

PRRTHS BUCKEYE CHAPTER

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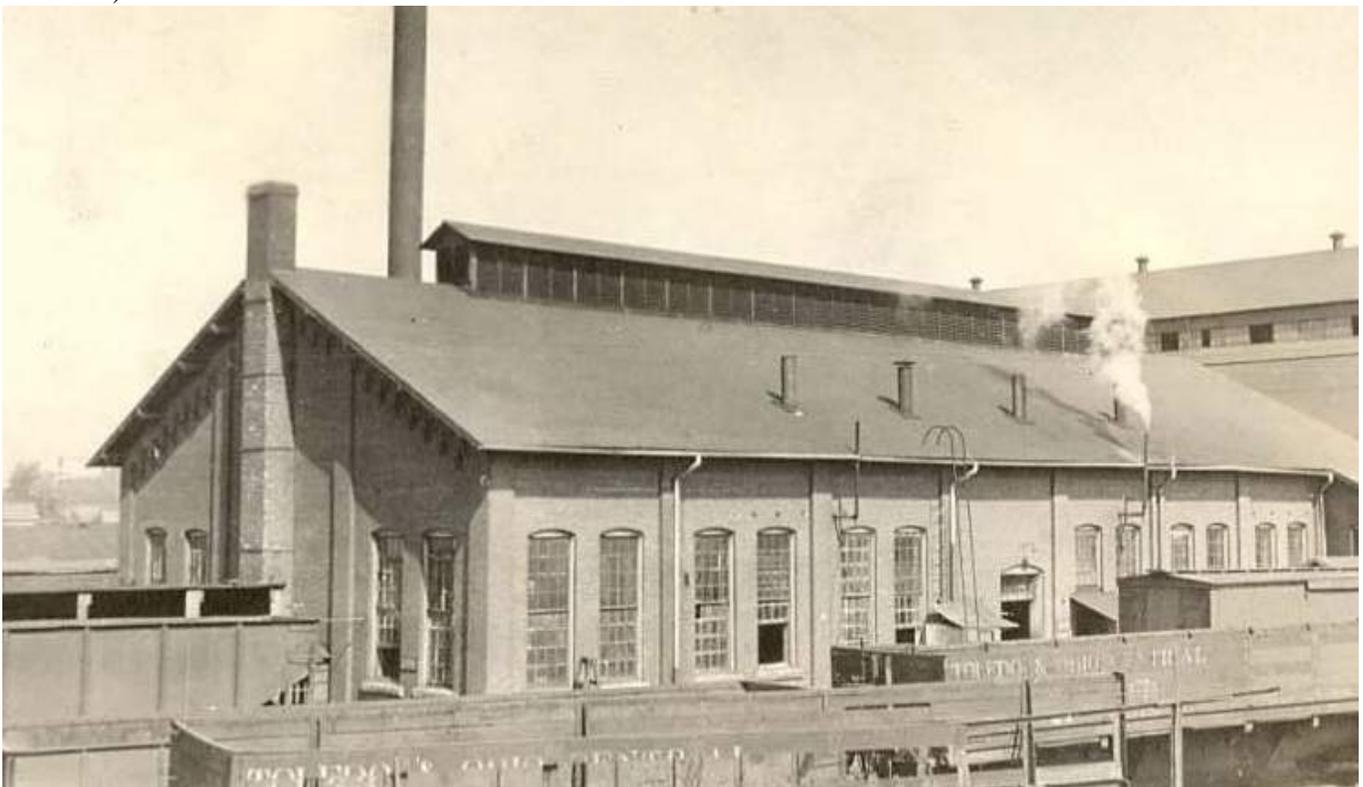
NEXT CHAPTER MEETING IN BUCYRUS SATURDAY, JUNE 19

The restored T&OC Bucyrus station will be the site of our next meeting, Saturday, June 19 at 1 o'clock. The program will be by Jim Croneis, former Bucyrus Newspaper publisher and local historian, telling about the Toledo and Ohio Central Railroad in Bucyrus. The station is located at 700 E Rensselaer in downtown Bucyrus. Coming from the south on Route 4, 19 or 98, follow Sandusky Avenue nearly to the center of town. E. Rensselaer will be on the right one block south of the central square. Coming from the east, follow Business Rt 30 or Ohio 330 nearly to downtown and turn left on Iron Street. Two blocks south is Rensselaer. Turn left and two blocks to the station. A picture of the restored station is below.





