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LETTER FROM THE EDITOR

Editor's note: Along with his membership renewal, John C. Niehaus of Cincinnati sent a note taking us to task for a Sentinel cover. John is a long-time, active railfan and modeler, which gives him the gravitas to be listened to. He agreed to share his thoughts; they're reprinted here, lightly edited, in hope of encouraging a civilized dialogue. - hm

I grew up on a farm along the B&O Toledo Division's main line, and I fondly remember the steam and early diesels leading the blue-gray passenger trains and the long freights with their red cabooses. I also remember the gradual changes as the blue-gray began changing to all blue, Roman lettering became Gothic, the name Chessie System appeared, red cabooses became yellow, and the B&O emblem gradually began disappearing. Finally, there was no longer a B&O Railroad.

The history of the B&O should extend from its beginning to its end, with the appropriate ending recognizing what (CSX) followed. From that point, anything that occurs on the CSX, whether on a former B&O line or one of the many other former railroads, properly belongs in a CSX history publication, not in a B&ORRHS publication.

I was very displeased to see the front cover of the First Quarter 2013 issue of *The Sentinel* featuring a color print of two CSX trains. A number of other CSX photographs relating to the B&ORRHS convention are inside the issue. While I realize that the photographs were taken on a Society convention, the only items relevant to the B&O Railroad are the

track and structures. Individuals may well take photographs of the current operator's equipment, but they are not relevant to B&O; they are part of an entirely new era which follows, but is not representative of, the railroad that we fondly remember.

As a professional transportation engineer and planner, I recognize and accept the transition that has evolved and will continue to evolve as the railroads modernize equipment and improve operational efficiencies. Unfortunately, this transition moves railroading away from the nostalgic, and romantic, nature most of us remember and a number of us model.

Today's highly efficient equipment and operations will probably never engender the fondness with which we remember the B&O. Unit trains, automated operations replacing workers, elimination of line-siding operations, small industrial yards, and their replacement by almost-automated trains running non-stop between major yards and employment centers keep railroading competitive with trucks and cargo planes. However, they no longer have a railfan and modeling attraction.

So, I suggest that the B&ORRHS continue to focus on the B&O Railroad that we have known and continue to give our members the pleasure of knowing B&O's contribution to this country. The B&O Railroad that we have known and loved is no more. Let's focus on what it did, what it contributed to our economy and lifestyle, and produce an ongoing history that can be appreciated by many for years to come.

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ON THE COVERS

FRONT COVER: A David Vartanoff photograph from Chicago in 1963.

BACK COVER: The east portal of Sand Patch Tunnel on May 4, photographed by Alex Mayes. For more on both photographs, see Running Light, page 34.



The Cambridge, Ohio, Union Station, built in 1907, is seen in this postcard circa 1913. The town was served by two railroads, hence the perceived need for two water tanks. For a look at the area as it is today, see page 14.

Some B&O Newark Division Memories

*Glass-Plate
Negatives Trigger
Some Searches*

By Ronald D. Warner

Illustrations From the Author's Collection

I grew to adulthood (1946-1964) on my paternal grandfather's farm in the northeastern corner of Noble County, Ohio, bordering southern Guernsey County and southwestern Belmont County. My maternal grandmother lived approximately five miles north in Quaker City, just inside Guernsey County.

The Baltimore & Ohio's Newark Division right-of-way followed the Leatherwood Valley into Quaker City from Barnesville, to the east, and continued westward through Salesville to Cambridge, Ohio, and beyond.

Grandmother's house was "three doors" up the hill from the B&O depot in Quaker City. Some of my earliest memories are of watching B&O trains, from my grandmother's front window, as they passed through. I was fascinated by the smoke, whistle blasts, ringing bells and other mighty noises of the steam locomotives—and by any caboose, especially their lighted windows at night.

Unfortunately, no one in my family took photos of such everyday, ordinary sights.

But someone had been paying attention earlier, and a collection of 3¼" x 4¼" glass plates found their way to my mother-in-law's house. The images were taken during the very late 1800s/very early 1900s along the B&O's Newark Division in Guernsey County.

Helper engines for the eastbound grade into Barnesville were housed in a long engine-house near the B&O water reservoir at Spencer's Station, also known as Eldon, just east of Quaker City. The first photo is the Eldon Tower, listed as SC Tower in a 1928 Newark Division roster and indicating a block operator. Community-wide picnics were once a popular summer activity held on the grounds of the reservoir. The SC tower at Eldon (Spencer's Station) must have been



The tower at Spencer's Station, also known as Eldon, was listed as the Newark Division's SC in 1928.



The B&O's station at Quaker City, Ohio, was a fairly sizable two-story affair. It lacked the classic styling of an E. Francis Baldwin design, but it lasted until the 1950s, when it was replaced by a metal building.

removed from service prior to the late 1940s, as I don't remember ever seeing it.

