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The Sentinel

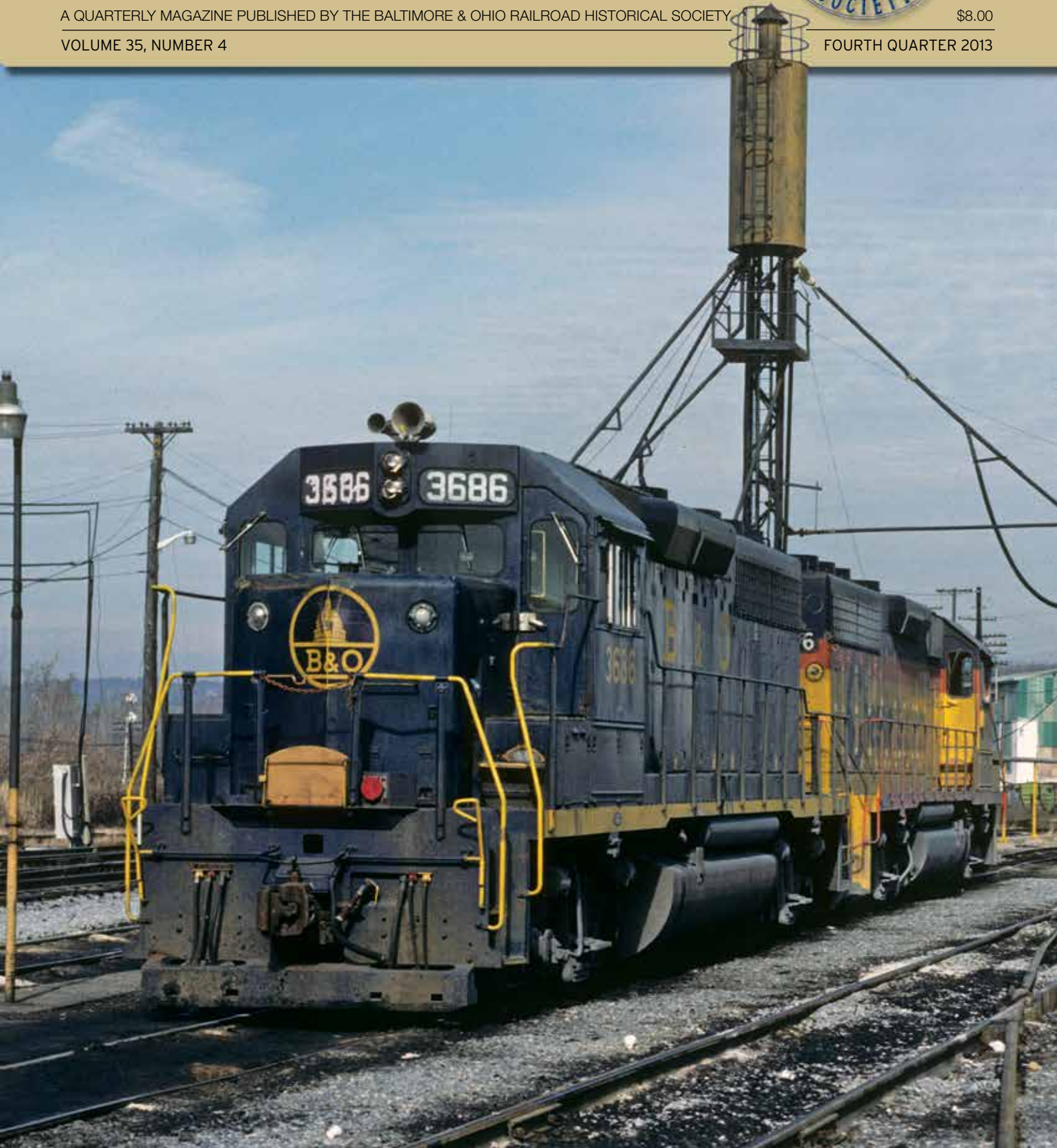


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LETTER FROM THE EDITOR

In this issue of *The Sentinel* you'll find articles by three authors who are basically new to our pages.

Janet Van Doren, a retired chemist, leads off the parade with her pieces beginning on page 3 about the B&O's stone viaducts in Medina County, Ohio, and a pictorial essay on how they were built—basically without poured concrete. Given the number of these that the B&O had, at least two of which remain in daily use in Maryland, they're an important part of the railroad's history and deserve attention.

Dave Ori will be recognized by members as a collaborator on at least three books about the B&O basically west of Pittsburgh, with more coming. Here, he teams with onetime yardmaster Don Riel to examine the comings and goings of a ground employee's day.

