

The Byesville Switch Stand

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Salvation Army Transferred Captains Sears: BSRW director, historian, and company store keeper Bob Sears and his wife Alice will be transferring from Cambridge to a new position in Painesville, Ohio on July 1st. Bob has agreed to remain on our advisory board and will be back as a volunteer in one year.

Record Spring Ridership: BSRW V.P. Cecil Carlson reported a record high for May ridership with over 1200 riders. This was largely due to the Student Educational Tours program conducted by member Denny Jones and several out side bus groups.

Grant received from the Cambridge Kiwanis Foundation: BSRW was recently informed of the recent \$3200 grant award from the Cambridge Kiwanis Foundation for Student Educational Tours. Thanks again to Denny Jones for writing the grant request.

2009 Bus Tours: We have received our first reservation for 2009 from Ohio Travel Treasures for Saturday July 18, 2009 and a wedding for September.

Heartland Travel Showcase: Steve Stolarik and Debbie Robinson attended the Showcase in Milwaukee, WI on March 6-9, 2008 for the BSRW and reported a good attendance and they made several good contacts. We plan on attending the Showcase in Pittsburg, Pa in March 2009.

October Fall Steam Engine and Coal Miners Festival Weekend: ** School runs, *October 3rd @ 9am, 10:30am, & 12:00pm*, Students \$3.00, Adults \$5.00, Teachers Free. ** Public runs all \$15.00 *October 3rd @ 3pm, & 5pm. October 4th @ 11am, 1pm, 3pm, & 5pm, October 5th @ 11am, & 1pm.* The 3pm run will be pulled by our diesel @ regular prices.

Another mile of track opened up to high rail traffic: Our track crew completed the clearing and installation of culverts and ties to open up another mile of track from SR 821 to SR 146. On Sunday June 8th our track crew drove the BSRW high wheel truck from SR 821 to the intersection of SR 146. We are awaiting the arrival of the weed spray truck so we may do further evaluation and add additional ties.

Pipe Shipments: Pipe Shipments from Rocky Express Pipeline to Bi Con Services, Derwent Yard have been pushed back to September 1st, 2008.

BSRW hits the TV big screen: We will be interviewed by Fox 28 and 10 TV from Columbus during the month of June, more information when we know when the shows will be aired.

Signal Towers: The signal towers are back from the sand blasters and the concrete bases and electrical conduit has been installed. We hope to be placing the signals in service in July.

History / Significance of the coal mines and railroads: by Doug Stolarik:

Many of the volunteers of the Byesville Scenic Railway are descendants of immigrants from eastern & central Europe who would become coal miners or railroaders here in the southeastern Ohio. Some of these volunteers have researched the history of the local coal mining industry and share this knowledge while serving as car attendants on board our train. Our car attendants, instead of dressing as railroad conductors, dress as old time deep coal miners. Dressed in denim bibs, and wearing work boots and carbide lamp caps, our coal miners look just like the ones that worked in the area decades ago. Their faces, necks, arms & hands are covered in coal dust, as this is how the miners looked after a days work underground. Along the way, as we pass by 12 former coal mines that were served by the railroad, our coal miner-car attendants describe what it was like to work underground in the deep mines. They discuss how the miners worked to mine the coal, and what the working conditions and hazards were like underground. They show our riders actual coal mining relics from the early 1900's. Included are tools such as picks, shovels, augers, tamping bars, copper needles, squibs, and miners' check tags. Riders also have the opportunity to see coal miner's personal relics such as carbide lamps and the old style dinner buckets. Our coal miner-car attendants also talk about the life of the coal miners and their families, as well as their traditions and customs.

The significance of our railroad line is that if the railroads of southeastern Ohio were not built, then there would have been no way to haul coal from the area. Linking Marietta with Cleveland our line was one of the busiest in Ohio with coal trains heading north to Cleveland every 20 minutes. Guernsey County ranked third in Ohio for coal production for over 10 years. Without the railroad the coal mines would have not been built. If it were not for coal mines and the need for men underground, over 1500 in 1915, our ancestors would not have come to southeastern Ohio, and many of our volunteers wouldn't be here today.

