

Call Board

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2004 Travelogue

By J. Hedge

It is time for my annual travel report. This is like getting the Holiday letter from relatives or friends. 2004 was a little slow for train watching and allowed for no time to take any AM-TRAK trips. I have been doing a lot more business travel and do not feel like doing much extra wandering.

The first pleasure trip of the year was to Hawaii in May. I know that this is not real high on most railfans' have to see list but it was still interesting. We only visited the island of Oahu. The first train action was to ride the train at the Dole plantation. This



is an amusement park type train that runs loop to loop through a pineapple field. The train was fairly new and the information on pineapple farming was interesting. The only other railroad operation was the Hawaiian Rail-

way at Ewa. I was surprised to find out that Oahu had a very extensive narrow gauge rail net-



work before World War II.

The Navy had a lot of track at Pearl Harbor for moving munitions, coal and other supplies to the piers. Also each of the major plantations had a railroad for moving sugar cane to the mills. The Hawaiian Railway is at the Ewa (northwest) end of the island. It runs along the old Barbers Point Marine Air Station towards Kahe Point along the ocean. It is a nice ride. The track-work seems to be in good condition and the cars are well maintained. One section of the line runs through the middle of a resort golf course. One golfer was not too happy when the train blew for the crossing just as he was lining up for a putt. The line is registered as a National Historic Site and is safe from removal and development. One of

the resorts along the line did take out some of the right of way, but then they had to spend over a million dollars to restore it.

The railway has a lot of equipment that they are working to restore. Altogether it was a pleasant way to spend most of the day. After seeing the railway there was nothing else worth doing in Hawaii so we came home.

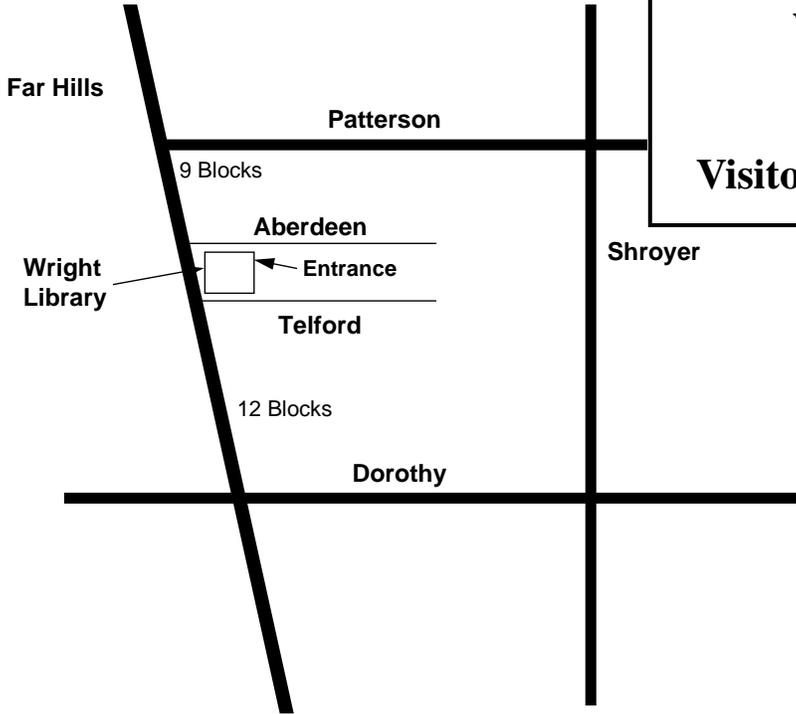
The next railfanning was on Fathers day. I went down to Washington Courthouse, Greenfield, Leesburg, Martinsville, New Vienna, Midland and Blanchester along the old B&O.



Washington Court House had a set of CSX locomotives sitting next to their office but nothing moving on the line. The line has recently been leased to RailAmerica and is being run as part of the I&O. It will be interesting to go back and see what changes they make in the operations. The DT&I no longer runs to the south, but the line to Springfield has the potential to

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**You are invited to the January meeting
on Sunday the 16th at 2pm at the
Wright Memorial Library
1776 Far Hills
Oakwood, Ohio
Visitors and Guests Always Welcome**



Layouts Needed
We have run out of layouts to visit after our meetings. The layouts can be any size, scale, and stage of completion. Contact Bruce Albright for more information.

Contest Entries Missing
For the last couple of months we have not had enough entries to hold a contest. According to our rules we need at least 3 entries.

Clinics Wanted
Do you know how to do weathering with chalk? Would you like to show us how? Contact Richard Davoust.
We would also like to know what clinics you would like to see at future meetings.

Date	Location	Contest	Program	Layout
16 January	Wright Memorial Library	Modelers Choice (Scratchbuilt)	Ballasting for Model Railroads by Jim Foster	
20 February		None	Auction	
20 March	Wright Memorial Library	Narrow Gauge		
17 April	Wright Memorial Library	Thumbz		
15 May	Wright Memorial Library	?????????		
16 June	?????????	Scene (Any Size)		



generate a lot of traffic. The next stop was Greenfield. The DT&I and B&O depots have been saved and are located next to each other on the east end of town. One is being used as an animal clinic and the other looks like it is being used by a historical society. I followed the B&O line west toward Midland.



There was a Pittsburgh Industrial Railway switcher parked near the Leesburg Depot. There was not much else to see on the line except for the track crew that was working near Martinsville. The depots in New Vienna and Blanchester are still standing and look to be in fairly good condition. The next trip was a week near Fredericksburg Virginia.