• • •

"The B&O reservoir, near Eldon Station, was built in 1901. The company purchased the land from Elvira Hall. It is located in a deep valley, surrounded by hills on the east, south and west. The north is open where the fill is made across the valley. Dave Phillips and his brother, Jim, of Mount Vernon, Ohio did the concrete work.

A ditch was cut across the valley, four feet wide and three to seven feet deep. This was concreted to the top of the ground where the fill was made over it. The fill was constructed by John Cowen, of Deshler, Ohio. Fifteen laborers and twenty-two teams [of horses] were used on this work. The fill is thirty feet high, ten feet wide across the top, sloping to 110 feet at the bottom. The length of the fill, on top, was 300 feet. The concrete overflow at the west end of the fill is twelve feet wide and three feet deep.

The length of the water line from the reservoir to the pen stock is 2,300 feet, laid with twelve inch pipe, and was done by E. M. Wells, foreman of pump stations, Zanesville, Ohio. The water is supplied by several springs in the valley. It is a fine body of water, and when full the reservoir has a depth of twenty-seven feet. In the spring of 1902, J.A. Roach, supervisor, instructed Section Foreman L. Brill of

Eldon to hire teams [of horses] and laborers to make the fill twelve feet on top. The reservoir was supplied with fish by James Roderick, foreman of helper engines at Eldon. In the summer, people come from miles around to fish." (reprinted in 1956 from the files of the *Quaker City Home Towner*, a weekly newspaper, based on an article from the *B&O Magazine*.)

• • •

I do remember visiting the two-story Quaker City B&O passenger and freight depot very early in my life. In the early 1950s it was replaced by a smaller one-story metal frame building. This station served the following B&O passenger trains listed in the B&O Railroad System Time Tables issued July 7, 1946: Train Number 33 at 12:37 p.m., Pittsburgh-to-Cincinnati; Train Number 38 [flag stop] at 7:57 p.m., Cincinnati-to-Pittsburgh; and Train Number 46, the *Wheeling Night Express*, a.k.a. the *West Virginia Night Express*, at 9:07 a.m., Newark-to-Wheeling.

Train Number 45, the *Chicago Night Express*, had no scheduled stop in Quaker City; local westbound passengers would need to board in Barnesville at 9:10 p.m., in Lore City [flag stop] at 9:34 p.m., or Cambridge at 9:54 p.m.

Train No. 33 wrecked in Quaker City in March 1917, killing the engineer, William Floyd, a local resident.

During the mid-1950s, as passenger traffic declined, the Chicago and Wheeling *Night Express* trains were renumbered 245 and 246, running west only as far as Willard, Ohio, where sleeping car[s] and through-coach[es] were combined with (or from) the *Washington-Pittsburgh-Chicago Express*.

The last run to Cincinnati by what was then Number 233 occurred on July 21, 1956, pulled by Pacific Number 5314, (President class, P-7e after modifications), originally the President Lincoln.

(Bob Chapman, in the course of modeling the train, offered more details about Trains 233/238 in *The Sentinel*, fourth quarter 2003.)

The B&O finally discontinued passenger service between Wheeling and Willard [Chicago] on July 1-2, 1961.

• • •

Many 'special' trains carried various social and religious delegations, and the Quaker City band, to the neighboring cities of Cambridge and Zanesville [to the west] and beyond, and eastward to Barnesville, OH and Wheeling, WV. A horse-drawn hack from the Beecher House met all B&O passenger trains arriving at the Quaker City depot. At one time, the Beecher House was rated as the best hotel between Wheeling, WV and Zanesville, OH. Circuses came to town on the B&O; Sparks' Circus was one such show in the



The grist mill at Quaker City paid homage to the agricultural character of that section of southeastern Ohio. It burned in 1986. Note the box car sitting on the team track to the right rear and the corn or small-grain (wheat, oats ?) shocks on the distant hillside.

early days. (reprinted in 1956 from the files of the *Quaker City Home Towner*)

• • •

I can remember seeing Ringling Brothers and Barnum & Bailey's "Greatest Show on Earth" train passing through Quaker City between shows in Pittsburgh or Wheeling and Zanesville.

The large grist mill across the main and team tracks just north of the Quaker City depot stood until 1986, when it was destroyed by fire. Agricultural products loaded on the B&O from Quaker City prior to World War II, for mostly eastern markets, were primarily tobacco, wool, fruit, lumber, some feed grains (oats, wheat and corn) and occasionally livestock.

