Camden Station in 1918 showing the new front entrance steps and the street-side canopy completed in 1912. The east and central towers are in place, but the west tower is gone, removed in 1904 as part of the warehouse building project. It was obviously a busy part of town; note the number of vehicles, both gasoline and horse powered, and the network of streetcar wires. *(B&O Railroad Museum collection)*

B&O's Camden Station Rises *Again*

By David A. Pfeiffer

Every fan who attends a baseball game at Oriole Park at Camden Yards sees the massive Baltimore & Ohio Railroad warehouse building just beyond right field. Just to the left of the old warehouse sits the restored Camden Station. But few of these fans know the rich history behind Camden Station, the warehouse and the railroad yards beyond.

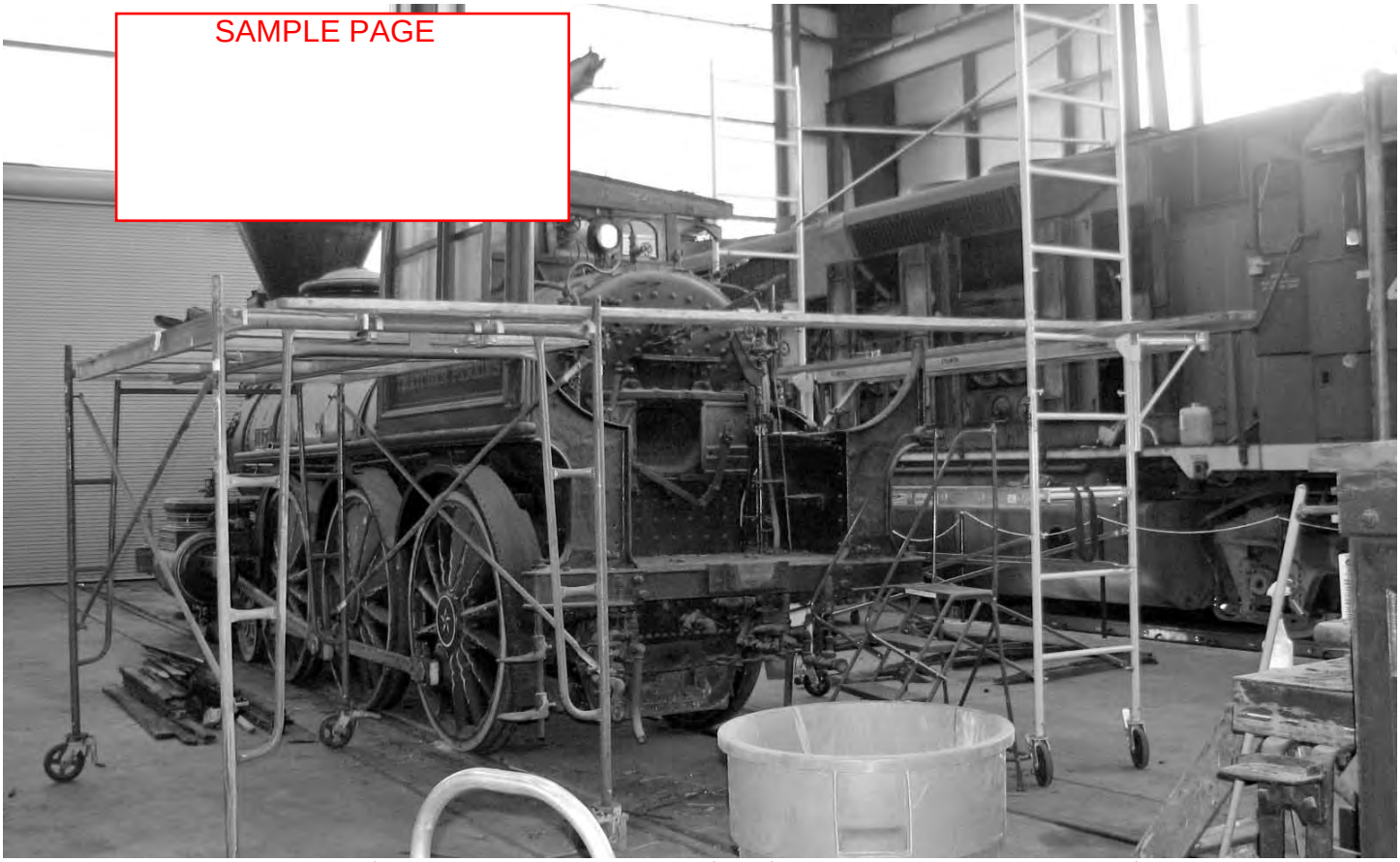
Camden Station has been vitally important to the history and economic development of the region since before the Civil War. In 1851 and 1852, the Baltimore & Ohio Railroad was busy extending its lines west across the mountains to the Ohio River. Up to this time, the B&O used a small building along Pratt Street just east of the Mt. Clare repair shops as a station. Mt. Clare Station is less than a mile west of Camden Station.

