

Message from the President

Temperatures in central Maryland are again in the single digits and I am now writing for the second quarter *Sentinel*; please, Spring, come! And bring:

Major Society Events 2015: Ohio Mini-Con will be May 16 in Lorain. The Eastern Mini-Con will be in Philadelphia on August 8. Flyers for both should be enclosed with this mailing. The Annual Convention will be September 17-20 in the Cleveland area. The registration form for the Cleveland convention will be in Third Quarter *Sentinel*. ALL reservations must be made by the end of August, so start planning.

Marketing and Promoting Sales: We have a solid staff for processing orders but we need a good team to do marketing and promotions for the Company Store. The store provides funds to support the Archives collections; no dues funds go to the archives. Sales have been down. Working with both vice presidents, Finance and Operations, this team will promote commercial and Society-generated products for sale. This task can be done from your home and does not require countless days to complete. Contact George Stant, Vice President of Finance, if you can help.

Archives Status: The volunteers are working to enter documents, pictures and other artifacts into the Past Perfect data base system. At the current rate it may be more than a year before we will post the data on the web. Please be patient and if you are in Baltimore area on the third weekend of a month stop by and help.

Building Fund: We have received more than \$36,000 to date. Do not forget to ask if your employer has matching fund programs.

Web Page: In the near future the Society will begin to post minutes of Board of Directors meetings, and treasurer's reports, on the web. Since we are seeking donations we feel it is necessary to be an open book to the public. Also on the webpage is the posting for our *Student Historical Writing Challenge*, which was sent to more than 70 high schools west of the Ohio River and parts of western Pennsylvania. Next we begin with colleges west of the Ohio River. If you know a school that has a special writing program, encourage them to participate.

Outreach 2015: To date there are a number of events we are planning to attend: May Days in Mount Airy,

Maryland, on May 16-17, Brunswick Railroad Days in early fall, Railroad Day in Damascus, Maryland in early November. The following events are of interest but we need staffing before making a commitment: National Train Day in Martinsburg on May 9 and Steam Days in Cumberland during early fall. If you know of other potential events and are willing to man a table for even one day contact Henry Freeman, Vice President of Operations.

B&O Modeler: This is a difficult topic to discuss because this is done by volunteer work. After seeing the success of the Pennsylvania society's efforts a small group of volunteers started the B&O Modeler. Your dues do not support the modeler and we only post it on the website as an outreach program. The original editor suddenly left and the task of producing the Modeler fell to the current editor, who has since changed jobs and moved. The administrative staff has been working hard to get him support but again this is not part of the Society's direct functions. So unless numerous people step up and get this produced in a timely manner and on a frequent schedule and MEET deadlines I have no choice but to pull the Modeler. It is taking far too much time from our administrative team.

Amherst Model Train Show: In January I had the privilege to attend the Amherst Train Show in West Springfield, Massachusetts. It was an eye-opening experience and I strongly recommended it to modelers and historians. At the last board meeting I proposed that we take a charter bus from the Baltimore area with a possible stop in Philadelphia to make a weekend of attending the show. The cost would be around \$200. Departure Saturday from Baltimore would be at 4 a.m., arriving at the show around 10. Continental breakfast would be served on the bus. We would stay at the show all day (there are five buildings with manufacturers, dealers, historical societies/museums, clinics, and layouts) until closing. Then we will check into a hotel and quickly go to dinner. Dinner's cost is on your own, as is breakfast the next day. Return Sunday to the show around 10, stay until 3:30 and depart at 3:45. We will have dinner on the way home at your expense, and hopefully arrive at Baltimore before midnight. We need at least 40 people to break even and 55 are max. Extra funds will go to the Archive Building Fund.—Greg Smith

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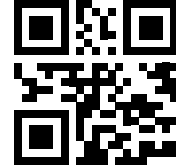
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On the Covers

FRONT COVER: B&O Number 6599 was the railroad's only GP-18m, put together like Frankenstein's monster from pieces of wreck survivors. It found a home on the B&O's Springfield, Illinois, Sub-Division in the 1960s. Page 3.

