

The Sentinel



A QUARTERLY MAGAZINE PUBLISHED BY THE BALTIMORE & OHIO RAILROAD HISTORICAL SOCIETY

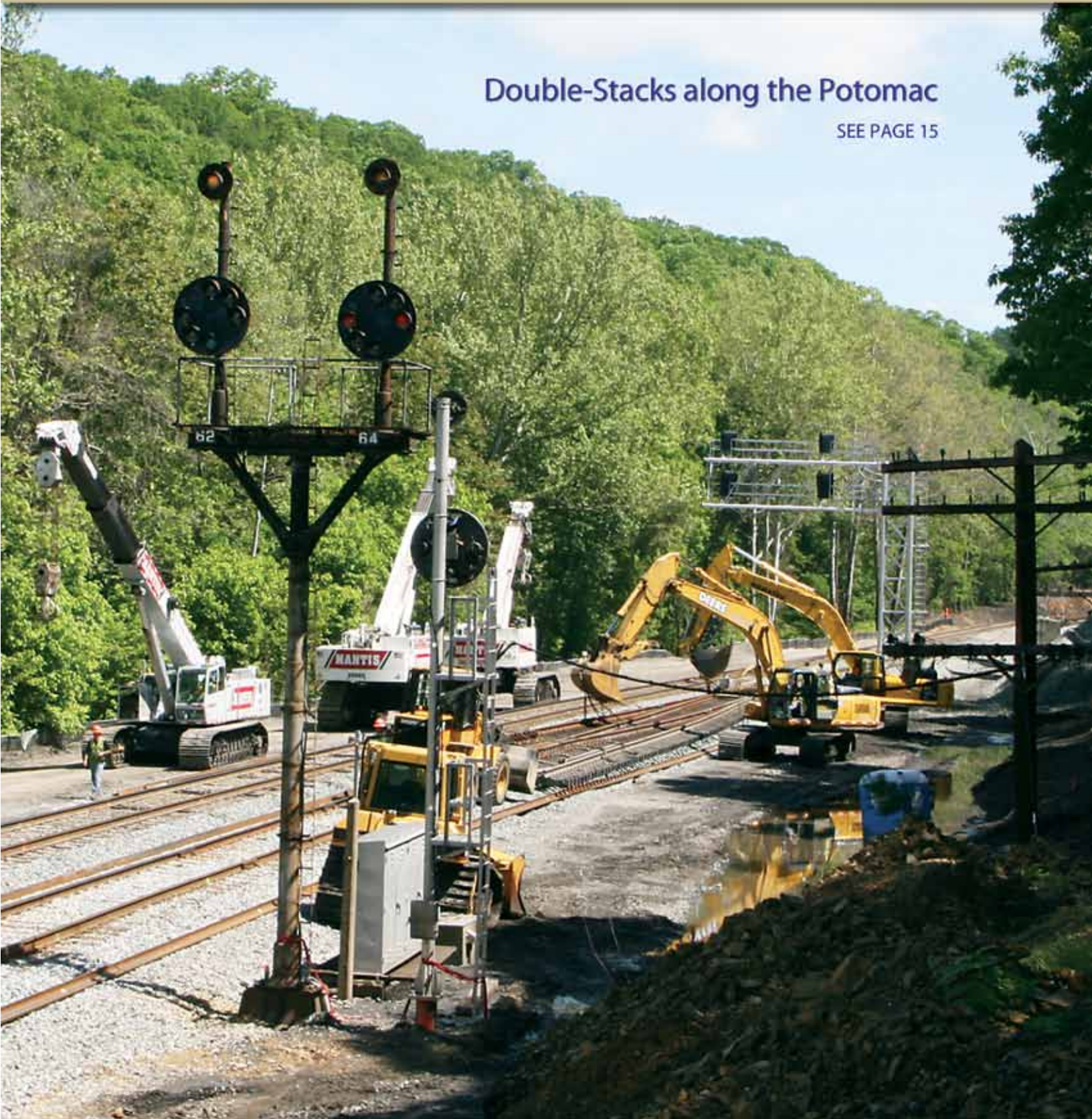
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THIRD QUARTER 2011

Double-Stacks along the Potomac

SEE PAGE 15



LETTER FROM THE EDITOR

Nick Fry is the B&ORHS archivist, and has spent the last nine years bringing order out of the chaos that reigned at World Headquarters in Arbutus, Maryland. Since taking over the post he has been working with a group of dedicated volunteers on assessing and organizing the collection. His report here is designed to bring members up to date on the work; future Sentinels will have, in Running Light or larger format as necessary, more updates.

