

Pennsylvania Railroad Technical & Historical Society
LINES WEST – BUCKEYE REGION CHAPTER

Bulletin No. 2022-04 --- December 2022

The President's Corner

Lines West-Buckeye Region Chapter Meeting

The next chapter meeting is scheduled for **Sunday, 18 December 2022**.
The meeting will take place at the **Grandview Public Library, 1685 W. First Avenue, Columbus, OH 43212-3301**.

We will gather in the large meeting room. The library opens at 1 pm. Our meeting will start at 1:30.

Following the meeting Dan Adair will present a power point program on the PRR Marietta Branch, Between Marietta and Dover.

Meeting agenda will consist of our required annual election of Chapter officers, and an update on planning for the PRR T&HS Annual Meeting next May. (Please see the article Jim Kehn has written for this newsletter).

Al Doddroe, President
Buckeye Region Chapter

Chapter Officers

Al Doddroe, President
Chad Cook, V-President
Jim Kehn, Secretary
Dick Briggs, Treasurer



Email your comments to
Alex Campbell
columbusrr@att.net

GARY SALZGABER – 1944-2022

PRRTHS AND BUCKEYE CHAPTER MEMBER

Longtime PRRTHS and Buckeye Chapter member, Gary Salzgaber of Urbana, passed away peacefully November 14, 2022 at the Urbana House Senior Assisted Living facility in Urbana.

Gary was a very active member of the PRRTHS and attended many of the Annual Meetings. He was also an early member of the Buckeye Chapter. He was an active model railroader and had a lovely HO scale PRR style layout in his basement kingdom. His skills at building PRR and other passenger cars from scratch were impressive. He once told me he was color blind, but you would never know it by looking at his work. Twice he had feature article published in MODEL RAILROADER and his layout was the subject of an early CLEAR BLOCK VIDEO production.

Gary was born November 21 1944, and raised in Columbus. He majored in music education at Capital University where he met his future wife Bette, also known as Blue. He started teaching in Urbana in 1966 and retired in 1998, teaching elementary students' instrumental music for 32 years. He also was an assistant band director. Gary loved his work.

Many of us knew Gary either through the PRRTHS, Marion Railfan group, or the NMRA. He was always a delight to be around and had a winning smile and a quick wit. His vehicle license plate was PRR J1. He drove the wheels off of some of those old cars and once told me he would gather rust particles out of the trunk as they aged and use them for scrap loads in his gondolas.

Gary is one of those folks who will now become a legend among those of us in the train hobby and will certainly be missed by many.

Clear signals, Gary, clear signals.



Jim Kehn

May 2023 Convention News

The 55th Annual Meeting of the PRRTHS will be held May 17-May 21, 2023 at the Embassy Suites in Dublin, Ohio. The Lines West Buckeye Region Chapter (that's us!) are the host.

Hotel information:

Rooms are \$132 per night which includes free buffet breakfast, parking, evening happy hour. I have stayed here for two other conventions because I didn't want to do the drive from Pickerington to Dublin every day. These rooms are suites and very nice and the buffet breakfast rivals any restaurant around. This is a very nice facility!

The registration fee per member is \$50. You must be a PRRTHS member to attend.

The banquet is also \$50 and I found the prior ones to be very good.

The Thursday tour will be to the Age of Steam Roundhouse in Sugarcreek. I know many of you have been there, but folks from out of our region probably have not. After the tour the bus will go to the Dutch Pantry for a buffet style meal.

We are limiting the trip to 2 busses, around 100 people.

Cost for the trip we are hoping to cap at around \$120. You get a trip up and back, tour, admittance fee, and buffet lunch. I know this sounds pricey, but bus companies have to deal with fluctuating fuel prices and this effects our pricing. Anybody want to guess at fuel prices six months from now?

There will be a program on the building of the AOS by architect Ted Goodman on Wednesday evening. Afterward we will probably do a slide show.

For those getting back from the Thursday tour or not going, between 4:00-6:00PM we will have an official STOCK CAR DEBRIS AND CLEANOUT SESSION (meet and greet -BS). Put a face with that guy you know from your Facebook groups, etc.

Programs for Thursday begin at 7:00PM.

Convention speakers:

Dan and Dave Adair, Ted Andrews, Bill Brubach, Mike Crosby, Joe DeFrancesco (K4 1361), Ted Goodman, Scott Lindsey, Bill Neale, Dave Oroszi, Chip Syme, John Teichmoeller (the T1 Trust).

Friday is all-day programs (clinics) from 9:00 AM to 1000PM.

There will be a vendors' room and a model room open, so get your PRR projects finished to display!

Saturday is the official Annual Meeting in the morning. Vendors and model rooms will open afterward. Clinics start at 1:00 PM until 4:00PM, then there will be a Modelers' Committee meeting until 5:00 PM.

The banquet starts at 7:00PM with awards and raffle afterwards and author Al Churella will give an after-dinner talk.

Sunday there will be layouts open for tours.

We will be asking for Buckeye Chapter volunteers to help with various activities and we do have some volunteers already working on things. This should be a good meeting!

Let's show everyone that LINES WEST lives!

Jim Kehn



Buckeye Yard - 1969

Photos by Dave Bunge

2022 was the end for Columbus' Buckeye Yard. It was closed, the track removed and the land sold (400 acres) with the exception of the CSX Van Yard located on the east side of Buckeye Yard.