This building was obviously inadequate as the B & O was becoming a long-distance passenger trunk line. Therefore, the directors of the railroad decided to build a showcase station and headquarters. In June 1852, several residential city blocks were purchased between Howard, Eutaw, Camden and Lee streets for $230,000. Forty-nine houses had to be condemned and removed.

A final design was delayed due to the high cost of the project and some disagreement over the size and cost of the station building. The railroad constructed temporary wooden buildings for passenger and freight, and service began from that site on February 14, 1853.

The plans for the new station were drawn up in 1854 by the Baltimore firm of Niernsee and Nielson. Work began on the building in 1856. The building, a three-story brick station and office structure with a central tower 185 feet high and a triple-arch colonnaded entrance, patterned after stations in London at King's Cross and Paddington, opened for business in February 1857. The new building was recognized as the largest and finest railroad station in America at the time.

That month, the first meeting of the B&O Board of Directors was held in the



The Thatcher Perkins, with some of its salvageable parts removed for safekeeping, sits surrounded by scaffolding in the restoration shop at the B&O Railroad Museum awaiting further disassembly and repair after the disaster of February 2003.

Restoring the Thatcher Perkins

The Museum Staff Describes What Followed the Roof Collapse

The descriptions here are part of a restoration report prepared for the B&O Railroad Museum by Chief Curator Dave Shackelford. He, Zell Olsen, James Smolinski and George Harwood took the pictures. The material has been edited for print

The February 2003 collapse of the roof of the roundhouse at the B&O Railroad Museum caused heavy damage to the ten-wheeler Thatcher Perkins, including structural damage to the cab caused by falling roof trusses and stringers. Debris caused a significant hole in the roof and most areas of the cab sustained some form of damage.

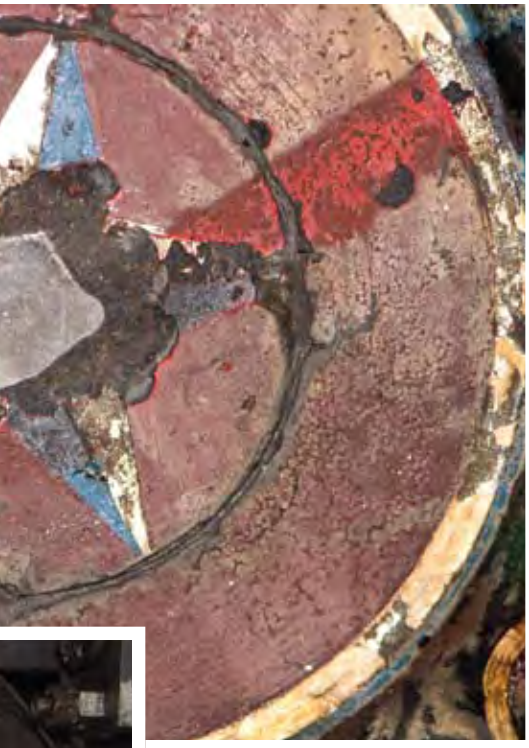
The remainder of the locomotive suffered damage to the boiler jacketing, steam and sand domes, running boards, handrails and stanchions, bell, and whistle.

