

# The Sentinel



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## Traveling in Style: *The Capitol Limited*

page 21



# LETTER FROM THE PRESIDENT

Well, it is the middle of August and our editor is pressuring me to get this letter done so the fourth quarter *Sentinel* can be in your hands by early October. This has been a very rewarding year, with many new avenues opening for us to establish a presence in the railroad historical community.

We, as a society, have had two very successful mini-cons, in Columbus, Ohio, and Martinsburg, West Virginia; a presence at Streamliner Day at Spencer, North Carolina; a booth at the National Model Railroad Association National Train Show in Cleveland, Ohio; attended May Days in Mt. Airy, Maryland, with their Rails to Trails group; held our Annual Convention in Cumberland, Maryland; and by this time greeted the public at Brunswick Railroad Days in Maryland.

The building fund project has started and members have contributed more than \$6,000 so far. The Archive continues to grow and improve with the great volunteer staff beginning to index and catalog the resources in our database.

With the first quarter 2015 *Sentinel* issue I will outline the objectives for the Society for the coming year.

I do have one urgent announcement to make before I close. Our outstanding editor for the last 15-plus years has announced he will be stepping down after the first issue of 2016. We need a new editor to transition over during the 2015 year and we need someone quickly. We have many people to help, so please consider the position.

The remainder of this space I will leave to the vice president of finance to discuss some topics important to the

membership. In parting, have a joyful coming holiday season and hope to serve you again next year.

—GREG SMITH, president



Hi, folks. Greg has asked me to talk about the noticeable increase in the number of members who have shown interest in donating to the Society, or to one of the specific programs supported by the Society. While this has been pleasing to see, it is apparent that the process of donating to the Society needed to be explained better and made easier.

Donations generally fall within four areas: Building Acquisition Fund, Archives Acquisition Fund, General Donations Fund, and Material Donations to the Society.

Our top priority is our **Building Acquisition Fund**, intended to finance a relocation from an old, small, leased space to one owned by the Society. A new building would allow us to have facilities that would provide adequate spaces for research, education, and merchandise sales. Our current location is literally bursting at the seams.

To ensure we continue to meet the requirements to support our non-profit, 501(c)3 educational status, we need to grow. Funding support through donations is needed to make this happen. Only through donations from our membership and through support from major contributors can we generate funds necessary to even begin considering the purchase of a building adequate to help us accomplish our mission. One place that we have looked into could require a minimum of \$450,000 for purchase and

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

E-mail: [info@borhs.org](mailto:info@borhs.org)

Website: [borhs.org](http://borhs.org)

Missing *Sentinel*: [borhsstore@borhs.org](mailto:borhsstore@borhs.org)

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## SOCIETY OFFICERS

**Greg Smith** - President  
[president@borhs.org](mailto:president@borhs.org)

**Henry Freeman** - VP Operations  
[operations@borhs.org](mailto:operations@borhs.org)

**George Stant** - VP Finance  
[vpfinance@borhs.org](mailto:vpfinance@borhs.org)

**Allen Young** - Secretary  
[secretary@borhs.org](mailto:secretary@borhs.org)

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All directors may be reached at [secretary@borhs.org](mailto:secretary@borhs.org).

## EDITORIAL STAFF

Editor

[sentineditor@borhs.org](mailto:sentineleditor@borhs.org)

**Harry Meem**, Managing Editor

[magazine@borhs.org](mailto:magazine@borhs.org)

**Al McEvoy**, Archives

**John Teichmoeller**

**Roberta Poling**, Graphic Design

[roberta@thundergrafix.com](mailto:roberta@thundergrafix.com)

## 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.

## COMPANY STORE

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[membershipchair@borhs.org](mailto:membershipchair@borhs.org)

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## ON THE COVERS

**FRONT COVER:** B&O's car repair crews at Brunswick, Maryland, did most of their work outside. John Teichmoeller takes a closer look. See page 3.

(John Teichmoeller photograph)

**BACK COVER:** E-7a Number 1422 has the duty on B&O's Train 5, the westbound *Capitol Limited*, at Baltimore's Camden Station on August 15, 1964. See page 21. (R.L. Wilcox photo, Frank A. Wrabel collection)



Things get a bit cluttered along a railroad Repair in Place, or “rip” track, as this one at Brunswick demonstrated. Note the number of gas canisters, probably for welding or burning jobs, and the pieces of scrap metal all over. The job of the day appears to involve hopper cars. (Brunswick Heritage Museum collection)

# No Ventilation Problems

## *B&O’s Open-Air Car Shop in Brunswick*

By John Teichmoeller

The Brunswick car repair shop was constructed in 1907 along with an eastbound yard.

The 1988 “Central Maryland Sub-Divisions” edition of CSX Roadway Maps (the so-called Bernie Beavers maps) includes the Brunswick car repair shop and its relation to Brunswick yard at the time. It is interesting to note that a 1920s-era map of Brunswick yard shows virtually the same layout for the car repair shop. The site is now occupied by an 84 Lumber outlet.

The car repair shop was located on the north side of Brunswick yard approximately between mileposts 76.5 and 77. It was just south of the No. 1 Main and

No. 3 Running Track, to the east of the eastbound receiving yard and west of the eastbound classification yard.

It was accessed directly via a foot-bridge over these tracks from a dirt parking lot along Maryland Route 478, the Knoxville road.

The shop yard consisted of seven main tracks, numbered from south to north. Each track was accessed from a turnout ladder off what was designated the Mountain Track. On the south side of the Mountain Track were two more tracks designated N. Sandblast and S. Sandblast.