Fredericksburg has a Virginia Railway Express passenger station but the line is only used for rush hour service to Washington, DC. We drove up to Springfield,



Virginia and took the Metro into the city. Springfield is at the end of the Blue line. You can either take the Blue line all the way to the Mall or change to the Orange line in Alexandria. By changing lines you save about fifteen minutes and arrive at the same place. Even with the recent problems the Metro seems to be having it is still better than trying to find a place to park in the center of Washington. Washington in the summer is a miserable place to be outside. There is too much to see and too much walking required. So we had to pick and choose which sights to see. The kids wanted to see the National Air and Space Museum so we did not make it to the new transportation exhibit at the National Museum of American History. I will probably get there next year. The rest of the summer was spent at home with no railfanning.

The first Friday in October found me in Baltimore for a meeting. Fortunately my brother is now working in Baltimore so I was able to stay over with him until Sunday. On Saturday we attended the train show in Timonium, Maryland. The show is held at the state fairgrounds in a very large building.

The building has about the same floor space as the Hara complex without the arena. They claimed to have about 600 dealer tables. The hall is divided into 3 rooms. The room that you enter through was so jammed with tables that the aisles were too narrow to easily move through. The second room was full but had more aisle space so that it was not as hard to move around in. The third room was dedicated to Tinsplate and layouts. It was less than half full and there were not very many people. Even though the show was suppos-

edly twice the size of ours, I do not think that it was any better. The next show there, which is supposed to be even bigger, is in February. I do not know if I will "have" to be in Baltimore that weekend for business, but if I am I will probably try to attend.

After the show we toured the Baltimore area. We went down to Laurel, Maryland and found the Peach Creek Shops hobby shop. It is an interesting place. It is in a converted 2 story house. It has a lot of stuff crammed into the space. They do a lot of business on the internet and are known for their steel mill modeling. After there we wandered around the Baltimore harbor.

We found the Canton Railroad which serves most of the harbor. There is a lot of track and several yards scattered around. Unfortunately most of the interesting stuff is behind security gates without good places to get photos. Still an interesting area. The next weekend found me taking the family to Chicago.

We went to the Museum of Science and Industry (MSI). We had been there 2 years ago while they were in the process of building the model railroad. Since it is now finished we had to go back. I have seen several magazine articles about the layout and it sure lives up to its publicity. It was interesting to see all of the Walthers buildings that they used. The trip to Chicago to see the layout is well worth making. The tour of the Zephyr was interesting. The train is located underground next to the parking garage. They are also in the process of burying their WWII German submarine. On Saturday my son and I caught the subway from the

loop and went to Rosemont to the National Hobby Show.

We have attended the show for several years and it is interesting to see the change in which hobbies seem to be most popular. The railroad model manufacturers were well represented as seen in several magazines. I was not impressed with what they were showing. I think that they expend more effort and put out more information for the trade show than they do for the public. The number of small specialty manufacturers represented seems to be dropping every year. R/C models seem to be the fastest growing hobby for the past several years. The last excursion of the year was on Veteran's day.

Brian Petroziello and I decided to head south this time. We headed down to Chillicothe and ended up in Huntington, West Virginia. In Chillicothe we went through town to find the paper mill. US 23 runs right through the middle of the plant. It looks like there is a lot of rail operation, but it is all concentrated where you cannot get to it. We stopped at the south end of the yard that serves the plant but did not see any trains.

US 23 and several county roads parallel the Norfolk Southern all the way to Portsmouth. There are several good photo spots along the way but we did not see any trains. We found a small yard in Waverly that serves a large cabinet plant but again nothing was moving. We ate lunch on the north side of Portsmouth and saw the tail end of a northbound coal train as we entered town.

The Norfolk Southern station has been torn down and there is construction at the site. We went down to the floodwall and looked at the murals and then

headed for the Norfolk Southern yard. There is a street that has an overpass at the north end of the yard. Unfortunately the sidewalk is on the wrong side so you cannot easily take pictures of the yard. There were a couple of trains in sight but none moving. Headed out of Portsmouth south toward Ironton on US 52. The highway runs right along the NS line. We met a northbound double stack and pulled over to the side of the road for pictures. Not really a safe location for that type of activity as the shoulders are narrow in many places. Continuing on south we took a look at the large NS coal transfer facility at Wheelersburg. It had a unit coal train on its balloon track but it was not moving. We could not see a lot of the operation due to the lack of public roads in the area.

We went into Ironton and found the depot. Looked to be in good condition but boarded up.



There is a small yard toward the south end of town. There was a work train parked there with a Montana Rail Link locomotive on one end and a Norfolk Southern Caboose on the other.

An intermodal train passed



while we were there. We started south again and met another train near where we got back onto the freeway. Ironton turned out to be the best spot on the trip. We crossed over the Ohio River at Huntington and started back north. We played hide and seek with CSX and NS all the way back to Portsmouth. At Ceredo, West Virginia we caught a pair of Kanawha River Terminal (KRT) units moving coal at another transload facility.

Just before we crossed over



the Big Sandy River into Kentucky, at Kenova, we found a historical society with a stuffed and mounted 0-4-0T on display. On the other side of the street was a NS coal train waiting. May have to go back sometime to see more of the historical society.



US 23 from Kenova to Ashland runs right along the CSX mainline but we saw no trains. We skipped the yard at Russell so we will have to go back. We crossed the river at Greenup and headed for Chillicothe, US 35 and home.