Lastly we welcome the work of Keith Rader, who held positions in various yards of the B&O system before decamping for the Association of American Railroads. Keith spins tales of B&O men and events at a prodigious pace, and first came to fans' notice with his stories for *News & Notes*, the publication of the Retired Administrators of the B&O Club. In Keith, we have a worthy successor to our longtime friend Ric Nelson.

RABO N&N has a new editor, Frank Dewey, who was a presenter at the Society's national convention in Baltimore in the fall of 2010. He succeeds Ray Lichty, who had to make time for a book project.

Frank is delighted to continue the mutual back-scratching *The Sentinel* enjoyed with Ray, and in an issue early next year we're going to offer his piece

about dynamometer cars, which should prove enlightening.

We had a suggestion that we should do a piece on B&O designer Olive Dennis. Sharon Harwood's presentation at the Somerset, Pennsylvania, convention in the fall of 2012 will be transcribed soon.

And why am I sitting here gassing in this vein, wasting space that could be used for a (very elongated) train picture? Simple—MORE!

There are areas of the railroad that we've gotten away from or never touched. It's time to look again at the extensive B&O operations in West Virginia. Detailed looks at the B&O's yards around Pittsburgh are due more examination (at least one member has asked for a piece about the Wheeling-Pittsburgh line; I'm trying to find a writer).

How about the B&O in north-central Indiana, the lines out of Indianapolis? That's an area not well explored. A detailed look at how the B&O interlocked operations among its yards in Baltimore?

It's time to increase the participation level going forward. And presenting the results of your research isn't that hard; you just sit and stare at the computer till little beads of blood pop out on your forehead (Yeah, one of my favorite lines). Maybe this line from a new book will be more soothing—"Just grammar and stringing sentences together in a way that makes sense. How hard can that be?"

All efforts will be supported with occasionally infuriating editorial nit-picking and good graphic display, backed by the pleasure of seeing your name in print and the occasional beer at conventions.

Give it a try.—HMeem

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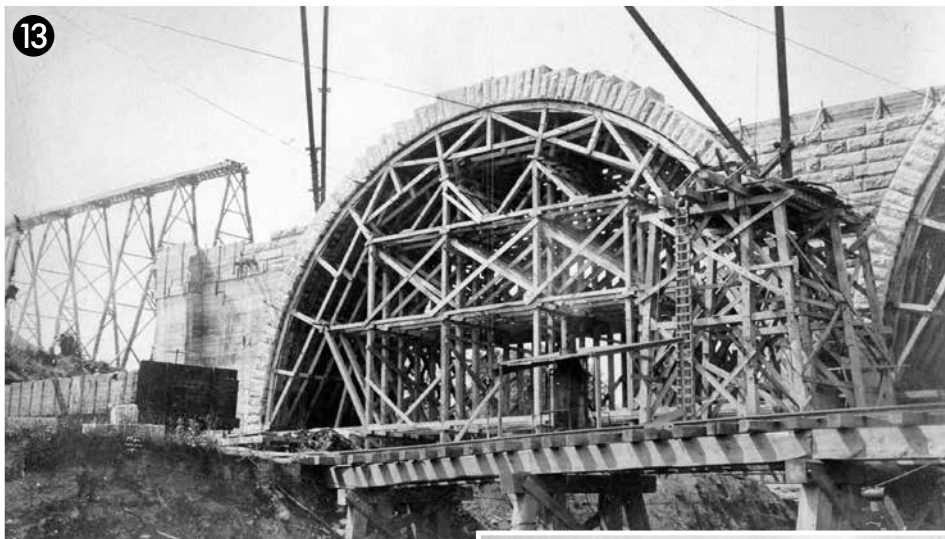
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ON THE COVERS

FRONT COVER: A pair of EMD road units awaits their next assignment at the fueling facility at New Castle Junction, Pennsylvania, on November 8, 1984. (*Rick Acton Jr. photograph*). [Page 14]

BACK COVER: The B&O's viaduct at Lodi, Ohio, still carries big CSX trains daily. You and I should do so well at 100 (*Lisa Van Doren photograph*) [Page 3]



13

13 The first row of stone is complete and the walls are gradually being added. The trestle for the final track is visible on the left. When the bridge is completed the trestle will be an embankment completely covered with soil and gravel.

14 A great deal of fill material was required to bring the adjacent track up to the level of the completed bridge. An extensive wooden trestle was constructed and fill material excavated nearby was brought using a donkey engine and side-dumping cars. The fill area is about a mile long on either side of the bridge.



