

Letter from the Editor

Ever wanna be an editor?

No?

Can't blame you.

But here's your chance, anyway, to at least offer some thoughts about how we tackle a *Sentinel* project.

Come the end of next year, Johns Hopkins University Press is going to be printing Tom Greco and Karl Spence's "Cooking B&O" (for want of a formal title) book of recipes—cornbread pie, oysters, crab dishes, all the things that made dining while traveling a pleasure.

Bob Chapman, whose modeling expertise is well known to readers of these pages, is finishing up a project involving a dining car.

So for a different kind of trifecta, why not some sort of *Sentinel* package?

In the trade, this is what is now known as synergy. This is a short word for, Let's do two or three related things at the same time and see what happens.

In our case, we have Greco's book, publication and availability of which are the driving force behind putting a deadline on the total project.

Chapman's modeling piece will be offered first to Bruce Griffin for use in the online *B&O Modeler*. Another quarter heard from.

That leaves the *Sentinel*—and the wanna-be-an-editor? offer.

If you were putting together a piece about the B&O's dining-car service, where would you focus it? If you were reading it, what one (or two; I'm hoping for a fair turnout here) aspect of the service would you want to read about? What would interest you about the general topic?

No, you do NOT commit yourself to researching or writing anything just by sending me an e-mail. I have yet to shape things up, and then to con...er, persuade, someone to tackle it. I'm looking for places to start.

I will not refuse offers to share data, pictures, drawings, anecdotes, anything anyone might care to contribute. If you want to send photo scans, make them 300 dpi at 6" width, please; that keeps Roberta happy when she's putting things together. If you're sending the real thing, it'll come back to you ASAP; use the Richmond address in the box to the right, please, or the e-address there.

See? Isn't it simple to get involved? Talk to me.

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Apropos getting involved, you'll have noted by now that we are not shy about printing information about restoration projects and how to take part in them.

Bottom line, of course, is that all these jobs take money—to move equipment that can no longer go by rail, to buy paint, tools and other materials, to advertise a little bit in order to bring in more restoration revenue. Most of the folks doing this sort of things have set themselves up with tax-exempt status that will let you deduct your gifts when you do your taxes.

And no organization ever has enough volunteers to do hands-on work. In most cases, there's unskilled work that needs to be done—surely you can scrape rust?—and you may have skills that can be put to use as well.

Check out some of the *Sentinel's* back issues for (a) projects that focus on particular pieces of B&O history that interest you, (b) close-to-home projects you can work on, and (c) anything else that comes along. We'll keep the notes, pictures and the like coming.

These folks are every bit as important to preserving B&O history as the *Sentinel* and the Society. If you hope to see things preserved, they deserve your support.