(J. David Ingles photograph)

BACK COVER: A B&O 2-8-0 (what else?) has freight in hand leaving Ridgely Yard in Springfield. (R.R. Wallin collection)



Consolidations 2836 and 2892 have 83 coal loads rolling in Taylorville, Illinois, on May 15, 1954. Photographer Joe Collias “had taken a photo of Wabash No. 96 roaring through when this B&O doubleheader stopped south of the crossing. The crew cut off the lead engine and proceeded uptown for a meal. By the time they returned and coupled up [the sun] was down but I took the shot anyway [as] those coal hoppers rocked and rolled ponderously over the Wabash rails.”

B&O’s Springfield Sub-Division

We’re Not in Baltimore Anymore, Toto

By Duane B. Carrell

The Capitol Dome logo probably does not arouse the image of a long branch line across the Illinois prairie, connecting two small river towns on B&O’s frontier. Yet the Springfield Sub-Division of the St. Louis Division was such a piece of railroad, 228 miles long and serving a largely agricultural economy.

Despite its rather ordinary existence it featured two short sections of jointly owned track, terminal agreements with two connecting railroads and “doodlebugs” that hauled its passengers. While it ran through some of the richest coal-producing country in the United States, black diamonds were never a major traffic source.

Illinois has always been dependent on its rivers. When admitted as a state in 1818 it was very sparsely settled, primarily by immigrants who arrived from Kentucky and Tennessee. The site of what would become Chicago was a trading post with but a few families.

Roads, where they existed, were abysmal; river transportation was the easiest and cheapest way to move people and goods. There were three primary waterways that dictated Illinois’ early development and still are crucial: the Mississippi along its western boundary; the Ohio to the south and the Illinois, flowing southwesterly into the Mississippi about 40 miles northwest of St. Louis.

With water transport so crucial it became important to provide access to the rivers. By the early 1830s debate began on whether canals or railroads would be most beneficial. While the Illinois & Michigan Canal got the initial nod in 1836, the legislature, including Abraham Lincoln in his first term, voted to create the Illinois Central Railroad, to run from Cairo, at the state’s southern tip, to Galena at the northwest corner.

The following year railroad fever was so rampant that the legislature passed the Internal Improvement Act, calling for more than 1,300 miles of railroad construction. The Illinois Central was to form the spine and four other lines were

Springfield's Railroads

The Baltimore & Ohio and the predecessor corporations of the Springfield Sub-Division connected with several other railroads in Illinois' capital city, which had an impact on its story.

The first railroad to enter Springfield was the Northern Cross, from Jacksonville, in 1842. Its original segment, between Meredosia and Jacksonville, was also the first railroad to operate in Illinois. Extended to Danville on the Indiana border, it became part of the Great Western Railroad in 1859.

By the time the S&ISE began construction the railroad had been renamed the Toledo, Wabash & Western and became part of the Detroit-Kansas City route of the Wabash. Today it is a busy segment of the Norfolk Southern.