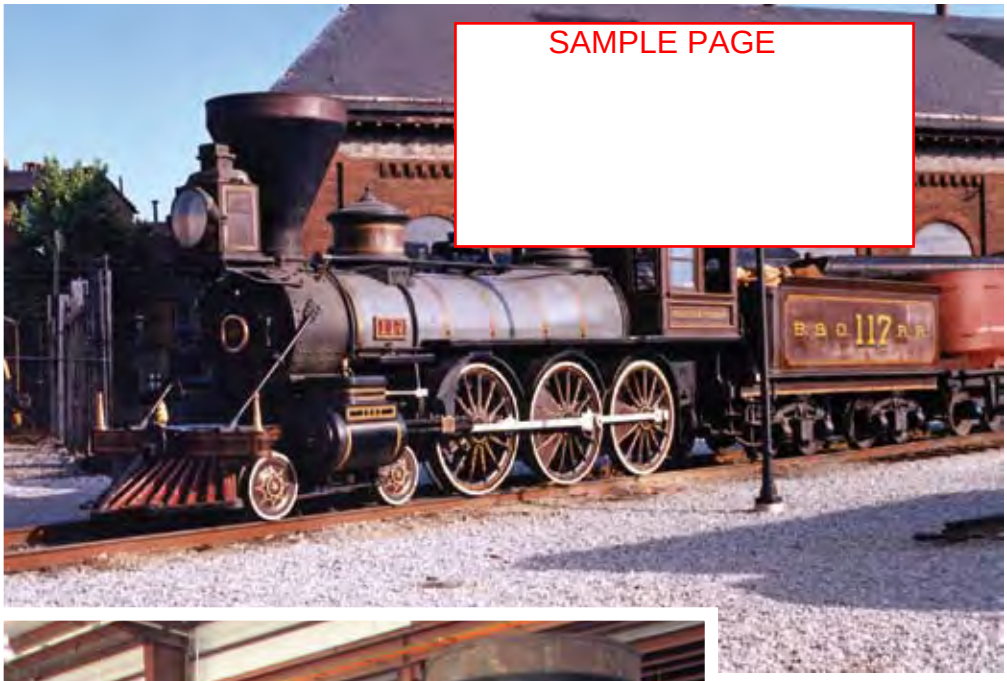
But there was a bright side to the accident. The restoration once again gave the museum the opportunity to refine the history of the B&O's motive power, correcting irregularities as displayed prior to the collapse.

Prior to the roof collapse the locomotive was on display as it was modified for the 1927 Fair of the Iron Horse. Based on the significance of ten-wheel engines to the B&O when first introduced in the 1850s through early 1860s, its importance to operations during the Civil War, and the numerous changes over the life of the locomotive that precluded the museum from determining its appearance with 100 percent accuracy, the decision was made to return the locomotive to its original number, 147.