Organization of the archives is nearly complete and we will be moving to our next steps in making the collection more accessible to the Society's members and the public at large.

To that end, we will be adding a listing of all of our scanned large-format documents to the Society's web page within the next three to six months. From that listing, Society members and the general public will be able to purchase prints of these drawings for their own use.

The scanning efforts currently under way with the large-format drawings will continue, but we must now move on to the documentary collection that makes up the bulk of our holdings. This project will be very large and require much more work than the large-format scanning project, if only because of the size of the collection involved.

In addition to these projects I've talked to the editors of the Sentinel and asked if I could have some space each quarter to provide updates to the membership about the archives. They have agreed and you'll be seeing more updates about the projects at the archives and any notable finds that, while worth mentioning, may not merit a whole article.

On that note, here's a brief look at the status of our various projects under way:

- **Large-Format Maps and Structure Drawing Collection:**

Due to be completed at the end of this calendar year. Currently we have 2,511 items (this counts multiple sheets of the same structure as 1 item) cataloged.

- **Large-Format Equipment Drawings:**

109 items have been cataloged.

- **Large-Format Scanning:**

2,297 files of maps, structures and equipment have been created from the collection. These are the items that will be available via the Society's store.

- **B&O Magazine:**

The 1950s issues are now scanned. Formatting and conversion to PDF needs to be completed. Once that is done, they will be released on CD-ROM via the store. (Yes, we know about Google Books' recent posting.)

- **VP of Operations Files:**

In original company order. They will be the subject of the next major scanning and cataloging project.

Finally, our acquisitions budget for this fiscal year has been exhausted. The Society operates on a balanced budget each year with the profits from the Company Store funding all Society operations outside of membership, election and Sentinel expenses. Financially this has served us well, but it makes for lean times when the economy is in recession. Because of this, we have added a "donate" item to the Society's Company Store website. This will allow anyone to make a direct, tax deductible financial donation to the archives. Paperwork will be sent back as if an order had been processed, acknowledging the donation so you can claim it on your taxes. We hope that you all consider taking advantage of this option over the course of the year.—NICK FRY

For more information:

<http://www.borhs.org/Shopping/MembershipDonations.html>

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P. O. Box 24225
Baltimore, Maryland 21227-0725

e-mail: info@borhs.org
website: www.borhs.org

Missing Sentinel: magazine@borhs.org

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EDITORIAL STAFF

Barry Rubin, Editor
profbarryrubin@yahoo.com
Harry Meem, Associate Editor
mhmeem@aol.com
Michael Doyle, Staff Artist
Ross Pollock, Research Timesaver
Nick Fry, Archivist
John Teichmoeller
Roberta Poling, Graphic Design
roberta@thundergrafix.com

COMPANY STORE

Craig Close
storemanager@borhs.org

Contributors welcome:

Articles, manuscripts, photographs, reviews, and other historical data are solicited for publication. Original material will be returned upon publication. Send all material to:
Harry Meem,
2409 Birchwood Road, Richmond, VA 23294.

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. Memberships, once accepted, cannot be returned.

ON THE COVERS

FRONT COVER: The CPLS are in their last days at Magnolia, West Virginia, as a new interlocking is put into place. See page 15 (Alex Mayes photograph)

