the City

Eric Schlentner

ORHS was one of the recipients along with Orr Park and the Orrville Historical Society of volunteer labor provided by the first annual *Serve the City* event organized by the Orrville Ministries Association (OMA) on Saturday, August 6. Over a dozen volunteers from the association helped paint the wrought iron fence between the Depot and the tracks, and the wood fence surrounding the AC units. Thank you, OMA, for helping to keep our historic building looking great.



ORHS Benefits from Scouts Service

Eric Schlentner

As part of their 2016 Spring Camporee, Orrville Boy Scout Troop #60 donated their helping hands as part of their community service project on April 16. Their activities included applying sand to the bricks around the Depot, piling the extra bricks for storage and exposing the concrete curb from the long gone passenger platform along the NS tracks. Thanks for your much appreciated effort!



Members of Boy Scout Troop #60 after their day of community service.

Getting ready for another move – Volunteers take a breather on Work Day



Many Hands Makes our Work Day a Success

Anna Davidson

We have talked about a dedicated Orrville Union Depot work day for many years, but other ORHS events/duties and challenges always demanded our attention.

Finally, based on leadership efforts by Kevin Welch (ORHS President/DABO Director), Kathy Green (ORHS & DABO Treasurer), and Roger Scott (Depot Activities Chairman), a date was chosen, a “To Do” list was created, and all ORHS members were invited to come help in exchange for a pancake breakfast, sponsored by the Orrville Rotary Club.

On Saturday, March 12 at 9AM, a small group gathered and made its way to Orr Park at Schmidt Hall, only to stand in a very long line for pancakes. Of course this gave us an opportunity to talk to others and among ourselves, as we anticipated our meal. While we ate together, we talked about the day and our hopes for National

Train Day set for May. Many locals asked us about our upcoming activities, what was happening with DABO, our move from Pine Street, and whether we would have any upcoming train trips.

We finished up and headed back to the Depot to begin attacking Roger’s List.

Everyone worked together, systematically wiping tasks off Roger’s List. Volunteers cleaned glass cases, swept the nooks & crannies of the big room, removed designated items to the “Free for the Taking” pile outside, disassembled and removed the furnace, swept carpets, removed cobwebs, laughed a lot, told stories, and climbed on ladders. I heard Kevin comment several times, “I never thought we would get as far as we have today.” I also heard a rumor that two of our guys are thinking about forming a moving company.

Thanks to Jerry Beach, Paul Brenneman, Kay



Barb Cormell prepares the soil around the marquee for donated plants.

& Bob Cutting, Russ Davidson, Kathy Green, Roger Scott, Bill Voght, and Kevin Welch for all their efforts!

Passenger Rail Update

Bill Engel

There is a lot to report on in the passenger rail world. In Ohio the 3.5 mile long downtown loop streetcar line has opened in Cincinnati. It opened Friday, September 8 with free rides given all weekend. The loop starts near Great American Ballpark and goes north to the Over the Rhine neighborhood before returning via other streets to the starting point.

Retired NS Chairman Wick Moorman accepted the job of Amtrak President, effective September 1. Most observers are excited that someone with his managerial

experience and love of railroading has taken the helm at Amtrak.

Amtrak has placed the last of the seventy new ACS-64 electric locomotives in service on the Northeast Corridor. Prior to that announcement they operated a special “Farewell to the AEM-7” excursion roundtrip from Washington, DC to Wilmington, DE where passengers got to tour the Amtrak maintenance shop. The AEM-7 locomotives served many years on the Northeast Corridor after replacing the Pennsylvania Railroad’s famous GG-1 design.

Amtrak has also announced a contract to produce the next generation of high speed trains for the Northeast Corridor. They will be manufactured by the Alstom company at a facility in Hornell, NY. They will replace the existing Acela express trains around 2020. The new trains will be based on an existing design in production in France. Amtrak will also upgrade track on the Northeast Corridor so the new trains can reach a speed of 160 MPH.

Fun Fact:

The modern age of trains began in early 1800s after the initial patent of James Watt for stationary steam engines expired.



Adventures with Millie

Story and images by Anna Davidson

This summer my husband Russ and I were invited to tag along on two different speeder trips with Dean and Debbie Mark. Both our trips were on Millie, the ORHS track car.