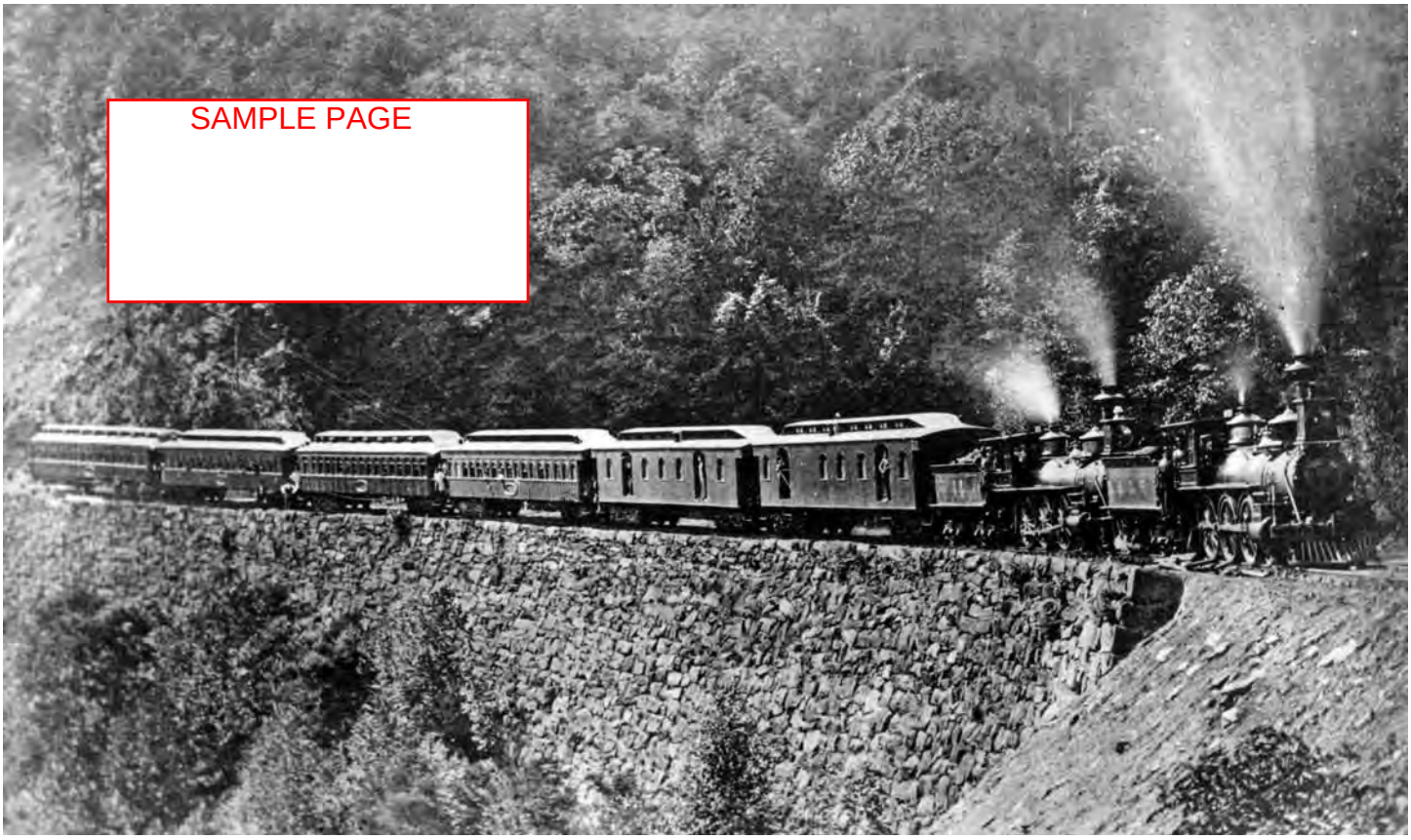
Findings such as existing paint and early photographs allowed the museum to confidently focus on the early years of the locomotive and provide an appearance, color scheme, and stencil pattern

One more look at the locomotive the day after the roof collapsed, before the debris was cleared away.





One bit of ornamentation that was not original was the blue-and-white star-and spoke pattern on the drivers and pilot wheels (above left, and see page 27). The three views of the Thatcher Perkins are from the 1990s; just after it was moved to the shop; and when it went back on display earlier this year. Note how the wheel decorations have been simplified.



Two Perkins Ten-Wheelers work a passenger train up a West Virginia grade near Rowlesburg in 1875. Society members Bruce Elliott and Nick Fry feel this is a westbound train in the vicinity of Tray Run on Cheat River Grade.

