



A Publication of the Railroad Model and Historical Society of Southeastern Ohio, Inc.

PO Box 1, Albany, Ohio, 45710

October 2015

### ***Upcoming Events:***

**October 10-11, 2015**  
Cincinnati Model Train & Trade  
Show  
West Chester, Ohio  
Admission: \$7  
NMRA MCR Division 7, All  
Scales, Operating Layouts &  
Displays, How-To's, 250+ Dealer  
Tables

**October 13, 2015**  
Club Meeting  
7:00pm  
Ohio State Highway Patrol Post  
13600 Della Drive, Athens  
Bring something for  
show and tell!

**October 17, 2015**  
Rail Fanning Day - Painesville  
Depot  
Painesville, Ohio  
Admission: Free  
Spend the Day Watching Trains  
at the Historic Painesville Depot.  
About 4 Trains per Hour

**October 31, 2015**  
"How To" of Model Railroad  
Building  
Kirkland, Ohio  
Admission: Free  
NMRA Mid-Central Region -  
Division 5 will be presenting  
How-To's on: benchwork, track  
laying, wiring, scenery, and  
model building

**November 7-8, 2015**  
NMRA 40th Annual Dayton  
Train Show  
Dayton, Ohio  
Admission: \$6  
20+ Operating Layouts, 500  
Dealer Tables, 35 Exhibitors,  
How-To Clinics, Allen McClellan  
with Displays of V&O Cars and  
His Book, Representative from  
The Warther Museum with an  
Original 1920's Carving

## **Nickel Plated Memories**

By: David Bidlack

I recently took the opportunity to travel to Buffalo, New York for the 50th Annual Convention of the Nickel Plate Historical & Technical Society (NKPHTS). While it was only my second convention, it was good to be among like-minded individuals dedicated to preserving the history of what was one - if not the - greatest of America's railroads.

Partial credit - or blame - for my membership in the NKPHTS lies with Kirk DePeel. While at the Streamliners at Spencer event, I came upon a table with a couple of representatives of the NKPHTS. After a too brief conversation and payment of Basic Membership dues, I became a member of the Nickel Plate Historical (sometimes hysterical) &

Technical Society.

I credit the grace of God and genetic predisposition for my interest in railroading and, specifically, the New York, Chicago & St. Louis Railway, which was later renamed the New York, Chicago & St. Louis Railroad Company, but which remains affectionately referred to as the Nickel Plate Road. While the grace of God may require no further explanation, the genetic predisposition, I believe, goes back to my great-grandfather, Virgil and my mother. My great-grandfather, as I understand

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# Nickel Plated Memories

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the story was killed in a handcar incident in the Conneaut, Ohio area. My mother shared with me that she had built her own model trains on earlier years.

Anyway, enough about me.

In an excerpt from our website, "The purpose of the NKPHTS is to maintain an association of persons interested in the former New York, Chicago & St. Louis Railroad (Nickel Plate Road), and to obtain, preserve, and distribute information and material related to the former Nickel Plate Road, its predecessors, and lesses."

During the two

conventions I have had the privilege to attend, I have been blessed to see the legacy of the Nickel Plate Road (NKP) in the continued maintenance and operation of locomotive(s) and property once owned by the NKP. Most recently, on a tour of what railroaders refer to as 'Buffalo Junction,' I was privy to what was once one of the largest classification yards in the United States as I and other members of the NKPHTS rode on the right-of-way of what was formerly one of the seventy-some tracks in the yard area. There were many other sites and stops along the tour that day, the exact details of which elude me at the time of this

writing. One might say it was hard to keep track of it all.

During the 2014 NKPHTS convention, a journey was made to the Age of Steam Roundhouse in Sugar Creek, Ohio where the Nickel Plate Road lives on in locomotive #763, one of the many Berkshire types operated by the NKP.

The Nickel Plate Historical and Technical Society is the oldest, continuously operated historical society of its kind as one which focuses its efforts on one specific railroad. More information on the NKPHTS can be found at [nkphits.org](http://nkphits.org).

## New Club Shirts Final Notice

The Railroad Club is planning on placing an order for new club shirts for members. All order forms and money are due to Treasurer Keith Morrow by the October meeting.

## "Hobo Speak"

<http://www.angelfire.com/folk/famoustramp/terminology.html>

**Amble/Ambulate** - "Walk at a leisurely pace," to ambulate is simply to walk

## 'Down we went': Several hurt after Amtrak derailment in central Vermont

FoxNews.com

At least six people were reported hurt, one seriously, after an Amtrak train derailed in central Vermont, sending some cars plunging down a steep embankment. Investigators say the train hit a rockslide.