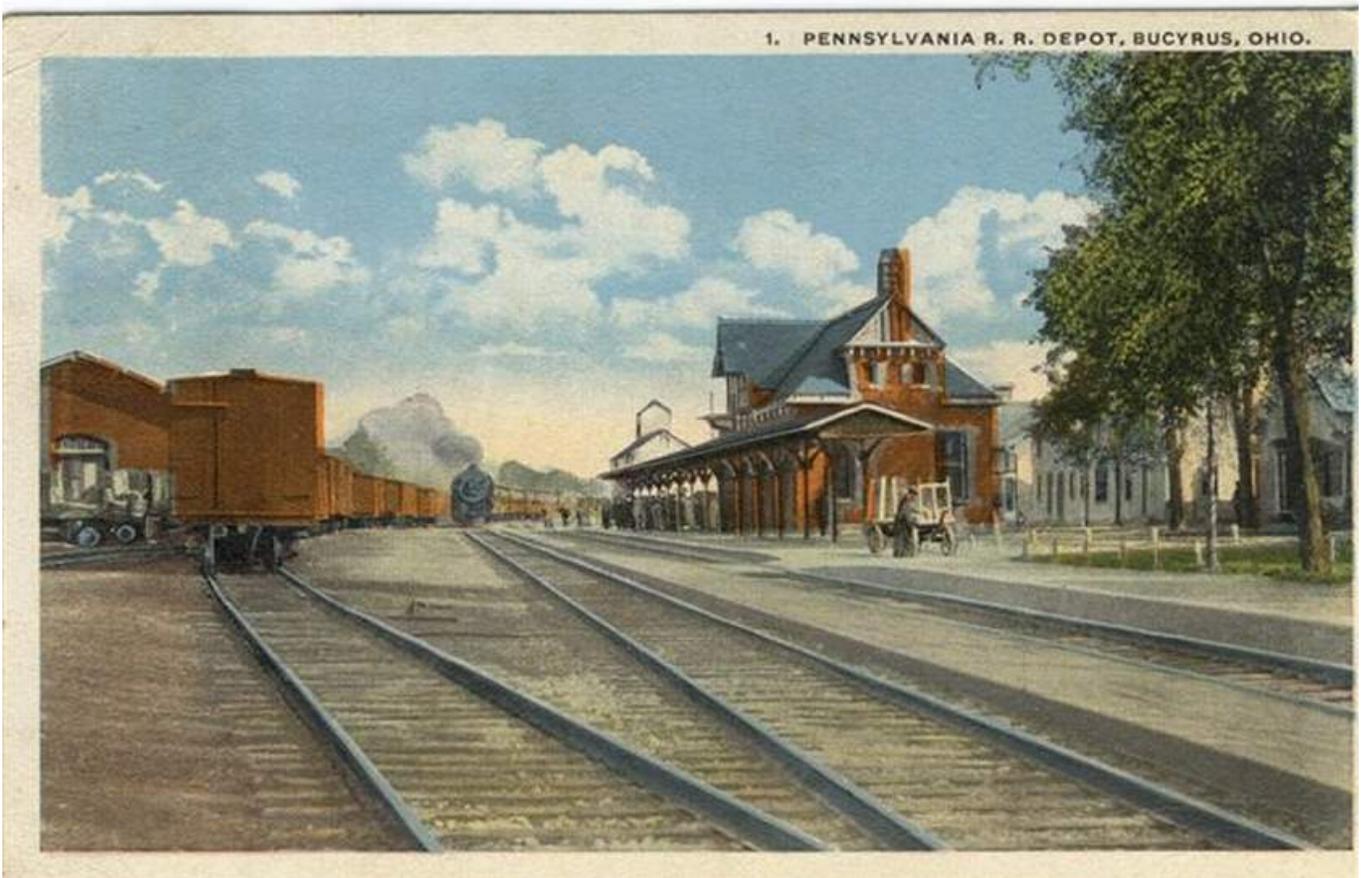
This Bucyrus black and white photo is of the PRR main line Pittsburgh Chicago, crossing north Sandusky Street in Bucyrus, main street, c1940. The crossing shack/tower is used to hand air pump the gates up and down. Notice the base of the tower structure was made from bending rail as the base supports. Also notice the big bell hanging on the side of the tower, to alert folks for the next train passing. I would ride my bike up town and talk with the operator and watch him pump the gates up and down. (Ron Widman).



Bucyrus T&OC Shops (Ron Widman collection)



Bucyrus Car Shops (Ron Widman collection)



FROM THE PRESIDENT

Chapter members, we are now less than one year from hosting the 2011 PRRT&HS National Convention. The committee chairs have been making good progress in the planning for the meeting. A good lineup of programs is beginning to take shape, and a bus trip along the Panhandle to Dennison and return has been planned and test driven. We feel that we have come up with some excellent subjects for the programs and will outline them at a future chapter meeting.

Now is the time to think about volunteering to help make this an outstanding meeting that will show the members from other regions of the PRR that Lines West was, and is, more than just a small "Wild West" branch of the mighty PRR. We will need volunteers to help man the registration desk, model room, meeting rooms, and other areas that may become known as we continue the planning process. When the registration forms go out next winter, we will be looking to get a lineup of helpers established to ensure a smooth running and efficient annual meeting. While the annual registration form has a block to check indicating willingness to help out, the response from other chapter members is usually very light. As host chapter, we carry the burden of making it all work. The more volunteers we get, the less work will fall on each of the helpers. Please be ready and willing to help out!

As a reminder, chapter membership is based on the calendar year, as is our national society membership. Typically, many members do not renew their membership in a timely fashion, leaving the officers to ponder whether this is just an oversight, or worse, a desire to drop out. For chapter membership, an application form is included in the last newsletter of the year, as well as the first letter. Should be enough of a reminder to get your check in the mail, or attend a meeting and make your renewal payment in person. Be a player, renew early. It really helps.