(The historical photographs are from the B&O Railroad Museum collection)

Mountain Muscle

B&O's Class B Perkins ten-wheeler Number 147 was one of 11 built at the Mt. Clare Shops in 1863. Designed by Master of Machinery Thatcher Perkins for passenger service on the tough mountain grades of the West End of the Cumberland Division between Piedmont and Grafton, West Virginia, they quickly became dual-purpose engines all over the system to meet increased demand caused by the Civil War.

Renumbered as 282 during its service years, the engine was retired from active use and preserved by the B&O in 1892 for public relations and exhibition purposes. At that time the railroad renumbered the engine to represent the first Perkins-built ten-wheeler, the Number 117.

The railroad applied the name Thatcher Perkins to the engine during the B&O's 1927 Fair of the Iron Horse centennial celebration. It was returned to its original Number 147 during its restoration after the 2003 roof collapse.

Restoration work gave the B&O Railroad Museum staff a chance to trace changes to the locomotive during its lifetime, and to speculate on some of the more significant modifications.

It is known that the Perkins received a new boiler and was renumbered in the period 1884-85 to Number 282. The larger boiler probably necessitated changes to the cab, including a change from square to arched windows.

Other changes occurred during the life of the engine as a show piece including a decrease in driver size and jacketing, which showed several areas where appliances and piping had been removed; however, it appeared the age of the material was not consistent with older material.

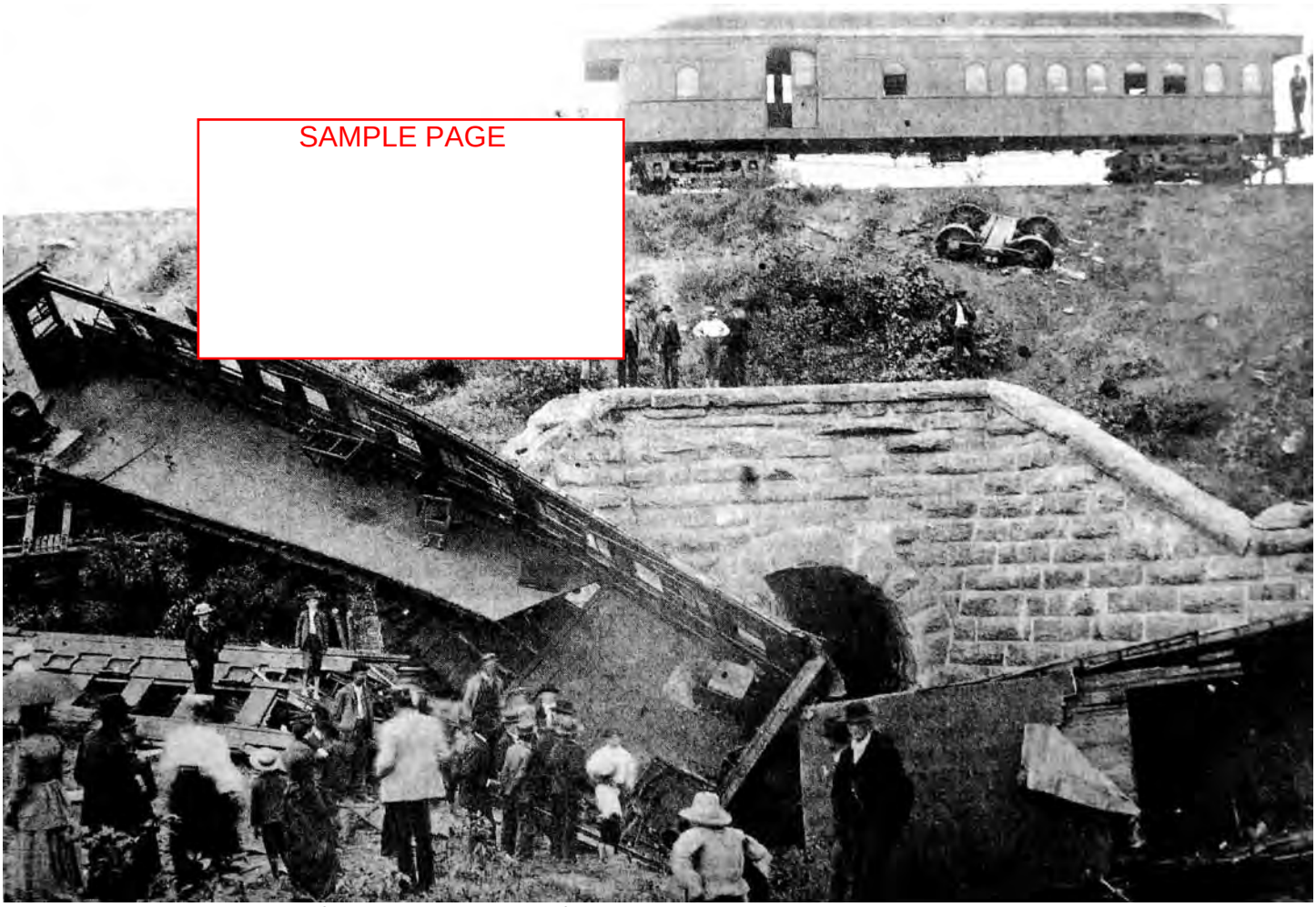
The frame is original and staff located the stamp 147. Several of the side rods and eccentrics were labeled 282 and appear to date from the time period when the locomotive was first renumbered. Also found on the left side main rod brass was the number 234. It is not clear which locomotive this may have come from due to renumbering.