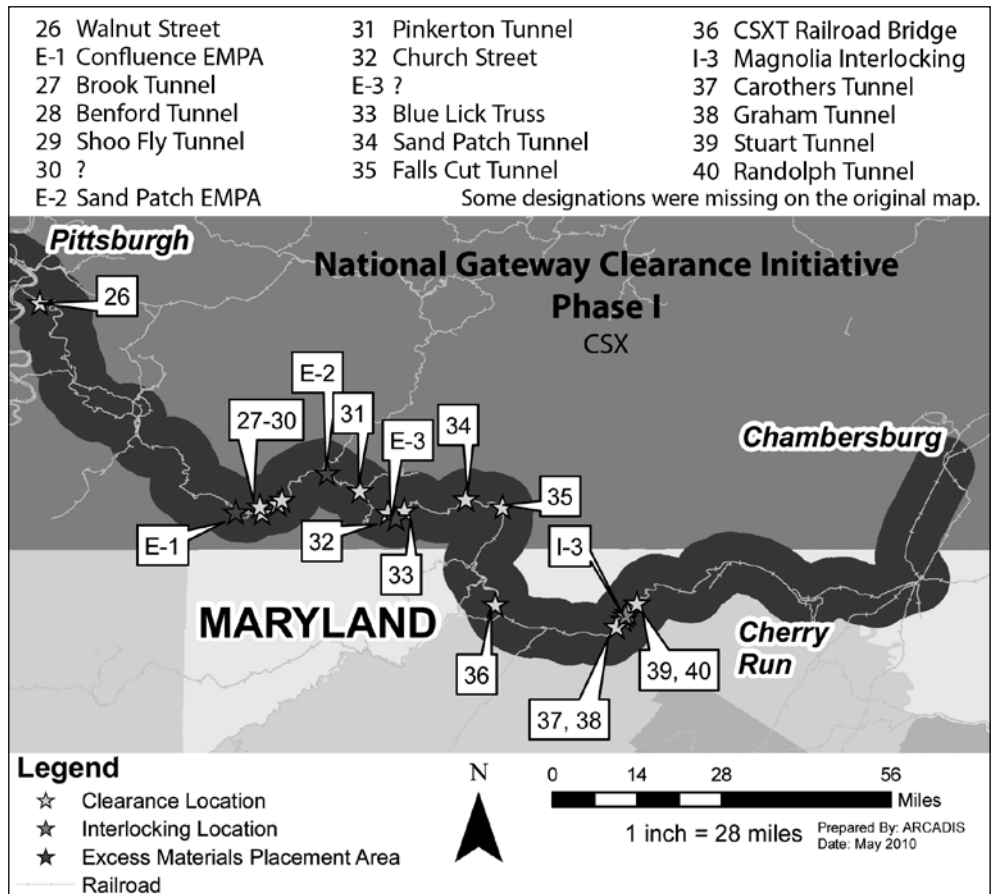
BACK COVER: Otto Kuhler, the man who led much of the "streamstyling" wave of the 1930s, was not known for painting pictures of tugboats. Ray Lichty explains some of the history of this one. See page 27

Updating the Former B&O

CSX Prepares for Double-Stack Service Along the Potomac

By Henry Freeman

Photographs by author or from his collection except as noted



Some of the oldest and most historic parts of America's railroad infrastructure—the B&O's route to Chicago through the Potomac River Valley and Sand Patch Grade over the Alleghenies—will receive significant upgrades over the next two years as part of CSX's National Gateway Project, including clearance improvements to 13 tunnels between Connellsville, Pennsylvania, and Point of Rocks, Maryland.

The National Gateway initiative was announced by CSX in May 2008 to overcome historical obstacles that have prevented double-stack trains from operating in much of the eastern United States. The well car, which allows for the double-stacking of shipping containers, was introduced to cross-country service by the Southern Pacific and Conrail in 1984, but the expense of raising tunnel and bridge clearances over the B&O's historic route didn't make economic sense until recently. This project will raise clearances from 18 feet, 9 inches to 21 feet.

The driving factors for CSX were the decision to build a third set of Panama Canal locks, allowing the world's largest container ships to sail directly from Asia

to East Coast ports, and the decision by CSX's main competitor to build its own double-stack route. In addition, the U.S. Department of Transportation forecasts that by the year 2020 overall freight tonnage will grow by 70 percent over 1998 levels.

Norfolk Southern's Heartland Corridor, which cost \$261 million, opened on Sept. 9, 2010 after three years of construction requiring the enlarging of 28 tunnels and removal of 24 overhead obstacles. The new routing between Norfolk and Chicago shortens the distance by 250 miles and reduces the trip time from four to three days.

The National Gateway, with a cost estimated at at least \$850 million, will enhance three existing CSX corridor routes:

- The I-70/76 Corridor between Washington, D.C. and northwest Ohio;
- The I-95 Corridor between North Carolina and Baltimore via Washington;
- The Carolina Corridor between Wilmington and Charlotte, N.C.