Significance of steam locomotives:

There is something almost magical about a steam locomotive. Unlike a diesel locomotive, a steam locomotive's moving parts are on the outside. You can see the drive rods turning the drive wheels. You can see the steam and smoke exhaust from the stack. When you hear the sound of the steam whistle, you get to experience firsthand why they used to call it the "lonesome whistle sound". It gives you goose bumps.

Without steam locomotives, the United States would not have developed into the prosperous, industrialized nation it is today. This is because without steam locomotives, the railroads, which came about in the 1830's, could not move freight and passenger trains until diesels were developed 100 years later. Without railroads, there would have been no transportation, and without transportation, goods and people could not be moved across the land. Without steam locomotives, the transcontinental railroad would not have been built, and east would not be linked with west. Troops and supplies could not be moved across the nation to the Atlantic and Pacific shores, preventing us from winning World War I and World War II.

From their inception in the 1830's up through the 1950's, steam locomotives were the primary motive power for the nation's railroads. It is said that in the 1920's over 28,000 steam locomotives kept the trains running across the land. Over the course of three decades, this statistic would drastically change, starting in the 1930's when new diesel-electrics started replacing steam engines. By the end of the 1950's, the new diesel locomotive had replaced steam locomotives all across the country. A small number of steamers kept operating for a few years on freight short lines scattered throughout the county, and some were saved for static display in museums. Nonetheless, most of the steamers were scrapped and were gone forever.

It was 1956 when the last operating steam locomotive passed through Byesville on the old Pennsylvania Railroad. 50 years would pass before another steam locomotive would operate on

our line. History was made October 20, 2006, when Ohio Central #1293, a 4-6-2 "Pacific type" crossed over Main Street crossing and coupled onto our excursion train amid much fanfare, old & young alike. That weekend the 1293 ran many trips down the line, putting on a show of smoke and steam that no modern diesel could match. On board, riders were treated to sounds like the "chuff" of the locomotive exhaust, the ring of the bell, and the sweet sounds of the steam whistle. It was reported that the steam whistle was heard as far away as Seneca Lake, 10 miles from Byesville.

Engine 1293 will be pulling excursion trains on the Byesville Scenic Railway this October. Number 1293 was purchased by the Ohio Central Railroad in 1996. The engine was being rebuilt by the Ohio Central Steam Department at their Morgan Run locomotive shop. By September 1997 the OHCR steam department had completely refurbished the locomotive to full operating condition. Locomotive #1293 hauled the Ohio Central's daily tourist train from Sugarcreek to Baltic until the train was discontinued in May of 2003. After that, the locomotive has been used only for occasional weekend steam fan trips, such as the Steam Weekend on the Byesville Scenic Railway.

Train Crew volunteers needed: Due to a large amount of Tour buses this year we are in need of additional volunteers to assist the train crew during this season. Please contact Cecil Carlson for more information.

Track Crew volunteers needed: The Track Crew needs leaders for all Saturdays for brush clearing. Persons wishing to lead one or more of Saturday track crews, you need to contact Tim Brown to be placed on the schedule. Crews will meet each Saturday at 8:00 am at the depot and will be clearing brush on the sections of track between SR 146 and Cumberland. The Crew Leader will be responsible for safety, tools, equipment and to coordinate the volunteers. You may also be needed to deal with landowners along the right of way. A cover letter to the landowners from Byesville Scenic Railway will be provided to the Crew Leaders.

Tools and Shop equipment needed: We are in need of chain saws & chains, hand tools, shop tools and wood working tools for our maintenance shop. Please contact Wesley Michael if you have something to donate.

We are also in need of 2 and 4 drawer fireproof file cabinets to store our permanent records.

BSRW annual Banquet and Membership dinner will be on January 10th or 12th 2009 @ 1pm or 6pm @ Theo's Restaurant.

Volunteers are needed to scrape, clean, and paint the spike cart at the storage building.

Articles and Editor needed for the Switch Stand. Contact Tim Brown if interested.

The mission of the Byesville Scenic Railway is to preserve, restore, maintain and operate historic and vintage railway equipment and to provide scenic train rides featuring a living history of the local coal mines. To promote, create and maintain a railroad and coal mining museum and display site for the education and entertainment of the general public, to assist in the economic development of the area and to operate same as a non-profit 501-c-3 organization.

www.bsrw.org