There is a rectangular structure depicted on the track chart, between

tracks 3 and 4. However, photos taken in 1983 show additional structures between tracks 3 and 4. Just to the east of the foot-bridge there is a building with a standing-seam metal roof and windows; this may have been an office building and also have contained a lunchroom there at one time.

To the east of this is another rectangular building that appears to be older and have boarded-up windows. This may be a storeroom or compressor house, since on the end of this building is a vertical compressed-air tank. These two buildings appear to be painted the prescribed black for terminal structures.

# The B&O P-1d

## *The Flexible Member of the 4-6-2 Family*

By Bill Hopkins



Norman "Ric" Nelson, who was eminently familiar with B&O passenger specials, was quick to provide a general identification of this train, in the charge of P-1d Number 5084 at Harpers Ferry, West Virginia. It's a special, probably a high school extra from Wheeling promoted by Division Superintendent John Sell. The single Pullman behind the baggage car gives it away; chaperones rode there, the pupils were in the coaches. The seventh car back is a diner. *(Bill Hopkins collection)*

*This material first appeared in the Spring 2008 issue of Kalmbach Publishing's Classic Trains and is synthesized here with the author's permission.*

Most B&O and other railfans remember the 20 classic *President* class 4-6-2s of 1927. But the "unsung heroes" among B&O Pacifics were the P-1ds. They were seen systemwide in passenger service before the diesel era. During World War II they were often used in freight service. And until the end of steam they were used as helpers on passenger and freight trains.

The P-1ds evolved from P-1cs that were

increasingly overmatched by longer and heavier *Capitol Limiteds* on the Chicago Division. P-1ds would have a tractive effort of 51,000 pounds as opposed to the 44,000 of the P-1c. P-1c 5037 would be the first to be rebuilt, at Mt. Clare shops. Its modification began October 22, 1928, four days after design work was begun. The finished locomotive rolled out of the shop on November 3.

To achieve more power, the P-1d was given cylinders of 26½ inches diameter, an increase from 26, and boiler pressure was raised from 205 to 230 pounds. New piston rods, main and side rods,

crank pins and driver axles were applied. Main driving boxes with adjustable quarter brasses, a mechanical lubricator system and one-piece engine truck were installed, along with Walschaerts valve gear.

The boiler heating surface was increased by the addition of two firebox siphons, and an exhaust steam injector was added to heat water being fed from the tender.

The fireman got a break in the form of a mechanical stoker; the engineer got a power reverser.

*(text continued on page 17)*



# Happening Today



CSX helped move former C&O 2-6-6-2 Number 1309 from the B&O Museum in Baltimore to Cumberland, where it will be refurbished by and run on the Western Maryland Scenic Railroad. Mike Collins got a close-up of the move at Point of Rocks, Maryland. Alex Mayes was at Harpers Ferry to show how the move involved two flatcars, and Geoff Day was in Cumberland as the locomotive was delivered to the WMSR on July 24, 2014.





B&O 4-8-2 Number 5500 hauls Train Number 6 through Takoma Park, Maryland, toward Washington Union Station.

# B&O Defines the Market vs. PRR

## The *Capitol Limited* and Chicago-Washington-Baltimore Service

By Frank A. Wrabel

Photographs from the Author's Collection

On the morning of May 1, 1971, hundreds of early morning newspaper readers were shocked to learn about the last run of B&O Train Number 6, the *Capitol Limited*. To former passengers, the news was similar to the tragic passing of a favorite relative or close friend.

The fact that this particular train and counterpart Number 5 generated that level of emotion was understandable, given B&O's memorable record of providing quality first-class passenger transportation that often was far above service offered by many larger and more affluent competitors. This was especially true between Chicago, Washington and Baltimore.

B&O's dominance between those cities was often taken for granted since that was the core of its transportation network. But to take that position discounts the impact that this once great "limited" had on the B&O's fleet of trains in the greater scheme of passenger operations.

The introduction of the *Capitol Limited* in 1923 signaled a complete new strategy and focus for B&O's long-distance passenger service. Legendary Trains 5 and 6, along with those of the New York Central to the north, frequently forced the Pennsylvania Railroad to play "catch-up" with its own long-distance service, which can be diplomatically characterized as basic and frequent in nature but devoid of distinctive style or innovative flair.

The B&O jump-started serious main-line railroad construction in the U.S. when it proposed building a common carrier railroad from Baltimore to the Ohio River in 1827. But B&O's early Board of Directors comprised Baltimore businessmen and political leaders more focused on their own shallow interests than on perfecting America's First Railroad. That group also harbored extreme paranoia about "outsiders" gaining con-

trol of the B&O, which in turn forced the line to borrow capital to expand rather than issuing stock. B&O's heavy debt load prevented the railroad from rapidly expanding and recapitalizing the property later on.

That fumbling in Baltimore was not lost on John Edgar Thompson, president of the PRR from 1852 to 1874. The relatively new (1846) PRR was governed by capable and conservative men highly disciplined and inordinately shrewd about building a truly superior railroad plant. Thompson is credited with transforming the Philadelphia-to-Pittsburgh line into a transportation giant with affiliates that stretched from New York to Chicago and St. Louis.

Its expansion below the Mason-Dixon Line typified standard PRR tactics. B&O once held a significant block of the Baltimore-to-Harrisburg Northern Central Railway (NCR) stock but sold it during a