The overall project requires improving clearances of 61 bridges and tunnels as

well as six new or improved intermodal terminals. Its completion by 2015, when the \$5.24 billion in improvements to the Panama Canal come online, is critical to the continued competitiveness of the ports of Baltimore and Wilmington.

CSX originally committed to \$395 million of the cost, but recently raised the company's stake in the project to \$575 million when it lost out on part of its request for stimulus funding. The balance comes from state and federal sources, including awards from TIGER (Transportation Investment Generating Economic Recovery). CSX has received more than \$180 million in funding from state partners and \$98 million in federal funds was released in December. Since CSX is applying for federal funds, the company will have to comply with the National Environmental Protection Act and the National Historic Preservation Act.

Major elements in CSX's pitch for public funds have been the economic stimulus brought by construction and the creation of new jobs—especially at new shipping terminals—and the environmental impact of shipping by rail instead of by trucks. CSX estimates a double-stack



Another look at Otto Kuhler's painting of the B&O tug *George M. Shriver* at work in New York Harbor, probably in the 1930s.

Why Would Otto Kuhler Paint a B&O Tug? *'Streamstyling' Advocate Took Brush in Hand*

By Ray Lichty
With John Teichmoeller

In September 2010 I got a call from a friend telling me about an advertisement for an auction in Carroll County, Maryland, that would offer some special B&O items.

The auction was to be held at the farm of Charles M. Shriver Jr., a grandson of George M. Shriver, who had served as a vice president of the B&O. The featured item for sale would be an original painting of a tugboat.

The tug in the painting was the *George M. Shriver*, a steam tug built for the B&O in 1915. The painting was done by Otto Kuhler. It is a framed watercolor, measuring 12 x 15 inches plus matting.

The B&O items, which included B&O blue china, many lanterns and various old railroad books, were on two tables. But on another, I was very pleased to spot a nicely decorated empty metal box, measuring about 9 x 13 x 5 inches. Painted

on the top was "Chas. F. Mayer Personal," a president of the B&O.

When the "Mayer box" came up for sale, I was quickly successful with a \$20 bid. After a couple of hours, bidding started on the B&O items. I went after some of the pictures and books and had some success and missed some other items.

When the B&O tables were finished, the painting of the *George M. Shriver* was offered for sale. The auctioneer properly

2011 Convention at Youngstown, Ohio

Photograph and Model Display Participation

By Bruce Elliott

Some may, and some may not, know that there has been a reorganization of the former photo and model contest for the Society convention. The changes are rather simple, in that there will no longer be a competition of members' "work;" rather, your photo and models will be on display only.

What you bring with you must be representative of the B&O or one of its predecessors and/or who owns it today.

In the case of a photo, we ask that it be a minimum of 8x10". It doesn't need to be mounted as in the past, but doing so is a form of protection for your photo during transportation to the convention.

We ask that you fill out a card that tells where, when, and by all means who took the photo. There is NO CONTEST or categories as before.

In the case of a model, it must represent the B&O, or a predecessor and/or who owns it today. The model need not be complete.

