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Director's Letter to Members

All of us reading this have an interest in the B&O Railroad. Whether it is of a historical nature, through employment on the B&O or other railroads, through modeling, or our own youthful memories, we each indulge our interest our own way. My interest came about through modeling. I am building an HO layout replicating operations of the B&O on the Baltimore Terminal Subdivision in the spring of 1952, before the end of steam on the Baltimore Division in 1953.

We can't go out and watch the B&O today, so we need some historical background, through research, to tell the story of 1952 action on the B&O in Baltimore. Railroading is steeped in tradition, so the patterns that were established in 1920 were likely close to those of 1952, as well as into 1970, with some innovations thrown in. Some of the characters and actors in the story changed with time, with most playing the same parts for extended periods over virtually the same infrastructure.

Where do we find the most accurate history and expertise but through the B&O Railroad Historical Society and its members? Where do we find out about the characters, personnel, rolling stock, operating data, and facilities? How can we clear up some of the urban legends that are misleading? The answer is the B&O Historical Society and its archive programs.

Exciting things are happening at the Archives. In eight short years we are bursting at the seams with the acquisition of materials from collections of photos, memorabilia, and models—with more coming as folks realize there is a repository for valuable historical material that would otherwise be lost.

We are now planning an expansion of our facility in the form of a new building to accommodate our recent acquisitions. We have a treasure trove of photos and

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Willard Research Workroom

The Willard Workroom, named for a former B&O president, has computer workstations for eight researchers. Additional workstations are located in the library and the drawing room.

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In This Issue

FRONT COVER: After switching industries in the Mitchell vicinity, the Mitchell Local prepares to depart Mitchell Indiana on April 2, 1966. The train operated as a turn between Seymour and Mitchell, switching local accounts along the Washington Subdivision. The EMD GP9s were typical power on B&O locals between the 1950s and 1970s. *(Photo by Tom Smart-Dan Dover Collection)*

BACK COVER: GP40 4000 and an older Geep in Chessie colors take empties back to the mines on July 27, 1977, westbound on the West End near Pinto Maryland. *(Stephen J. Salamon photo, B&ORRHS Archives)*

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The B&O's Chicago East and West Subdivisions were high speed territory on the Baltimore-Chicago mainline with speeds up to 70 mph permitted. On April 17, 1966, GP30 6965 and GP35 3515 clatter across the crossing of the PRR's Columbus-Sandusky line as it leads the *Chicagoan* westbound through Attica Junction, Ohio. The *Chicagoan*, which operated between Jersey City and Chicago, was a featured manifest train in B&O's freight network and was restricted to 69 cars between Willard and Chicago. *(Photograph by Dave McKay)*

B&O Central Power Bureau

by Dave Ori

To better utilize its locomotive fleet across its 13-state system, the B&O established the Bureau of Motive Power Operation in December 1959. Prior to that date, locomotive assignments during the steam and early diesel era were handled by divisional and regional officers: Division Superintendents and General Managers. The local responsibility for locomotives was delegated to the general managers of three regions: Western, Central, and Eastern, and superintendents of 13 operating divisions.

Located at the Central Headquarters building in Baltimore, the Central Power Bureau consisted of a 12-man team. Its three main objectives were:

- Increasing diesel utilization
- Reducing operating expense
- Improving train performance

The idea for the Power Bureau began in early 1958 once the B&O was fully dieselized. The railroad studied various proposals for the central control of its motive power fleet. As a result, the new power bureau was created to coordinate motive power utilization across the entire railroad. The bureau's first manager was C.M. Manchin, who reported to W.C. Baker, Vice President Operations and Maintenance. All the men assigned to the Bureau of Motive Power Operation had special skills and qualifications in this field. Personnel included experienced trainmasters, chief dispatchers, and general foremen-motive power. They were assembled from all parts of the B&O system.

In 1960, the Power Bureau kept track of 1,148 diesel units operating over 6,000 miles of track. Operating on a 24-hour-7-day-a-week basis, staff members maintained a continuous check on the location, availability, and assignment of all diesel units. Employees worked 8-hour shifts with a relief position covering each desk. Information was obtained through direct telephone communication between the power bureau and chief train dispatchers, yardmasters, and roundhouse personnel across the system. The information received allowed bureau personnel to review both terminal and divisional requirements several times a day, with the results used to fulfill power requirements across the of the B&O system.

Two supervisors known as Assistant Supervisor of Transportation and Locomotive Utilization were assigned to the following regions:

- Western Region: In charge of locomotive utilization in the territory bounded by Pittsburgh, Buffalo, St. Louis, Chicago, and Chillicothe, Ohio.
- Eastern Region: In charge of locomotive utilization in the territory bounded by New York, Connellsville, Pennsylvania, and Parkersburg West Virginia.