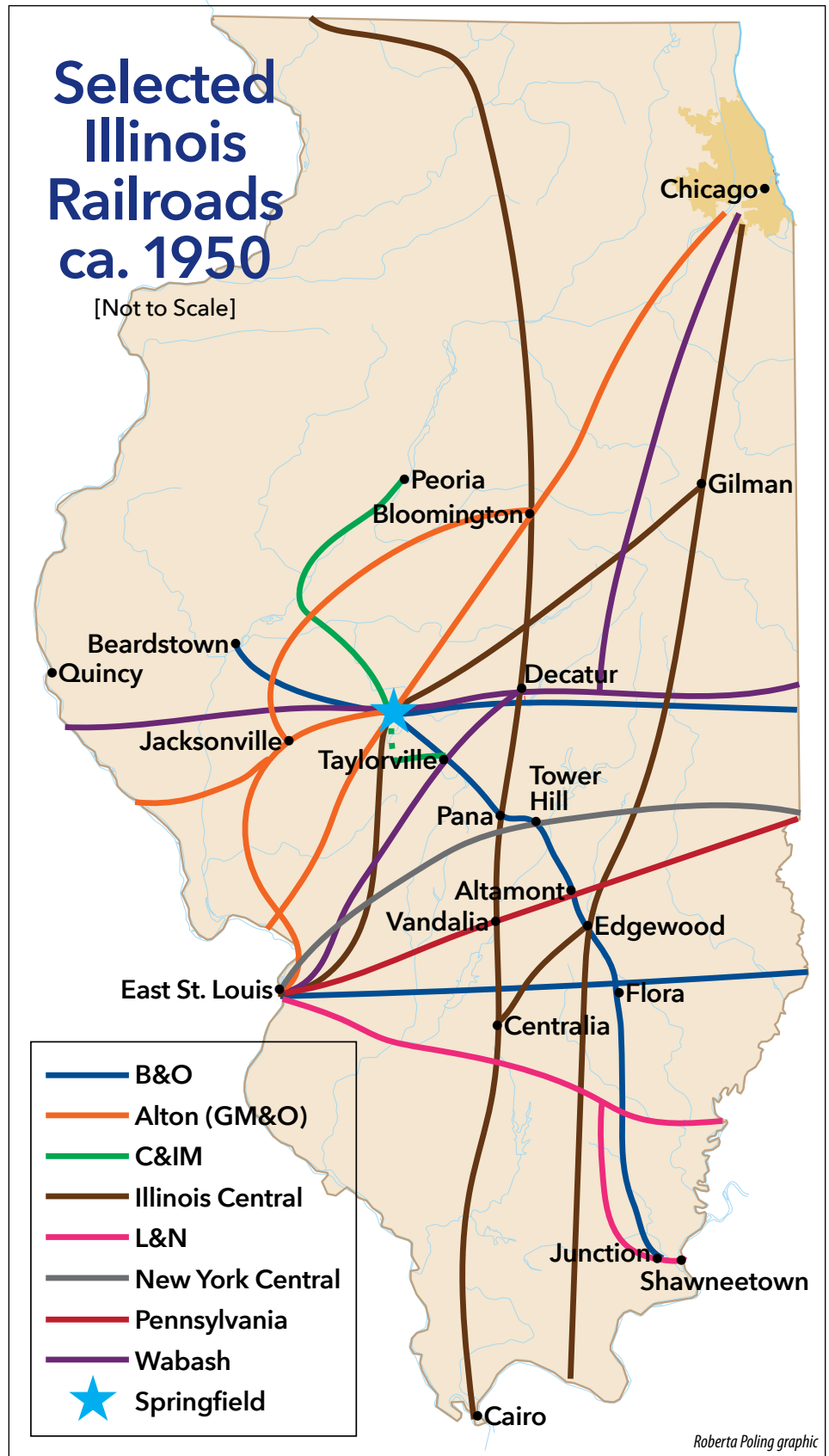
The next line into town was the Alton & Sangamon, which opened in 1853. Extended to Joliet as the Chicago & Mississippi in 1856 and by lease into Chicago in 1857 as the St. Louis, Alton & Chicago, it became the Chicago & Alton in 1861. The C&A approached Springfield from the southwest and crossed the TW&W south of town, then proceeded through town along a right-of-way on 3rd Street.

Chicago & Alton was a very prosperous road in the late 1800s, due in large part to a thriving coal business. After the turn of the 20th century it was hampered by its Chicago-St. Louis-Kansas City route being surrounded by larger systems. It was purchased by B&O in 1931 and renamed the Alton Railroad. It merged into the Gulf, Mobile & Ohio in 1947.

As the S&ISE was working northwest toward Beardstown, the Gilman, Clinton & Springfield was building from Gilman, 135 miles to the northeast on Illinois Central's Chicago Branch, through Clinton to Springfield, opening for business in November 1871. The Pennsylvania Railroad financed construction, although Pennsy's own track at the time ended more than 500 miles away. The attraction appears to have been the massive coal deposits in the Springfield area. In 1877 the Illinois Central acquired the bankrupt GC&S.

The Springfield & Northwestern was chartered in 1869 to build northwest from Springfield through Petersburg to Havana, on the Illinois River. In and out of the hands of different railroads, it was sold in 1928 to Samuel Insull's Chicago & Illinois Midland, which at the time was a short east-west coal line south of Springfield.