—HARRY MEEM

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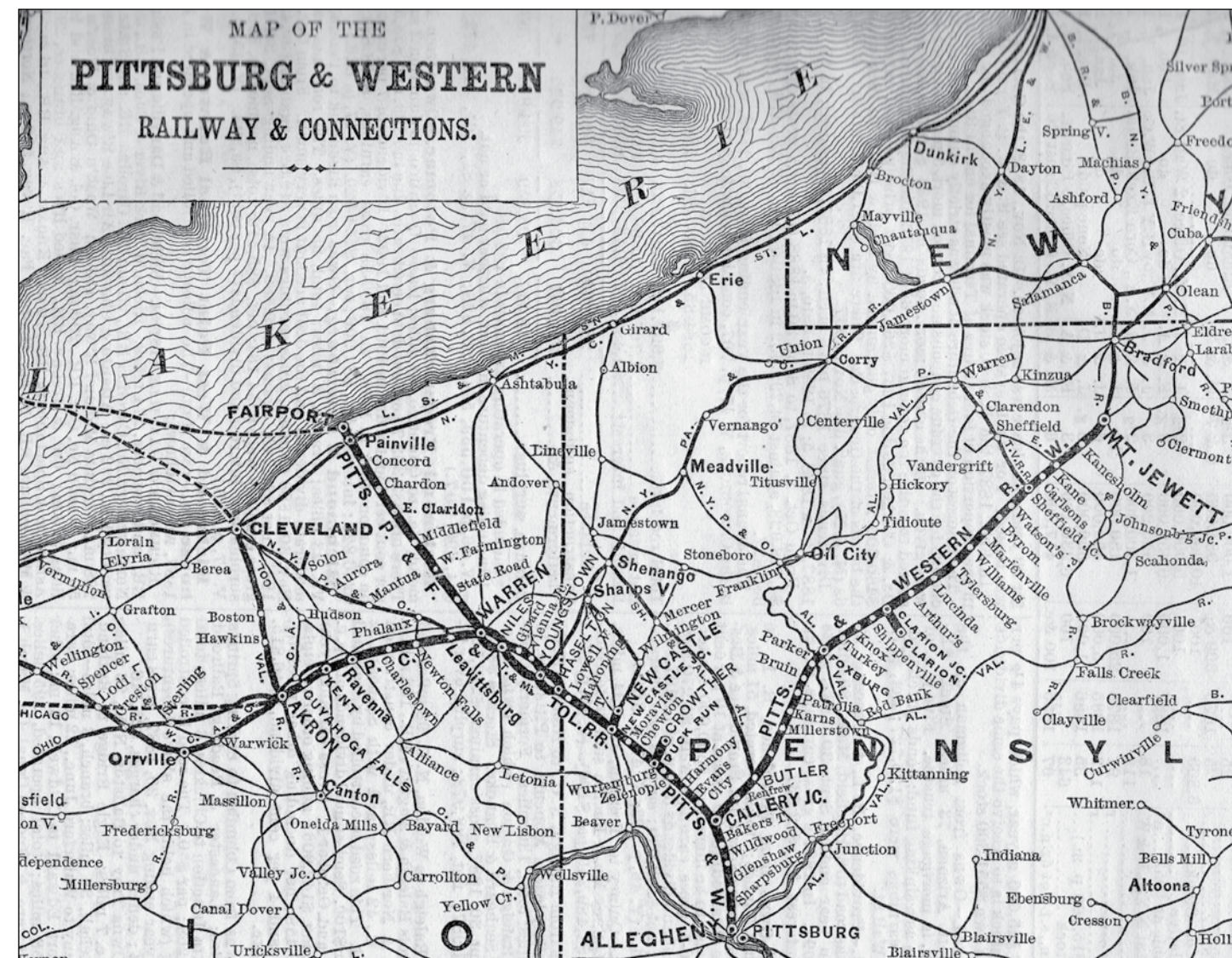
MEMBERSHIP

One year regular membership is \$35.00, for other categories or to send notification of change of address contact the Secretary by writing to the Society's post office box or via e-mail.

On the Covers

Front Cover: H.D. Stitt's *B&O Magazine* cover "20 Minutes to Eat" depicts early food service for railroad patrons. We hope to tackle the subject of service in motion; see the Letter From the Editor at left. (*B&O Museum*)

Back Cover: Photographer Bob Rathke calls this June 15, 1961 shot of EM-1 Number 659 (originally 7609) at Butler Junction, Pennsylvania, "the last time I saw an EM-1." Behind the obviously out-of-service locomotive is an I-16 caboose. William D. Edson's book on B&O steam says the 659 was scrapped in 1960.



A Pittsburgh & Western Railway map from approximately 1888; somebody forgot the H, added in 1879. (George Kovalchick collection)

Butler, Pennsylvania: A Bonus on B&O's new route to Chicago

by George Kovalchick

It is certain that in 1828 the Baltimore & Ohio Railroad's founders had absolutely no interest at all in Butler, Pennsylvania. It had existed as a county since 1800 and the first city lots were auctioned in 1803, but the settlement was nowhere along the route from Baltimore to Wheeling.