The B&O served an immense industrial base between Dayton and Cincinnati along its Toledo-Cincinnati mainline. One of the largest industrial facilities was Armco Steel's Middletown Ohio Works, which received large quantities of ore from the joint NYC/B&O Lakefront Dock in Toledo. On February 1, 1966, *Cincinnati 93* is seen rolling southbound past Armco Steel's Middletown Works at New Miami, Ohio. *(Photograph by Jim O'Deli)*

One of the key elements of the power bureau was to know the location and availability of all diesel units and traffic on hand at all points. Each section supervisor had a power chart that listed the location and activity of all locomotives in his territory. At specified times throughout the day, the supervisors would contact chief dispatchers, crew dispatchers, shop personnel, and terminal officers (superintendents, trainmasters, and yardmasters). As the locomotives moved from one section to another, the supervisors exchanged information so that the locomotives could be listed in the proper place on the respective control sheet (see sample control sheet).

The Master Control Sheet

The Master Control Sheet played a crucial role in the dispatchment of power across the B&O system. Reviewing the sample sheet one can see that it is divided into six columns on the left side of the page. For example, the control sheet lists activity at DU (telegraph code for Cumberland) for Thursday August 25, 1960. Call times are listed on the top of the sheet indicating the times when the power bureau was in contact with Cumberland supervision—Superintendent, Roundhouse Foreman. The six columns at the left side of the control sheet were used to record the inbound power on scheduled and extra trains (for example Advance CSD 97, VI (Connellsville) 194, and Grafton Extra). The first column headed "TIS" indicates the servicing or maintenance requirements needed:

- T-Units can be operated through the terminal, or can be turned, without servicing.
- I- Inspection and service required.
- S- Service only required which means refuel and fill sand boxes.

The numbers in the TIS column indicated the number of units on a specific train, for example, GR X (Grafton Extra) had 3 units inbound. The letter S indicated that the power needed servicing (sand and fuel). The S&DS (Stone and Dolomite Special) came into Cumberland with 3 units and the letter T indicated that it would operate through Cumberland without servicing or inspection.

The second column shows the train designation, underneath which is shown time the train is due to arrive within the yard limits. Below the figure is shown the time the crew was called for—"CF"—at the preceding terminal. The third column indicates the engineer's relieving time, or the time the locomotive arrives on the inspection pit. The fourth column gives the diesel units by number in the order they stand on the train designated. The fifth column indicates if the power is scheduled for maintenance; and if so, the date and location it is to be performed. Units that are away from their normal tour of assignment (assigned terminal or territory) are also indicated by designation of the points to which they should be returned.

The sixth column headed "Train Data" was used to record details of cars and tonnage of trains and is used on a spot-check basis. Its primary purpose is to determine

Master Control Sheet – B&O Diesels

DU - CUMBERLAND

CALL TIME: 12[29] 5[15] 6[00] 9[00] 11[00] 2[00] 5[15] 8[00] 10[45]

T	S	SCHEDULED TRAIN - IN	TIME IN	UNITS	DUE FORM	TRAIN DATA
3		S B D	410A	4037		
T		12 01 A	"	5017		
		cf 7oop	"	4509	Pgh	
3		GR - X	325A	4504		
S		3 30 A	"	5449		
		cf 815p	"	4648	GR-25	
3		VI - 194	530A	4005		
T		6 15 A	"	5014		
		cf 1130p	"	5000		
				4020		
2		ADV-CSD97	1100A	4555		
T		6 30 A	"	5505	DU-26	
		cf 330A	"	4559	DU-26	

T	S	SCHEDULED TRAIN - OUT	CALL TIME	UNITS	DUE FORM	TRAIN DATA
		CSD 98		None		
		12 01 A				
		23	1215A	4534 5402	GR-24	
		1 15 A				
1		VI - Local MWF. 8A		None		
2		BK - Local	630A	4507	Pgh	
T		8 A		4648		
3		1 - TSW	840A	4002		78c
T		10 A		4002		
				5017		
				4020		

UNITS ON HAND	DUE FORM	REMARKS (TIME ON HAND)
4011		605p
5009		"
4532	GR-24	600p
5500		"

4		1 - TSW	830A	4007	
T		8 A		5400	DU-25
		cf 5.0A		5492	
				4498	Pgh
3		2 - TSW	10.50A	4015	
T		8 30 A	"	5502	
		cf 515A	"	5490	
3		VI - CG 92	900A	4502	DU-23
		8 30 A	"	5495	MK-24
		cf 455A	"	6489	Pgh
				4601	
4		GR - 88	1035A	4502	

		1 - BK 94	430A	4002
T		10 30 A		5493
				4552
3		CSD 94	1240A	4005
T		11 A		5502
				5490
		11	1030A	4502 DU-23
		1125 A		5498 DU-25
3		2 - BK 94	1210A	4502 DU-26
		12 30 P		5505 DU-26
				4555

