

2. Ernie Little's 250-Ton Derrick



Action on the Norfolk Southern Connector: SOU 903014, a 250-ton derrick, was dispatched to the main line near the Joyceville Industrial Park. A tank car derailed after a near collision with a gasoline tank truck at the crossing and needed to be placed back on the track.

The history of this car shows that it was built in 1960 by the Industrial Brownhoist Company in Bay City, Michigan as car #14285 for the Southern Railway. It was originally designated as SOU D-3, then renumbered as SOU 903014 until the Southern Railway merged with the Norfolk and Western Railroad when it became NS 903014. It worked in the Norfolk Southern Industrial District until at least 2022.

In researching this derrick, I found the Southern Railway System-Western Lines-Appalachia Division Timetable 5, dated Monday, August 14, 1972. The timetable showed the derrick as a Group 1, 250-ton derrick. General rules applying to the derrick were that derricks were not to be operated over structures on side or industrial tracks, except with specific authorization, not to be operated coupled to engine or car weighing more than 90,000 lbs. and were not to travel at speed exceeding the smallest of the following (1) Authorized freight train speed (2) Group 1 Derricks, 50 M.P.H. Derricks SOU 903005, 903006, 903011, 903021, and 903024, 30 M.P.H. All other Derricks 25 M.P.H. (3) Speed, if any, given in special restrictions for line over which derrick is being operated. *Ernie Little, MMR*