When Buckeye Yard was under construction in 1968-69 Dave Bunge was invited by his neighbor, Larry A. Baggerly, Superintendent of the Columbus Division, to take photos of the construction. Here are some of the photos he took.

There is also a Columbus Dispatch newspaper article describing Penn Central president William H. Moore's visit to Buckeye Yard in November 1970.

On the last page is a link to Buckeye Yard photos by David Reid taken in the 1990s when Buckeye Yard was a busy place.



Retarder at Buckeye yard.



A dual engine crawler pulling rail.



Track under construction at Buckeye Yard.



The steel frame for the diesel service & repair shop with the crew's locker & service building to the right.



Photo taken from the hump looking at the two 1,000,000-gallon fuel tanks, the diesel service & repair shop, and the diesel fuel & sanding platform. A rail train looks ready to unload.



The three-track car shop at Buckeye Yard.



Data Processing Center at Buckeye Yard.

Penn Central Chief Visits Area, Stresses Need for More Business

By Mardo Williams

Dispatch Business Writer

Columbus Dispatch (November 10, 1970) – The president of financially troubled Penn Central Transportation Co. was in Columbus Tuesday to tour the railroad's terminal facilities, greet some 60 important shippers and tell the press the company has no problems that an increase in business won't solve.

William H. Moore, who left a post as executive vice president of operations for the Southern Railway System Sept. 1 to become chief executive of the Penn Central, said the railroad wants to sell the depot property on N. High St., is selling other industrial land to acquire cash, and has invoked operating efficiencies.

HE SAID THE nation's largest railroad will have trouble meeting a federally-recommended 32 per cent increase in wages.

The wage recommendation and other problems kept Moore on the telephone of his private car – parked at the Union Station – from 5 a.m. until an hour after the scheduled start of an inspection tour by highway-rail cars. Aides said he was in touch with Penn Central trustees and Washington officials.

HIS APPEARANCE HERE – first official visit to the Columbus area – brought out these facts:

- Penn Central wants to sell, but is not seriously negotiating with anyone, for transfer of the Union depot property. Approximately 30 acres is involved. The railroad would retain east-west lines through the property but would sell the remainder of the lands.
- Other industrial land here, including more than 60 acres near Leonard Ave., 18th and 20th Sts. and some 30 acres along Grandview and McKinley Aves, is for sale.
- The McKinley Ave. land is being cleared of tracks and debris. Much of it has been sold at \$15,000 an acre.
- The railroad's tax situation is better in Ohio than in some other states. Between Jan. 1 and June 20, Penn Central paid \$204,915 to Columbus and \$8 million in Ohio for first half 1969 real estate and corporate taxes. Still owed are \$204,915 in Columbus and \$5,360,000 in Ohio.
- The court has ruled that communities where the value of Penn Central taxes represents 15 per cent or more of the district's total taxes can file a petition and obtain tax relief.

MOORE SAID THE General Motors auto worker's strike has been detrimental to Penn Central volume.

"We have lost some 6,000 carloads of cargo over what we would have hauled if there had been no General Motors strike," William A. Lashley, vice president of public relations, said.

Moore asked shippers, in a speech at the Lincoln Lodge luncheon, to give Penn Central all the business they can.

HE SAID THE railroad is working on the problem of keeping trains on schedule.

Lack of cabooses has caused some delays, he said, so Penn Central ordered a speed-up in repairs and ordered 50 new units.

Engines will be a factor when volume improves, he said. So, he is anxious for settlement of the GM strike to facilitate assembly of 127 locomotives on order at a GM plant.

DURING HIS Columbus visit, Moore toured the \$26 million Buckeye Yard at Hilliard – an electronic marvel of making up trains automatically.

During an open house for shippers, public officials and news media, he noted the yard is at the hub of seven Penn Central trunk lines linking Columbus with Pittsburgh, Charleston, Cleveland, Indianapolis, Cincinnati, Toledo and Chicago.

Moore admitted the yard is larger than the road can use efficiently at the present time. But he said the yard is beginning to solve "a very serious problem of service to Columbus and other cities in our Southern Region."

HE SAID THAT during visits to 16 key Penn Central locations he had told the rail's 10,000 employees that the reorganized firm must give top priority to increasing business eliminating waste and improving service to shippers.

Accompanying him to Columbus were Robert G. Flannery, vice president of operations; Lashley, John J. Maher, vice president of labor relations; assistant vice presidents Ralph N. Cramer Sr., Edward P. Frasher and J. Hansford Sharp; C.T. Popma, chief engineering officer; J.H. Heron, chief mechanical officer, and John B. ransom, assistant to the president.



TOURING — Penn Central President William H. Moore, on the steps of the railroad's No. 1 business car, prepares to leave on a tour of terminal facilities and the \$26 million electronic marshaling yard at Hilliard. Welcoming him to

Columbus are James E. Martin, center, general manager of the Southern Region, and Larry A. Baggerly, superintendent of the Columbus Division. (Dispatch Photo)



Conrail business cars that brought President William Moore and his entourage to Columbus in 1970. Photo by David Bunge taken at Columbus Union Station.

[Buckeye Yard Brochure - 1969](http://www.columbusrailroads.com/new/pdf/Buckeye%20Yard%20Brochure.pdf)

<http://www.columbusrailroads.com/new/pdf/Buckeye%20Yard%20Brochure.pdf>

[Photo Tour of Buckeye Yard – 1990s](http://www.columbusrailroads.com/new/?menu=05Steam_Railroads&submenu=46Rebuilding_1980-2000)

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