Another railroad attempting to offer competition to the Chicago & Alton was the St. Louis & Chicago, incorporated in 1885 to build from Springfield to Litchfield and to connect with the East St. Louis & Decatur (later to become part of the Wabash) and form a through line to St. Louis. It was purchased by the Chicago & Alton in 1899; the northern portion became its Peoria branch while the line south of



Springfield was sold to Illinois Central and became the southern segment of their Chicago-St. Louis route.

The Cincinnati, Indianapolis & Western was extended to Springfield from Decatur in 1902. In and out of the hands of the Cincinnati, Hamilton & Dayton, it was acquired by B&O in 1926 and became

B&O's main through route to Springfield.

The last railroad with which B&O connected was the Illinois Terminal. It entered Springfield in 1904, made the intelligent decision to haul freight as well as passengers, and built a belt line on the east side of Springfield in 1912—DBC



B&O AS-16 Number 2234 kept the number but got a new paint job when Peabody Coal put it into service in its Shawneetown, Illinois, operation. It was at work here on August 6, 1970. (R.R. Wallin photograph, J. David Ingles collection)

The Other Shawneetown Railroad

No, this isn't about the Louisville & Nashville.

It was elsewhere mentioned that St. Louis interests that owned coal property to the north and west of Shawneetown had requested assistance from B&O President Dan Willard in 1913 to lay track to their proposed mines. If Willard didn't reject the proposal he didn't answer, and New York Central appeared to receive the bulk of the loads from the area.

But there still were untapped deposits near the B&O. In the mid-1960s Peabody Coal opened the Eagle No. 2 strip mine on Gold Hill, about two miles northwest of New Shawneetown, and built its own five-mile railroad to Eagle No. 2 Dock a few hundred yards west of B&O's and L&N's tracks on the Ohio at Shawneetown.

Beginning in 1966 a former B&O Baldwin AS-16 repainted in yellow and green Peabody colors shuttled a string of yellow hoppers to the barge transfer several times a day at slow speed. From the mine it headed due south, crossed the Joint Line about midway between Junction and New Shawneetown, then curved east to run parallel most of the way down the hill until it veered off in its approach to the river. It was claimed that color position light signals guarded the crossing. While there may have been a connection at the crossing it can't be verified.

Apparently Peabody did switch out engines during the line's operation (later engines were painted green and red) and there is an on-line photo of a double-headed train there. Peabody purchased several former B&O AS-16s that were used at different mines.

Once Prairie Trunk quit, the line became landlocked. Operations ceased in July 1993.—DBC



The St. Louis Chapter, NRHS, sponsored an excursion from St. Louis to Shawneetown, Illinois, on February 21, 1965. B&O deadheaded RDC1s 1908, 1909, 1910 and RDC2 1960 from Pittsburgh commuter service. This was the only known time that RDCs entered St. Louis Union Station. The train ran on the St. Louis main to Flora, then down the Springfield Sub-Division to Shawneetown, where it was photographed.

(Ed Johnson photograph, R.R. Wallin collection)

B&O 6610, one of the railroad's passenger GP-9s, migrated to Springfield, Illinois, in its later years. Here, on a Beardstown train in June 1970, it waits for an Illinois Central Governor's Special, which is backing to Avenue Tower to wye and go north to Chicago. The 6610 will go to Avenue, turn left onto C&IM tracks and go to Ridgely Yard.

(J. David Ingles photograph)



GP-9 Number 6542 found a fair amount of traffic waiting in Beardstown, Illinois, the west end of the Springfield Sub-Division, on May 26, 1969. It's passing through the C&IM Yard in Springfield on its way back to its base, Ridgely Yard.

(J. David Ingles photograph)

B&O GP-9 Number 6578, powering the Beardstown local through the remnants of a snowstorm on January 25, 1972, passes Ridgely Tower leaving Ridgely Yard to use C&IM trackage rights to access its own rails at Avenue Tower, where it will turn west onto shared B&O/IC track in Madison Street.

(R.R. Wallin photograph, J. David Ingles collection)



of coal was turned over to B&O here to haul north but it's unclear how regular these shipments were.