Trip 1 was in August on the Ashland Railway with the Ohio Valley Railcar Group. We departed from an industrial area off Route 30 West near Mansfield. Our journey took us right through the Mansfield State Correctional Institution and beside the gothic style Mansfield Reformatory, which is a state designated historical site. This famous landmark was used in several classic movies like *Tango & Cash* and *The Shawshank Redemption*, among others. The ultimate destination was West Salem. On the way back, the group stopped for a boxed lunch, relaxation, and music provided by Wilbur Herr's fully restored Wurlitzer Military Band Organ from Northern Exposition Shows.

The day was hot, but there was a great breeze all day long. The scenery and conversation were memorable and Dean did a wonderful job as the driver! The OVR Group is filled with nice people who really want to do track car events with us and many asked me when we would have something at DABO. I replied we were hoping to host something next year.

Trip 2 was in October and was a 2-day event based out of the eastern highlands in Elkins, WV. This time there were 5 of us – Dean & Debbie, Luella Miller, Russ, and me. We left around noon on Friday and arrived at the Durbin & Greenbrier Valley Railroad Station in downtown Elkins by about 6PM that evening. This was a Narcoa sponsored event and many participants were already lined

up on the track. Dean set about unloading Millie and then we headed to a local restaurant for a wonderful meal. Up early on the following day to attend the mandatory safety meeting and learn the details for the day's journey which was to travel up to the top of Cheat Mountain. I was told that at The Big Cut the elevation would be over 4800 feet and we would encounter steep grades during our ascent. There were 27 different speeder cars, including one that was pulling a port-o-potty. We would also have a lunch break along the way and rest stops, one near High Falls. The scenery was breath taking and the trees were at peak color. I spotted a bald eagle in a tree near the Cheat River and many fly fishermen enjoying themselves. We passed numerous camp grounds and homes way up in the mountains. Our lead car operator radioed everyone that he had spotted a black bear near the river, but the speeders must have scared him away by the time we reached the location where he had been spotted.

Day 2 – we journeyed to Belington, WV which was a shorter trip with more breathtaking scenery including interesting geological formations and boulders the size of semi-trucks scattered about the Tygart River which wound alongside the tracks. The day ended in the late afternoon as we headed back to Elkins, loaded Millie up and drove home. We were all pleasantly tired from an interesting speeder-car weekend filled with great people and spectacular scenery. Russ and I thank Dean and Debbie for inviting us to go along and experience the fun of riding the rails on Millie.



Ready to go in Ashland, Ohio.



Pausing at Big Cut on Cheat Mountain



Waiting on a passing Durbin & Greenbrier freight

Long-time Member Injured

Roger Scott

The front office received a call from Marcy Martin, she said her husband was involved in a bad auto accident and is injured with many broken bones, and will have a very long recovery time. Marcy has set up a funding account for Danny, you can write her at 1317 24th St. NW Canton 44709 or call her at 234-360-1810 for details. Danny Martin has been a long-time member of ORHS who assisted with us with passenger rail excursions, including being a carhost. We wish Danny a speedy recovery.



Car Host Danny Miller on the 2013 Orrville Autumn Express.

Donations

Roger Scott

We sincerely appreciate the donation of time by our volunteers to work on items received and donations of items given to our museum which enhance our collections. Donation items received so far this year are:

N gauge train board with power pack and rolling stock. Lynn Butts and Dick Vega made the arrangements to bring the board to our museum. The train board is unfinished and needs lots of work. President, Kevin Welch, has been working on it.

President, Kevin Welch, has also been working on our O gauge layout. It has been here for probably 20 years.

The Crooked River N'Geneers have taken

the H.O. gauge board to strip off most of the problematic switches and streamline the board. It also has been here quite awhile, but we have not had time to work on it.

Jerry Beach donated 5 or 6 boxes of train parts which needs to be sorted.

Dave Rothchild of the Crooked River N'Geneers has donated an N gauge train set for us to raffle off, we have already started ticket sales for this set. Our goal is to sell tickets up to and including our annual dinner. Tickets are \$1 each or 6 for \$5. Contact us if you would like to buy tickets.

Chairman, Anna Davidson, donated an electric train set to place around the Christ-

mas Tree during our holiday celebrations this year.

Items on Loan for Viewing:

Howard E. Wade, ORHS Chairman Emeritus, has loaned us his Zephyr style American Flyer train set, from the late 1930's which was a Christmas gift to him when he was a child. Look for it in west hall wall case.