Still, 100 years after the B&O began its odyssey the final steps were in motion for this small city to become the spot where the B&O Pittsburgh Division and Buffalo Division met. The B&O itself never built into Butler, and this scenario existed only because of the purchase of two lines built earlier, Pittsburgh & Western and the

Buffalo, Rochester & Pittsburgh. Even those two purchases were separated by three decades.

For these reasons some of the most interesting things for the B&O students to observe in Butler are building architecture, operations and characters foreign to those in the B&O city of origin, Baltimore. It unfolded like this...

From the Allegheny River to Butler

The county and town of Butler were both named for Revolutionary War hero Richard Butler, who was also a negotiator with the local Indians. The city is on

the path of the Connoquenessing Creek, but it was not along this water-level course that the first railroad into Butler was constructed.

A survey had been done in the 1830s for a railroad to run from Freeport through Butler to New Castle, but the route had only been used as a stagecoach line until 1870. It was then that construction began on the Butler Branch of the West Penn Railroad, a Pennsylvania Railroad company. Aimed at New Castle, the branch from Freeport on the Allegheny River dead-ended at Butler. It was never a major player in Butler railroading.

Running Light

Running Light is designed to provide a forum for amplifications of articles, corrections, updates and late news briefs. Mail them to Harry Meem, or e-mail them to Barry Rubin or Harry. We also steal from the Yahoo! chat room.

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OK, let's start with what we got wrong last time.

Bill Barringer notes that the photograph caption on page 16 says the car behind the two E-units of the *Royal Blue* in Baltimore was actually a combine, not a baggage car. "The Blue carried no baggage cars to my knowledge, unless due to some odd circumstances." Associate editor should've gone back to the text before cobbling together a caption.

We misspelled the name of the Rev. John H. Meyer while quoting him in last issue's *Letter From the Editor*. He has graciously forgiven us.

Bob Withers points out that the September 1958 issue of the *B&O Magazine* included a small picture of Q-3 314 making her last run into Chillicothe, Ohio, on the Ohio Division, on July 22 of that year, putting the lie to the claim that the Cleveland-Holloway fan trip in May was the last mainline steam operation. Folks will debate the meaning of "last" for a long time.

And author Bill Cramer writes, "My favorite CL&W fireman, Bob Calvey, caught an error of mine that I would like you to fix in the next issue. Bob tells me that R. L. Mace's first name was Roy, not Bob. Mace was the engineer on the last Holloway steam trip."

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And that gives us a good jumping-off point to correspondence from Bill Hornbrook of New Martinsville, West Virginia:

"Thanks to Bill Cramer for the excellent article 'B&O's Steam Encore.' The article begs the following questions and observations:

"1: Are there any more good quality prints of the event? Sure would like to see them in a future issue of *The Sentinel*."

We got the best that Herb Harwood and the Klein brothers had to offer; nothing more is planned right now. But if anyone has some



All American Locomotive Restored: The B&O Railroad Museum showed off restored GP38 No. 3802, formerly CSX No. 9699, on June 28. It appears once again as it did in 1982 when *Trains Magazine* designated it the All American Locomotive. *Trains* and a private donor provided funding for the restoration.

they like, we'll find a reason.

"2: The 421 looks nice and polished in the pictures. Surely a trip through the wash rack would not achieve this appearance. Was the locomotive freshly painted?"

Nope, just given a lot of Oakite, elbow grease and TLC by General Roundhouse Foreman Andy Lewis the night before.

"3. According to Howard Barr and William Barringer in their book Q, the 421 was the last B&O 2-8-2 of any class to be retired (in Cleveland on 11/11/59). However, it was under steam in Cleveland, although not in revenue service, as late as October, 1959 according to Willis A. McCaleb in the book *Baltimore and Ohio Tracksides*."

The point being...?

"4. On Page 7, there is a picture of engineer Mace taken from inside the cab.



Individual engineers owned the spring-and-chain devices that hooked to the seatbox to smooth their ride.

I am familiar with all of the controls in front of him, but behind him there hangs a heavy chain with a spring on top. Does anyone know what this was for?"