The L&N's branch down from McLeansboro was met at Junction (formerly Cypress Junction) and the two lines operated on the joint track for just over five miles, the last three downgrade, to L&N Junction, where the tracks split for the last seven-tenths of a mile into Shawneetown. B&O's track curved to the east to give room for the tail of L&N's wye. The B&O had a wye of its own as well as a couple of spur tracks. Shawneetown at this time had about 1,700 residents with a grain elevator and inclines from the Ohio River to bring up sand and gravel and lumber for loading into rail cars. B&O also had a wooden depot, but no photos or details have been found.

There were changes in both passenger and freight trains by the time the August 1918 Employee Timetable was issued under the names of the United States Railroad Administration and B&O's Western Lines. Numbers 122 and 123 were gone with no pretense of through service over the entire line. Instead, there were two Beardstown-Flora round trips along with the Beardstown-Pana local.

South of Flora there were now two round trips to Shawneetown with nothing resembling close passenger connections to the north. Two freights were scheduled on the southern end and, since L&N trains were governed by B&O rules on the Joint Track, the timetable showed two L&N passenger trains and one freight in each direction for that five-mile stretch.

North out of Flora there was still a local freight to Springfield but, oddly, two freights going back.

In the north, one freight train each way daily handled Springfield-Beardstown traffic.

Beardstown had been a division point and was the location of a yard and engine facilities on the CB&Q line running from Bushnell on its Galesburg-Quincy route to Paducah. While the Q operated passenger and freight trains to St. Louis on this trackage its greatest traffic base was coal from Southern Illinois, much of which went to fuel its steam engines.

In something not often seen at a small-



Sometimes even added horsepower didn't help. Given the track in use, this photo was taken in the period 1947-51 on Madison Street in Springfield, westbound at 1st Street. Evidently the doodlebug had a sore tooth that day and a Pacific from the protect pool—likely Flora—is pulling the Beardstown train. (R.R. Wallin collection)

For Want of 25 Horsepower

B&O acquired five EMC motor cars for service out of Flora, Illinois, delivered in November 1926 on approval. When delivered they carried road numbers 6003-6007. After a 30-day trial, they were deemed unacceptable and returned to EMC, unable to keep northbound Flora-Beardstown schedules hauling a trailer.

Their 225 horsepower was insufficient, while the replacement Brill gas-electrics' 250 hp. was fine.

After a few years, EMC was able to

resell three of the returned B&O cars to Sperry Rail Service for conversion to rail defect detector cars, and two to Lehigh Valley for passenger service. In due course, the two LV doodlebugs were also sold to Sperry.

The five Sperry rail cars (bearing their numbers 117, 118, 119, 123, 128) outlived almost all "doodlebugs" everywhere, and two are still in rail defect detection service at this writing, rebuilt with diesel engines.—Jim Mischke

town branch-line terminal, the B&O and Burlington entered into a joint facilities agreement there in 1925. The B&O paid \$1,000 per month, which, in the words of St. Louis Division General Manager F.B. Mitchell, "covers the cost of all our operations there, including station forces, switching, inspection of cars, use of their passenger and freight stations and approximately one mile of their track for operating our passenger trains, cleaning coach on passenger train, reclaiming grain doors, train order and wire work, and any other necessary service in connection with our operation."

B&O dismantled its freight station and leased the passenger station to a customer. Freight trains essentially dropped their cars when arriving and picked up the cut Burlington left on their main track. At some time subsequent to the agreement,

possibly with the introduction of motor cars, B&O extended the tail of its wye to connect into the Burlington yard so inbound trains could swing over to the CB&Q, facing south, and back into town.

Call In the 'Doodlebugs'

By 1926 passenger patronage on the Springfield Sub had declined to the point where the B&O was looking at ways to cut expenses on the two segments. In November several of EMC's gas-electric motor cars were used in place of the steam-powered trains, but they were found wanting and were replaced with Brill Model 250 "doodlebug" motor cars. Service remained as two Beardstown-Flora round trips, a Beardstown-Pana and two Flora-Shawneetown round trips through 1928. The next year the north end was down to Beardstown-Flora and