Chairman, Anna Davidson, has brought to the depot an HO gauge circus train set that we hope to be able to show at our Christmas At the Depot open house.

Thank you everyone for your donations!

View from the Cab

Lynn Butts

Things are a little slow and the 471 will be put to bed soon. Using the 471, we were able to move the equipment around a few times this year and line things up for future access and other moves to meet commitments. The engine started right up each time.

The air horn problem has been resolved. Regrettably, sometime in early 2016, the horns were stolen from the 471. This incident was reported to the Wayne County Sheriff. Long-time ORHS board member, Adrian Eskew, offered to the board a re-

placement horn in exchange for a coal stove. The board agreed to this exchange with the requirement that these replacement horns be secured so they cannot also be stolen... again. Thank you Adrian!

We look to a better season next year as the cleanup and weed control will help us out so we can at least run track cars and go from there. We will see what the future will bring but we'll need help from all the membership to make things work at our new rail yard location. If you'd like to volunteer, please call the Depot.



Notice anything missing?

Safety Express

Ed Hershey

As I sit writing in the spare bedroom which doubles as an office / study, I can see the hood of a toddler's talking automobile that resides in an adjacent bedroom peering around the corner. A veteran of 9 grandchildren, its message is now as it was at the time their fingers first pushed the correct button on the steering wheel. Hopefully, its message "Look both ways before crossing the street" is permanently etched in the minds of 5 boys and 4 girls that carry the title of our grandchildren. Just goes to show you, you're never too young (or too old) to be reminded of the importance of safety in our everyday lives.

Earlier this year, we were fortunate enough to have the opportunity to sell a set of "locomotive horns" mounted on the roof of ORHS # 3850 (formerly Larry Marshall's car) to the Orrville Firefighter's Association for use on a fire truck. When installed, they will help ensure safe passage of emergency vehicles thru the heavily traveled streets of Orrville, especially Monday thru Friday during work hours. You may recall that the Nathan K-3 Air Horns were used during back up moves in the days of ORHS Excursions to warn grade crossings of the approach of our train.

As the remaining passenger cars in the ORHS fleet will soon travel to Dennison to be part of their fall excursion schedule, several members of the ORHS mechanical crew spent a lot of extra time ensuring that our cars meet the latest safety specifications prior to leaving Orrville. This included (but is not limited to) coupler and window replacement on ORHS # 3850. This required a tremendous effort on the part of the mechanical crew to ensure these projects were completed in a timely manner. Our thanks to them.

Until next time, "STAY SAFE".

Thank You for Your Support

The functions and programs provided by ORHS are made possible by the generous support of our members and donors.

New Members

Mike Bixby
 Chuck Francis
 Chris A. Kuczynski
 Zac, Bonnie, & Corey Pettit
 Mike Purdy
 David Rothchild
 William & Barb Simon
 Mike Skabar
 Mr. & Mrs. Randy Wolfe

Welcome aboard!



ORHS 2016 Executive Committee

Chairman
 Anna Davidson
 President
 Kevin Welch
 Vice President
 Bill Engel
 Secretary
 Joe Breindel
 Treasurer
 Kathy Green
 Chairman Emeritus
 Howard Wade

Board Members
 Jerry Beach, Lynn Butts, Bob Cutting,
 Sandy Engel, Adrian Eskew, Ed Hershey,
 Roger Scott

Departures



In the past two years since we our last newsletter, we have been making note of members who have passed away. We hope we have not missed anyone. We have received word these members are no longer with us. We miss them.

Robert Bassett; William Bloss
 Kathleen Brillhart; Phoebe Hostetler
 Richard Jacobs; Ralph McCormick
 Leo Mize; Helen Runion; Ross Schoolroy
 Robert Seckel; Genevieve Smith
 Lawrence Ulrich; Tony Yonto

2017 MEMBERSHIP FORM

Regular: \$15 Family: \$25 Senior: \$10 Student: \$7.50

Date: _____ Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Email Address: _____

Cut out and bring this form to the next ORHS meeting or mail with a check or money order to:
 ORHS Membership, P.O. Box 11, Orrville, OH 44667-0011
 Make checks payable to ORHS. Do not mail cash.



Mr. & Mrs. S. Claus visited ORHS during Holidays at the Depot on November 26.

Place
Stamp
Here

Orrville Railroad Heritage Society, Inc.
P.O. Box 11
145 Depot Street
Orrville, Ohio 44667-0011