We need articles, comments and photos to help make our newsletter more than just a one page house organ. Currently we have no information from you, the members to publish. Please remember that your chapter officers are not full time employees who can devote all their time to turning out a first class publication. We need the help of the membership to contribute their knowledge of the PRR to help preserve the memory of the PRR. Your contribution does not have to be a polished manuscript. We have an editor who can help with that.

[Editor's Note] This is your newsletter, so we depend on members to supply articles for it. So far, we have had a good assortment of articles, sharing your knowledge and experiences with other members of the chapter. You can Email them to me, Gene Stebbins, at genestebbins@att.net or mail them to me at 2075 Maplewood Road, Stow, Ohio 44224.

PRR HISTORY

The following was written by David Adair, Dan's brother. It is reproduced with his permission

All Aboard.....

by Dave Adair

One summer day back in 1917, engineer Berry, conductor Wagstaff and myself, as fireman, were given orders to run an H class freight locomotive light (engine and tender only) from the shops at Cambridge to Marietta as it was due for a monthly boiler wash. We made pretty good time and got there in just over three hours. As soon as we had spotted the engine on the pit (service track) we were handed orders to immediately return to Cambridge with another H class locomotive and engine we were to run light. The only difference between the two locomotives was that they had different tenders. The tank on the one we took to Marietta was a standard rectangular, while the tender on our return trip was a "slope back" and held considerably less water and coal than the others in use. The reason for a slope back tender was because it was used for switching cars in the yards and it afforded the engineer better visibility while running in reverse.

Well, none of us were regular "yard rats" (men who worked in the yards switching the cars -- these were men with a lot of seniority) and we had no idea how small its water capacity was.

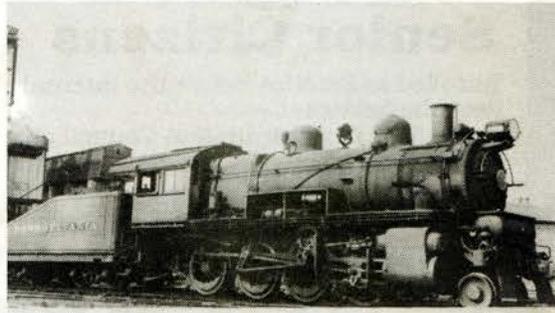
Anyway, before we left Marietta, we gave her a drink at the tank (filled the tank up with water) and then headed north. The engine was steaming well and we were using very little coal. I suppose we just thought we were using little water too. We passed the water tanks at Whipple and Caldwell (Florence) never thinking to take on more water.

After we passed through Ava and headed up the grade toward the tunnel, (Glenwood) engineer Berry tried the injectors (water pumps) several times but could not get them to work. I crawled out onto the tender top and opened the hatch to check the water level but to my surprise, it was empty. Engineer Berry told me to "kill the fire" (extinguish the fire by shaking the grates so the heat within the firebox would not warp and ruin the boiler crown sheet which by then had no water covering it). As I did so, we lost all steam and drifted to a stop. We then drifted back down the grade to the old Detroit Mine switch and I ran ahead of the now-in-reverse drifting locomotive and threw the switch so that we could clear the main track and be safely on the mine track. We all then walked back to the depot at Ava and had the operator telegraph Cambridge for another engine. Eventually, a second engine arrived, coupled onto our dead engine and drug us on to Cambridge.

We knew that an investigation would follow

so we all got our story fixed. Engineer Berry said, "listen here, we have to come up with a good story and stick to it. We'll tell them that we took water at Caldwell and that we did run out of water, but that somehow the coupling between the engine and tender came apart and all of the water ran out of the tank and onto the tracks. It seems reasonable and they'll believe it."

In three days an investigation was held in the Superintendent's office at Cambridge. We were all called in, one at a time, and quizzed.



This view of a Pennsylvania Railroad H class freight locomotive is shown on the ready track in Cambridge. It could be the locomotive described in the story for it has the noticeable slope back tender. In the background are the sand and gravel storage bins of the old Cambridge Lumber and Coal Company located on Woodlawn Avenue.

Later the Super called us back into his office. As we stood in front of his desk, he stated that no harm was done to the locomotive, nevertheless, we should have seen the water pouring out of the broken connection, as it was our responsibility to inspect the train while it is in motion, and especially at a water stop. We were docked five hours time which the Super said would pay the relief crew who retrieved us.

Just as we were about to leave the office and feeling that we had pulled a fast one, the Super leaned forward in his chair, folded his fingers in a grasp on the desktop, looked at us over the top of his glasses and stated matter of factly, "the tender didn't hold as much water as you thought, did it!"

We never did admit to him our goof but we knew that he knew, and I suppose it showed in our eyes, for after that he knew that we knew he knew.

This is taken from an interview on October 3, 1984 with the late, Bill Danley of Kimbolton, Ohio. Bill worked for both the B&O and PRR in his youth.