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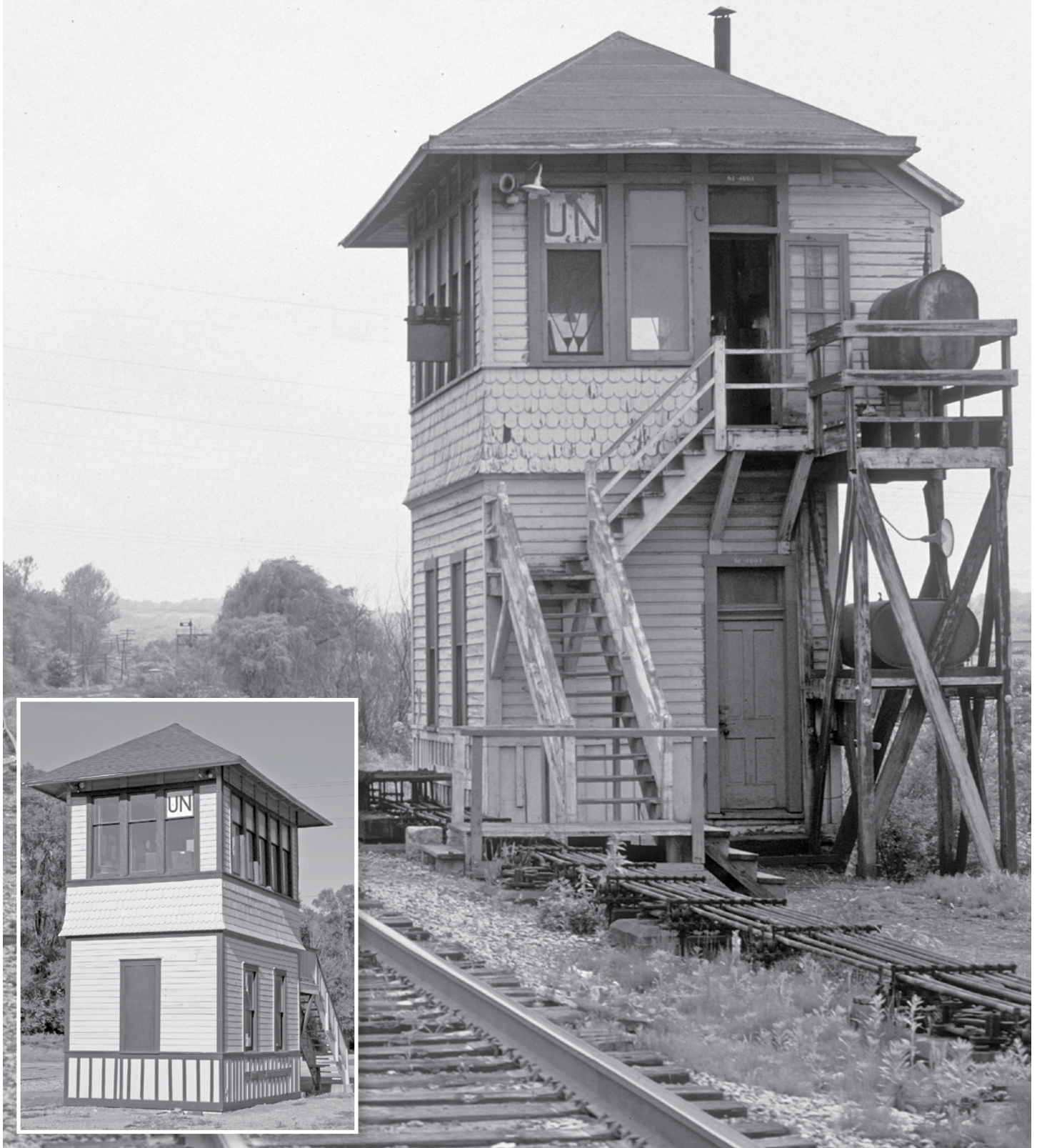
15 Even though the cars of fill material were usually pushed out onto the trestle and the engine was kept on the embankment, accidents did happen. The area near the east end of the project is muck soil and considered a swamp. Locals have a story that one engine and its cars fell from the track into the nearby swamp and disappeared.

16 On top of the arches, now almost complete, aggregate is added to fill the trough created by the walls. The fill material is lifted in barrels by boom-jack and then distributed by manpower. The unbonded stone and aggregate act as a cushion for the weight and vibration of trains. Weep holes allow water drainage and no freezing occurs. ☹️



16

Night Watch at New Castle Junction



UN Tower controlled operations at the east end of the B&O's yard in New Castle, Pennsylvania. When it was closed, it was taken apart, moved to nearby Mahoningtown, Pennsylvania [left], and restored. (Dave Ori, Allen Young photographs)

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