

‘ZANESVILLE’



**An American model in
3.5mm scale ‘HO’ gauge, based on
Zanesville, Ohio in the late 1950’s
to early 1960’s transition
from steam to diesel**

**Owned and exhibited by the
Mid Essex Model Railway Club**

ZANESVILLE:-

Located 50 miles east of Columbus, Zanesville, with a population of 25,586 is the largest city in Muskingum County, Ohio.

Founded in 1797 by John McIntire, the city was once known as “Clay City” and “Pottery Capital of the World”.

It was Ohio’s second capital from 1810 to 1812 until Chillicothe again took over.

Zanesville sits along the Muskingum River thriving on a busy and functional downtown area with lots of business trade. A city filled with many churches, including the wonderful St.Nicholas, there is the famous Y-bridge which has an auto route Y intersection right in the middle of the river.

The main reason for choosing this city to model is that it is one of the only places where four railroads converge, giving great interest in the variety of locomotives and rolling stock and also maintaining a certain level of realism.



The idea is to recreate the atmosphere of railroads at the time of transition from steam to diesel in the mid 1950's. To base the layout on the part of the city where the four railroads (The Nickel Plate, The Pennsylvania, The Baltimore & Ohio, The New York Central) meet to exchange goods and services allows a mixture of rolling stock and locomotives giving a very busy feel to the scene. The track plan is a scaled down and simplified version that includes the street running section that still exists today. Whilst freight traffic is the main business, some local and longer distance passenger traffic remains, although it is much on the decline due to growing automobile ownership. For added interest a coal yard and ice loading platform for refrigerated cars are included, plus a wagon repair shop and locomotive shed with operating turntable. A big feature of the layout are the working lights and sound effects, these being both on the layout and locomotives.



Track is mainly the new Peco code 83 with electrofrog switches (points) and 'tortoise' point motors. Control of points and track sections is via conventional switches, but control of trains can be either DC or, by turning all sections on, DCC. We are using the Prodigy Advance 2 system, and in time as all locomotives become 'chipped' DCC will be the normal method of control.

A huge variety of locomotives can be seen from all the main manufacturers plus some kit built, kit bashed and brass offerings. These represent locos from Baldwin, Lima, Alco, Fairbanks-Morse, EMD, USRA, GE and more.

We do hope that you enjoy this diverse and interesting American layout, not only new to the exhibition circuit, but also a new step for the Mid Essex MRC.

ZANESVILLE :- The Railways

The Nickel Plate (NKP) in Zanesville

The Wheeling & Lake Erie Railway was leased by the Nickel Plate on December 1st, 1949 for 99 years. The Wheeling brought to the Nickel Plate a gateway to the mid-Atlantic states, access to many coal fields and its first lake port.

The Wheeling & Lake Erie's history began with the organization of the Carroll County Rail Road on March 9th, 1850. This ten mile horse-car line eventually grew into a five hundred mile railroad that formed a cross in northern Ohio. From the original Carroll County the line extended west to Canton by 1880. It was then built north to reach Cleveland in 1881, the same year the Nickel Plate was built. The Connotton Valley, as it was now known, then turned south where it reached Coshocton and finally arrived in Zanesville, now called the Cleveland, Canton & Southern Railroad in 1883.

The C.C.& S. became part of the Wheeling on August 5th, 1899.

In 1964 the Nickel Plate merged with the Norfolk & Western and the Wabash Railroads to protect their interests against the forthcoming merger of the giant Pennsylvania and New York Central systems that was soon to become the Penn-Central in 1968.

The Pennsylvania Railroad (PRR) in Zanesville

Starting out as the Cleveland, Akron & Columbus Railroad, it was incorporated as the Akron branch of the Cleveland and Pittsburgh Railroad Company on March 17th 1851. The initial authorization was for construction from Hudson to Wooster or another point on the Ohio & Pennsylvania Railroad.

Construction began in June 1851 and a portion of the line finally opened in 1854.

It was operated as the Akron branch until 1853, when the name was changed to Cleveland, Zanesville & Cincinnati Railroad Company and it operated the 61 miles from Hudson to Millersburg. It was planned to extend south to Coshocton and Zanesville but in 1861 a receiver was appointed and the entire railroad was sold to Geo. W. Cass and John J. Marvin on 2nd November 1864. These parties conveyed the property to the Pittsburgh, Fort Wayne and Chicago Railway Company on July 1st 1865 which ran it until 1869 when it was leased in perpetuity to the Pennsylvania Railroad Company.

December 1869 saw the railway change its name to the Cleveland Mt. Vernon & Delaware Railroad and built a branch line to Dresden in Coshocton County from the main line in Holmes County. This was completed in 1888 which included a 1,500ft tunnel near Tunnel hill. The Branch was then extended from Killbuck to Trinway and gained trackage rights to Zanesville.

On September 28th 1881 the C.Mt. V & D went into the hands of receivers who sold it on to the C.A.& C. Railroad. It was then sold on to Calvin S. Brice who upon his death passed into the hands of the Pennsylvania Company.



The Baltimore and Ohio (B & O) in Zanesville

Starting out as the Central Ohio in February 1847, eastern Ohio proved to be a difficult location for a railroad. Obstacles included the Muskingham River, Blackhand Gorge along the Licking River between Zanesville and Newark and large quantities of fill and trestle work along the Big Walnut Creek.

In January 1852 trains ran between Zanesville and Newark followed by a year later through to Columbus. Finally in November 1854 the entire line was open between Bellaire and Columbus thereby allowing through running from Baltimore to Columbus and on to New York City.

Due to the poorly constructed line with frequent and expensive derailments regular schedules were impossible to meet and the Central Ohio fell into receivership in 1857. The Baltimore and Ohio acquired an interest in the CO and eventually leased the railroad and began capital improvements. The line remained part of the B & O Railroad, although parts of it were shared with the Pennsylvania Railroad in later years.

The New York Central (NYC) in Zanesville

Zanesville Terminal Railroad was incorporated on the 7th April 1902 and by October of that year became the Zanesville and Western Railroad. Not being able to survive on its own, the Toledo and Ohio Central Railroad purchased it in September 1903. Although struggling for a few years under this ownership, it finally succumbed on the 31st January 1922 when it was leased to the New York Central. This lease included the railroad, properties and franchises of the 'T&OC' and the purchase agreement on the Zanesville and Western Railroad. The New York Central now had access into Zanesville via the lease agreement and although this situation continued for some years, by 1952 it was evident that in the best interests of the 'NYC' it should completely merge with the 'T&OC' and thereby have all the railroads under one name. This of course only lasted until February 1st 1968 when the ICC approved the merger of the New York Central and Pennsylvania Railroad into the newly created Penn Central.



ZANESVILLE

A North American HO scale (3.5mm = 1ft) layout set in the 1950's - 1960's.



Technical Details :-

Layout Size 26ft x 13ft
operated from the middle

Scale 3.5 mm
Gauge 'HO' 16.5 mm
Height 9 ft
Power 1 x 13amp socket
Layout will soon have
its own lighting
Consumption 1 K/watt / 7 amps

Requirements :-

Insurance Value £ 25,000.00
Layout Free standing
Tables One for stock
Barriers To the front
Operators Five
Accommodation Only if outside
M25 area
Expenses Transit Van hire
and fuel for van and car,

Contact Details :-

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(V.06/19)

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