The answer, courtesy of Bill Barringer and Harry Eck: The springs were the property of the individual engineer, hooked into the

roof and under the seat, and provided a bit more cushioned ride. There is no indication whether firemen did the same thing.

"5. J. J. Young's name was mentioned in one of the captions. Was he on the train or chasing it?"

We have nothing to indicate that; he was mentioned only in the sense of identifying John Sell. As you noted, pictures of him are rare.

"6. The pictures of 421 on pages 11 and 12 show that a second whistle was attached to the engine. It looks like an EM-1 hooter. Does anyone know if this was a spare whistle or was it taken off of another locomotive, and if so which one?"

This one we toss to the membership at large to see if anyone has an answer that seems to make sense.

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As always, the B&O Museum will be offering half-price admission for all visitors the first Tuesday of every month.

On July 12 and August 9, Museum staff will demonstrate how the turntable is used to move locomotives and cars in and out of the 1884 Roundhouse. Each day's demonstration begins at 11:30 a.m. Free train rides are included in the price of admission.

The Museum will mark Boy & Girl Scout Railroading Month in September by giving all reserved groups of 20 or more the group discount rate for scouts and chaperones at \$6.00 per person. Train rides are included on Wednesdays-Sundays.

The museum at Ellicott City Station will hold a similar promotion, giving Scout groups the youth group rate of \$2.00 per person for everyone in the group.

Also at that museum through November, the "Roads to Rails" presentation explores the impact of industrialization and transportation on Ellicott Mills with looks at the Baltimore & Frederick Turnpike (Main Street) and the B&O Railroad. The programs are held from 11 a.m. to 4 p.m. Wednesday through Sunday.

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The northeastern Ohio gang, fresh off this year's Ohio mini-con, are already planning for next year's, to be held Saturday, May 16, at Fostoria, the town of many crossings.

Mark your calendar. 🗓️

Fires May End Steam Excursions Over B&O Northern Sub



The fire that destroyed the Kane enginehouse in March did serious damage to the equipment inside. The smokebox door on the Chinese 2-8-2 was heavily oxidized and a great deal of boiler insulation was destroyed. The K&K "Presidents Car" in the background was basically so much kindling. The car was originally Delaware & Hudson Number 241. (George Kovalchick photograph)

The hopes of many steam fans were dimmed March 16 when a fire ravaged the engine house and its contents, equipment of the Knox & Kane Railroad, in Kane, Pennsylvania.

When the B&O sold the tracks from Mt. Jewett south to Knox, Sloan Cornell purchased the line for tourist and commercial operation. Originally the Cornells operated a former Huntingdon & Broad Top Baldwin, Number 38, and later a Chinese import from Marienville to Mt. Jewett with one stop in Kane. From Mt. Jewett the train followed the Erie right-of way to and across the well-known Kinzua Bridge.

The bridge's center towers were felled by a tornado in July of 2003. The state, which owned the bridge, and the K&K began to explore options. The K&K planned to move its operations to Kane from Marienville and run excursions to the south end of the viaduct remains, where a wye was to be installed to turn the power.

The steam engines were relocated to the Kane engine shed from the Marienville roundhouse. The Cornells re-erected another B&O artifact in preparation for the change by placing in Kane a passenger station that once was along the Clearfield & Mahoning Branch of the Buffalo, Rochester & Pittsburgh at Rockton.

Just when things were turning around, the engine house in Kane burned in an arson. Sloan Cornell's "Presidents Car," which was a rebuilt Delaware & Hudson miners car, was the point of origin. The 1890s car was much like kindling and the heat severely damaged the Chinese 2-8-2, which was adjacent to it.

As the flames caught the roof trusses and interior walls the fire spread to the ex-Western Maryland GP-9 that operated on the Gettysburg RR prior to the K&K. The diesel suffered extensive electrical damage. The old Baldwin, Number 38, fared the best and with funding and determination may steam again one day.

The BR&P station moved to Kane suffered damage from another fire on May 20. With so much sequential loss, barring a miracle the trains will no longer travel over the north end of the Northern Sub.—George Kovalchick 🗓️