

PRRTHS

BUCKEYE CHAPTER

Volume 8, No 4 – September 2011

CHAPTER MEETING SEPT 25 IN COLUMBUS

The next chapter meeting will be on Sunday, 25 September, 1 to 5pm. The site will be the Columbus Hilltop Library, 511 South Hague Avenue. This site is on the west side of Columbus, on Hague Ave, just north of Sullivant Avenue. Parking is available on the north and west side of the library. Russ Thompson secured the meeting location, and will show slides and photos from his collection for our program. Bring models and PRR artifacts for display to share with the other members.

ANNUAL MEETING WAS A SUCCESS

The PRRT&HS annual meeting we hosted this past May turned out to be very successful. We had 310 registrations, plus approximately 60 guests. On the Dennison motor coach trip we filled 55 seats on the 56 seat coach. The Franklin Park Conservatory tour was attended by 19 people. We also sold 93 vendor tables. Revenues, after expenses, totaled \$9159.97. Of this total 75% (\$6869.98) goes to the national society, and 25% (\$2289.99) to our chapter. We received many compliments from attendees on the organization, programming and conduct of the meeting. The only less than favorable comments were on hotel issues, over which we had no control. All in all, it appears we made a very positive impression for Columbus and the Lines West Chapter on the meeting attendees.

Recognition should be given to the committee who worked for the better part of two years to put the program together. Jim Kehn did an outstanding job of putting the clinic programs together, Bert Doddroe and Dick Briggs, Registrar and Treasurer respectively put in many hours of work handling registrations and financial functions, Gary Salzgeber organized the Model Room, Steve Russell and Russ Thompson headed up the Vendor Room, Alex Campbell, Ryan Hoover and Gwennyth Patrick gave technological expertise in the clinic rooms, and Gwenn also for her work during the after banquet program. Thanks to Ron Widman for his photography contributions to the web site, Peter White and Dan Adair for organizing and running the Dennison tour, Dick and Theresa Briggs for setting up and running the Franklin Park tour. Thanks also to Bert Kram, Bob Flores and Gene Stebbins for their contributions in the many planning meetings, and a special thank you to Tim Garner, of the New England Chapter, for his work in setting up and running the web site, and in getting the meeting flyer photo ready for mailing to the society membership. Thanks to Ed Swain and his Cincinnati group for handling raffle ticket sales and conducting the raffle. Thanks and our appreciation to all the people who conducted the clinics, all of which were very well received. Finally, thanks to our chapter members and other volunteers who helped man the registration desk and the Model Room. Without all these dedicated people this annual meeting would not have been the success it turned out to be.

Mishap At Kimbolton, Ohio

By Daniel Adair

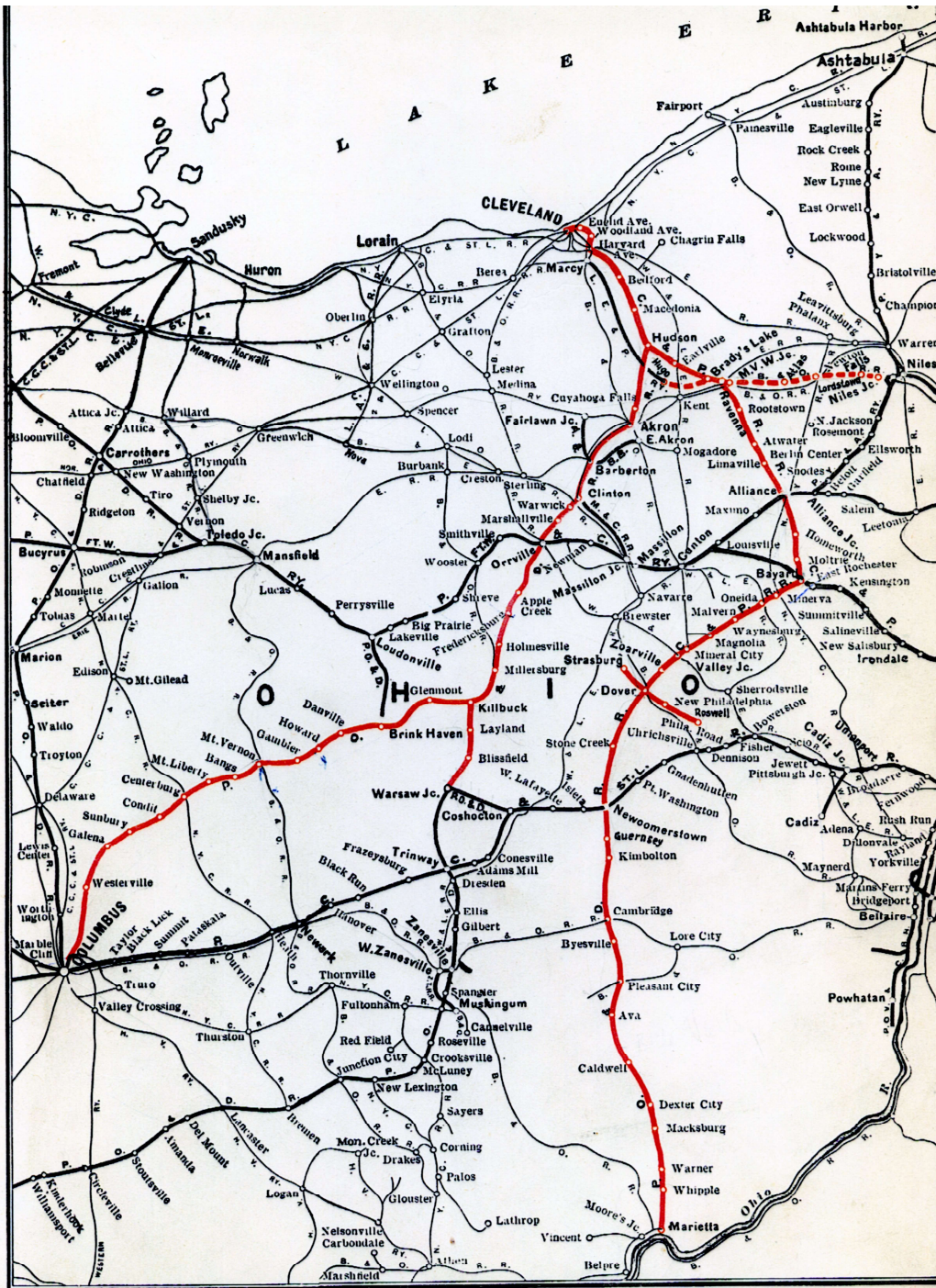
The day started out as one of those typical late spring days back on June 7th of 1938. The weather was cloudy and it looked as though it would rain at any moment. The Pennsylvania Railroad's Cleveland Div. was still hauling large quantities of coal from the southeast Ohio coal fields, south of Cambridge, Ohio and had just completed a line relocation from Kimbolton to Guernsey Ohio, eliminating about 7 miles of track, bypassing Birds Run Ohio. A tunnel was bored a few miles north of Kimbolton and was named Liberty Tunnel and had just opened.