• • •

An indication of the importance of the tobacco crop in this area of southeastern Ohio, circa 1911: "Sixteen carloads of tobacco were loaded at Quaker City last week by representatives of the American Tobacco Co. This invoice was all shipped to Rocky Mount, North Carolina. The

sixteen cars averaged 25,000 pounds each, making a total of about 400,000 pounds of tobacco. To deliver this to the railroad station required 212 wagon loads, some of them being small two-horse loads and others large loads drawn by four horses.... About \$50,000 has been paid out this year by the American Tobacco Co. for tobacco delivered at Quaker City." (reprinted in 1956 from the files of the *Quaker City Home Towner*, a weekly newspaper)

• • •

The following is a description of the Leatherwood Valley by the editor of the *Ashtabula [Ohio] County Sentinel* after a visit to Salesville, Ohio in approximately 1905:

"Salesville is in a valley surrounded by good-sized hills. After arriving on the train from Belmont Co. at night, we slept in good warm feather beds, and although trains thundered along under our window all night long, we were so tired we rarely stirred. At four o'clock we were awakened by a cock announcing it was time to be astir. A jack, in a nearby stable, answered

the rooster's challenge; appearing so pleased with his voice, he "played on" till long after breakfast. By daylight we found Salesville to be a little village stretching along one street at the bottom of a rather steep hill. A fertile bottom of about a mile ended in another hill on the south side, with the Leatherwood [creek] running to the west in the center of the valley. The hills are full of coal. Coal is worth 5 cents a bushel, and "slack" – fine coal – is worth one cent a bushel, that is at the mines. The hauling costs about \$1 per ton, and as there are twenty-five bushels to the ton, the fuel is quite cheap....

The town has 280 inhabitants which is ten less than in 1890. It is a dry village—in respects to the liquor question. We found it was easier getting there than getting away as there is but one train [stopping] a day, and as we got there after seven in the evening, and the train returning left at seven in the morning, our time was limited to transact our business unless we remained over 24 hours, or drove to Quaker City, two miles to the east. However, we got



B&O P-7e Pacific 5314, built as the President Lincoln, was in charge of the last Pittsburgh-Cincinnati run of train Number 233 on July 21, 1956. Here, it makes its regular stop in Barnesville, Ohio, for the last time.

some comfort by learning that if there was a shipment of peaches to be made the train which passed at 2:30 p.m. would stop and take them on. We pinned our faith to the peach shipment and were relieved to learn about ten o'clock in the morning that there were to be peaches shipped and we could get away in the afternoon, which we did. ...

The vicinity of Barnesville, Belmont county is famous for its early and very fine strawberries and its fresh eggs. Barnesville "stamped eggs"—eggs with a stamp on them—are worth two or three cents a dozen more in Pittsburgh than the ordinary country eggs. Barnesville strawberries are about the earliest Ohio berries and for some reason they are particularly fine and always bring the top price. The whole country is a good fruit section, and large quantities of raspberries, blackberries, as well as strawberries, in their season, are shipped from Quaker City, Salesville, and other stations in that vicinity. Peaches grown on the hills were just coming in for shipment when we were there. A day or

two before our arrival 500 baskets were sent from Salesville and were loaded in the express car in seven minutes. It costs about 10 cents a basket by express to Pittsburgh. We bade farewell to Salesville in the afternoon and by frequent stops to take on fruit it was after 5 o'clock in the evening when we were in Bellaire." (reprinted in 1956 from the files of the Quaker City Home Towner)

...

The predecessor to the B&O in the Leatherwood Valley of southeastern Ohio was the Central Ohio Railroad, which opened its line for Columbus-to-Bellaire service in November 1854. The route proved difficult for construction engineers and laborers: "Obstacles included the Muskingum River [crossing] at Zanesville. . . . A tunnel in Cambridge had rockfalls [more about that later] and a cut near Barnesville had landslides." (from: Wikipedia, the free encyclopedia; last accessed 08 Jan 2013).

The images, which follow, resurrected from the glass plate negatives were, I esti-

mate, taken between 1895 and 1905: no internal combustion engines are evident in any of the images, only horse-drawn vehicles; and I see no evidence of knuckle couplers on any of the locomotive pilots, only sockets for link/pin couplings. The federal Safety Appliance Act of 1893 mandated that the Janney knuckle coupler be used on all equipment in interchange service effective January 1, 1900.

The Cambridge Union Station is yet to be built [in 1907], and one of the B&O locomotives in the images is reported to have been removed from service by 1907.

Lingering questions arise for me: Why did the unknown photographer only capture images of westbound trains? Could he (or she) only leave the job/office at that time of day? Did the B&O's schedule only favor westbound exposures because of the angle of the sun? Maybe the salvageable glass-plate negatives were, by random chance, only ones of westbound traffic; there were about as many glass plates, in the shoebox we discovered, that were not salvageable. (continued on page 14)