YARD SERVICE

4419	DU-25
4413	
6421	

SHOP SITUATION

UNITS SHOPPED	FOR	IN SHOP TIME	IN SHOP DATE	OS FIG	OK SERV
5519	HR	9a	14	"	
6443	HR	1101a	16	"	
6414	Radio	7a	15	"	
4026	RR	4a	21	1201p	330p
4038	F	6a	12	1100a	—

3		VI - ESS	1210A	640-4	Test units
		4 45 P	"	640-5	
		cf 450p			
3		VI - TSE	630A	4547	
I		515 P	"	5446	
		cf 220p	"	4553	
3		VI - 96	850A	4005	
I		5 30 P	"	4008	
		cf 350p	"	4015	
				4029	

				4520
3		STK - BK	850A	4015
I		7 40 P		4029
2		1 - CSD96	715A	4014
		7 45 P		5018
		PM +		
3		NY - TSE	940A	5493
		8 P		5500
				4552

UNITS SCHEDULED FORM

UNIT	DATE	LOCATION		
4562	23	RX	DU	BK
5509	23	OD	NC	
4560	23	OD		
5402	24	BW	OD	
4540	25	RX	YI	
4549	25	GR	C	
5490	25	DI	DU	
4019	25	DU		
4545	25	HA	DU	
4032	25	KY	EA	
4041	25	DI	GR	

EXTRAS		
GR-X	1230A	4590
5315p	"	5493
	"	4005
HA-X	1245A	4007
4000H	"	5458
	"	5479
LV-Liter	1050A	4080
4005p	"	5433
	"	5478
	"	4549

EXTRAS		
GR-X	120A	4007
		5498
		5479
Bunnies	150A	4005
		5493
CV-BK-X	330A	4011
		5008
CG	3200	4032
		4019

TERMINAL SITUATION

- 1210 -

BK 96	- 3 -	c/1100
Smoky	- 3 -	4/1200
Bunnies	- 2 -	4/1500
CG	- 2 -	4/3200
CG	- 2 -	4/4000

Enot...

Besides keeping track of road power, the Power Bureau also monitored and dispatched units for local train service. On January 30, 1964, the crew on the Athens Turn patiently awaits the arrival of train number 2, the *National Limited,* at Chillicothe, Ohio. Note the suitcase on the platform. Once the passenger train clears the platform, the Athens Turn will depart east towards Athens, switching online customers en route. *(Photograph by Jim Roberts)*

if the trains are overpowered or underpowered. An interesting note for the date was the use of test units (units 6404-6405) on the Eastern Steel Special between VI-Connellsville and DU-Cumberland.

The second group of six columns covers the outbound trains operated from the terminal.

How Power was Assigned

The first column is identical to the first of the preceding group. The second column indicates the Train Designation, with the time due to leave the yard, underneath. For example, the CSD (Central States Dispatch) 98 was scheduled out of DU at 1201a with no power yet assigned while the First *Southwest Timesaver* for East St. Louis was called for 840am with a scheduled departure of 10am with the following units assigned to the train (4002-5002-5011). The third column indicates the actual call time of the outbound crew, which generally determined the time the power must be available for use. The fourth column lists the diesel units by number, in actual order, on the train to be dispatched. The fifth and sixth columns are identical to those of the preceeding group, except the information is applicable to outbound operation.

The next three columns at the top of the sheet, "Units on Hand", "Due Form," and "Remarks" indicated the diesel units that would be available for use at midnight, which is the transfer time for this sheet for the next day's traffic. The "Remarks" column indicated the time power was made available the preceding day. The three columns under "Yard Service" were used to maintain a record of road power assigned to yard work within the terminal.

The "Shop Situation" column is where a detailed record was kept of all units undergoing maintenance in the roundhouse at Cumberland on that date. The first column under "Shop Situation" gives the unit number undergoing maintenance. The second column indicates the general type of maintenance that was being performed. The balance of the columns shows details of time and date that the unit will be out of service and the estimated time the unit will be available for use.

Underneath this group is shown "Units Scheduled Form." The numbers of the units that are scheduled for maintenance within the next 72 hours are shown in this group. The date due and the actual location of the unit are entered into these columns. The information was used to see that the units were assigned to the proper train to bring them to their home terminal on the date shown.

Underneath the "Units Scheduled Form" was the "Terminal Situation" report column. Several times throughout the day conferences were held with local supervision at Cumberland, and around the B&O system, as to the number and character of extra trains, as well as scheduled trains, that were to operate in the foreseeable future. For example, line one shows the *Brunswick 96* was called for 100a while a Snakey (B&O slang for Cumberland West End Extra) for Grafton was ordered for 120a. The number 3 next to the train symbol indicates the number of units required for the train. The information for the above was obtained from terminal supervision and was called into the power bureau at specific times throughout the day.

At certain times throughout the day, telephone conferences were held with top division officials (Division Superinten-