Track supervisor Zearley, a qualified track-car driver had orders to go to Guernsey, which is 4 miles north of Kimbolton, on a one man track car #6394 from Cambridge. The time was 9:43 AM, and his instructions were to repair fence at Guernsey. His trip was uneventful going north and he had to make a stop at Kimbolton to pick up a pair of fence stretchers.

After picking up the tools needed, he started north on the newly constructed line and just prior to reaching Liberty Tunnel, the motor stopped running. He was unable to get it started so he pushed it back to Kimbolton, about 3 miles south. He stopped on the mainline opposite the tool room at the station and attempted to move the car from the track to the tool room but could not due to the fact there was no planking between the rails.

He then pushed the car south beyond the siding switch, opened the switch and pushed the car north on the side track as far as the derail. Track supervisor Zearley then called the block operator at Newcomerstown and had his work order annulled. This was about 11 AM. After this call, he then telephoned the Cambridge shops for a motor repairman. After hanging up the phone and closing the telephone box it began to rain very hard. He decided to seek shelter inside the tool house and wait for the arrival of the repairman from Cambridge.

Mr. Porter, a maintainer M of W Equipment arrived about an hour later, cleaned the spark plug and started the motor, but it was still raining. Mr. Zearley decided to return to Cambridge in Mr. Porter's auto, as he had his orders annulled. The two men pushed the car south on the side track until it was opposite the tool room and lifted it off the track into the room. The two arrived back in Cambridge about 1:45 p.m.



CLEVELAND DIVISION

— Cleveland Division
- - - Cleve. Div. Trackage Rights
— Other P.R.R. Lines

At the Cambridge shops, about 2 p.m. Engineman Gaumer entered the cab of lead engine #7630, an H-6, spoke briefly with fireman Murphy, checked the fire, then leaned out his window to signal the engineer of the second engine, #7676 he was about to proceed. The train consisted of two engines, 48 cars, and two cabins on the rear.

Extra #7630 pulled out from the shops and engineman Gaumer did a running brake test. All was well as the train crossed the B&O's Newark Div. at "CB" tower, then by the Cambridge depot heading due north. This trip too was mostly uneventful.

Extra #7630 was traveling approx. 30 MPH and just about to enter the town of Kimbolton on a left hand, 3 degree-07' 1,091 ft. turn when Fireman Murphy, sitting on the left seat box saw a red indication displayed by the switch target and lamp. They were about 4 car lengths away from the switch when Fireman Murphy yelled out a warning to Engineer Gaumer. The engineer immediately applied the air brakes in emergency but the train entered the open switch, passed the depot, and was derailed when it encountered the derailing device on the side track just north of the depot. Freight cars piled up all around the depot but none hit it.

Fortunately there were no fatalities, though five were injured, all of whom were riding in the engines. Wreck trains arrived from both Dennison and Cambridge to start the cleanup. An investigation was also opened (#2274). As expected the cause of the accident was due to a siding switch being inadvertently left open.



A northbound look at the accident. The track going to the right is the new line to the new Liberty tunnel. The line straight ahead is the old line to Birds Run. Both came together at Guernsey.



Looking south at Kimbolton depot.



Looking south, we see the lead H-6sb on the ground.



The lead H6 came to rest next to a cattle loading ramp.