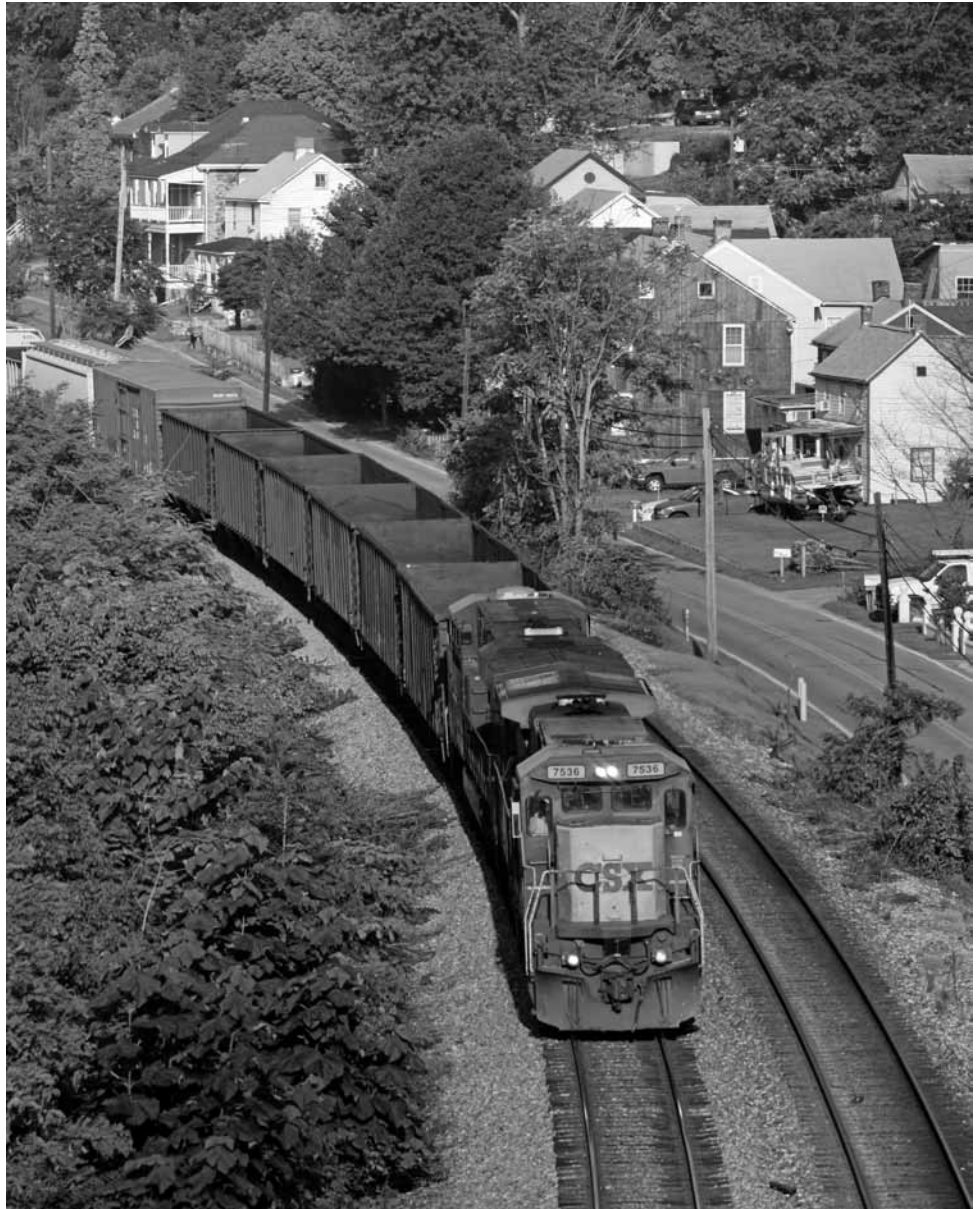
This is a radical change from the past and really takes a lot of pressure off an individual. Your fellow Society members would like to see just what you have been up to in the modeling world.

We would ask that a card is filled out telling us what the model is of, perhaps a brief history, what was necessary to build it, and of course who you are. There is NO CONTEST or categories for models either.

As one who has attended several Prototype Modeler meets, I see this approach as the best way that we can share our photos and models. A great deal of interest is generated from a display. Others get ideas and can talk to you about the photo or the model. Everyone can pick up insights, contributing to both members' enjoyment at the convention.

At this time, we are expecting several tables on which to display our works.

I have heard concerns that those who will be flying or coming by train can't bring a model. I hear and understand these concerns for their work. Members



Under Bruce Elliott's proposal for new ways to show off Society members' work, photos like this one taken along what was the B&O, including areas remaining in service as part of CSX or some other line, are being solicited for display—not a contest—at annual conventions and, perhaps, mini-cons. The original contest rules called for photos taken during B&O service. This is CSX 7536 (GE C40-8) eastbound through Sandy Hook, Maryland, with Q415 (Cumberland-Rocky Mount) at 8:21 am on August 16, 2008. (Henry Freeman)

in the past have brought photos and models from across the country by various methods. Perhaps those of you that want to do so can find a way, just as those in the past have done.

I'm not asking for a commitment from anyone, but if you think you might be

coming to the convention, I'd love to hear from you and look forward to seeing you all in Youngstown.

Bruce Elliott

Photo and Model Chairman

2011 convention - 304-456-5389 