Passenger Bob Redmond says he was taking a scenic tour of the autumn leaves when the cars started tipping and "down we went." Riders say they broke windows and helped others out after the crash.

Vermont Governor Peter Shumlin said there was no sign of negligence from the train's crew.

One victim was airlifted to Dartmouth-Hitchcock Medical Center in New Hampshire. Central Vermont Medical Center reports it's treating six other patients for injuries that are not life-threatening. They include neck, back, and shoulder pain.

Amtrak said a crew member

was hospitalized with non-life-threatening injuries but four other people were released by Monday evening.

New England Central Railroad, which operates the stretch of tracks in Vermont, has had 54 accidents since 2006, including 14 derailments. Three people died in those accidents, according to federal records.

Vermont State Police and other first responders are on the scene in Norwich, located outside Montpelier and about 2 miles south of Norwich University.

Passengers said the train was traveling about 50 mph when it derailed, the Barre Montpelier Times Argus reports. There appeared to be about 80 passengers on board.

The 13-hour, 45-minute daily trip begins in St. Albans in northern Vermont, according to the Amtrak website. The train is supposed to pass through

Burlington, Vermont, Springfield, Massachusetts, and New York before arriving in D.C.

The Division of Emergency Management & Homeland Security is coordinating with local law enforcement, and other state agencies are also on hand should additional assistance be needed, MyFoxBoston reports.

The National Transportation Safety Board was investigating. It was sending a small team rather than the full-blown effort made for a fatal Amtrak derailment in Philadelphia in May.

The track where Monday's crash occurred has been part of a \$220 million upgrade of New England Central Railroad tracks. In early 2013, after the upgrade had been completed,

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## Interested in Membership?

Interested in becoming a member? Join today! Membership dues are as follows:

- \$40 for a single membership for 1 year
- \$60 for a family membership for 1 year

Benefits of becoming a member:

- Voting
- Several great trips throughout the year
- Friends who share a common hobby and interests

# 'Down we went': Several hurt after Amtrak derailment in central Vermont

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the speed limit in the area was increased from 55 mph to 59 mph.

Shumlin said there was no reason to believe there was any negligence on anyone's part.

"We don't have all the details, but this track was rebuilt, it was state-of-the-art track," he said. "Ledge slides happen."

Federal records show New England Central Railroad, which operates that stretch of tracks, has had four accidents since 2006 that could have involved track debris. The company was bought by Genesee & Wyoming Railroad in 2012, and of 54 total accidents that involved the railroad since 2006, six occurred under the new management, Genesee & Wyoming Inc. spokesman Michael Williams said. Of three people who died in accidents involving the railroad, two were trespassers and one was in a grade crossing accident. Federal safety rules for tracks that carry passengers require at least two inspections every week, with at least one day between

inspections.

State officials said a freight train passed over the tracks Sunday night with no problems.

When asked if there was technology available that could have detected the slide before the train went through, officials said no.

"There was not really anything that's going to detect this kind of thing," said Vermont Agency of Transportation rail chief Dan Delabruere.

Numerous derailments worldwide have been caused by track debris, many linked to heavy rains that trigger slides or heavy winds that knock down trees. In 2010, a train in Beijing hit mounds of debris on the track following a landslide, killing 19 people.

The region near Monday's derailment received 2.5 inches of rain between Thursday and Friday.

The Vermonter takes the route daily, beginning in northern Vermont. The 13-hour,

45-minute trip leaves St. Albans, Vermont, at 8:58 a.m. then passes through Springfield, Massachusetts, and New York, with D.C. as the destination.

Three cars the left the track Monday remained upright. Rail company officials confirmed details of the crash but did not immediately provide a comment.

Tracy Zaplitny, also of Bay City, said she and other passengers broke a window to get out of the train.

"It's a huge wreck up there," she said.

At least several dozen passengers were loaded onto school buses to be taken to an armory at nearby Norwich University. Passengers helped each other after the crash.

The clearing of the track was to begin immediately, although officials did not know how long it would take before the section is reopened. Amtrak planned to bus passengers booked on the Vermonter to and from Springfield.

## Our Mission

*To Teach...*

*Those who want to know more.*

*To Educate...*

*Those who want to learn the history.*

*To Promote...*

*The hobby with enthusiasm.*

*And to share and enjoy the pleasure of all that is Railroading.*



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Send them to us!

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Your contributions keep the Ironhead Gazette moving!

All Aboard!