The locomotive's exhibit and public relations career spanned 1892 to the present. The boiler dates to 1926 and the smoke box dates to 1885. The dates were stamped on the boiler and smoke box. It is known that the majority of the historic collection was reboilered in 1926-1927 for the Fair of the Iron Horse. Restorers believe the smoke box from the 1885 reboilering was reattached at this time.

Many of the larger structural pieces including the frame, smoke box, rods, and various braces appear to be wrought iron. The boiler is probably steel with some wrought iron components such as stay bolts. The boiler jacket and stack are made from sheet steel.

The cylinders, valve chests, wheel centers, parts of the sand and steam domes and handrail stanchions, are cast iron.

(copy continued on page 26)



The B&O wreck drew plenty of interested spectators from Woodstock and its surroundings, including a photographer named Monroe Boyer. About 100 years later his photograph was a feature in the town's weekly *Valley-Herald,* which had been given a copy by Dudley Chapman. Those appear to be the remnants of a coach in the left foreground, though it's hard to see where or how seats would have been attached.

The 1892 B&O Wreck at Woodstock, Virginia

By Bob Cohen

The derailment and death of one crew member of the B&O's northbound train of August 27, 1892, in the Shenandoah Valley of Virginia had little remarkable about it except that its story has lingered along with the remarkable survival of the engineer involved, as well as the story of the engine that was wrecked.

Train wrecks with injuries and deaths were common in this long-ago era, so the survival of this tale in the minds of historians and area residents is somewhat remarkable.

It is a case study in how local legends—in this case the locomotive involved—cross paths and occasionally produce a truth that isn't.

Local historians say the locomotive was B&O Number 199, which was anything but a loved mechanical giant. B&O's engine Number 199 was one of those ungainly Camel type engines, and the historians say it had the sad misfortune of being one of those bottled up in Martinsburg, Virginia, when that fellow Thomas J. Jackson dismembered the B&O in May 1861, early in the War Between the States. Number 199 was one of the 14 engines that Thomas A. Sharp, Jackson and Company had "borrowed" from the B&O back in those demolition days.

That Number 199 had been pulled all the way to Staunton over the wagon roads before being re-railed and reassembled for use by the South until it was repatriated in 1865. It was returned to the B&O and served its rightful owners again for many years.

Camels not only were ugly, they were rough on the track and hard to maintain. By the early 1880s Number 199 made its merry way to the B&O's Valley Line between Lexington, Virginia, and Harpers Ferry, West Virginia.

Somewhere about this time, the engine in our story came