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# The Sentinel



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# Message from the President

Here it is and the summer edition is being produced, yet the season is not here yet. Our editor is going on vacation to the beach and pushed me to write before he leaves.

We just had a Board of Directors meeting at Lorain, Ohio, the night before the May min-con. Many important and exciting things are in development and will be announced in time. The 2016 calendar is available for sale and sustaining members will receive their copy in October. Remember to book your convention room early; the convention flyer is enclosed. The annual election material is included with this mailing.

OK, now on to specific business.

The archive building fund is progressing and Society members have contributed more than \$38,000 to date. Please remember to check with your employer to see if they have matching fund programs. Work is progressing slowly on developing a business plan and since this is new territory for most of the officers we are challenged to get the plan right.

For those who contributed in the last year and are entitled to a plaque, they are in and are being shipped to your homes. The archival building committee is seeking input from the membership about the possible location. A survey is being included with the mailing, so please take

the time to read and complete it.

The Society is now part of the Amazon Smile Program and this is what is posted on our website. This program is a simple and automatic way for Amazon to support 501(c)(3) organizations like the Baltimore and Ohio Railroad Historical Society every time someone shops at Amazon.

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The interest in a bus trip to the Amherst show next January is almost nonexistent. If no one else steps up we will not promote the trip. So if you'd like to go please respond by August 31.

The Ohio Mini-Con was a great success and many thanks to Mike Lytle and Bill Cramer for a great job in finding the location, presenters, and hotel for out-of-towners. There were more than 60 in  
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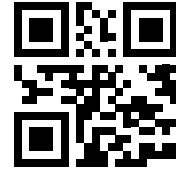
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Memberships, once accepted, cannot be returned.

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## On the Covers

**FRONT COVER:** Looking north from the East Erie Avenue Bridge at B&O's ore unloading and coal loading facilities in Lorain, Ohio. In the foreground are the telltales indicating bridge clearance. Page 3. (*John Parker photograph, 1971*)

**BACK COVER:** An artist's rendering of the B&O ore unloaders servicing the *Charles W. Galloway*, a lake boat named for a longtime B&O executive. Nothing is known about the artist. (*Donald Glass collection*)



9178 Lorain Harbor and Lake Erie, Lorain, O.

An early view of the busy harbor of Lorain. The tug in partial view in the left foreground of the post card appears to be the *Cascade*, which was purchased by the CL&W Railway to work the port. There is a ship tied up at the number 1 coal dumper. Directly beyond the dumper are what appear to be a two lighters and a second tug. Spotted beneath the ore unloaders is another ship giving up its cargo. The presence of two tugs in this scene is indicative of the contract with Great Lakes Towing, therefore dating this image to 1902.

(Mike Lytle collection)

# Where **IRON** Meets **Coal**:

## *The B&O in Lorain, Ohio*

By Bill Cramer, Mike Lytle and Ron Spiga

**L**orain, Ohio, grew from a remote trading post on the shore of Lake Erie in the early 1800s to a bustling, prosperous industrial city and Great Lakes port by the mid-1900s, then experienced a decline in its industrial base by the end of the century.

Lorain largely reflects the story of the Midwest, growing slowly, if at all until after the Civil War, then experiencing unprecedented growth and prosperity for a century, in large part brought by the Baltimore & Ohio Railroad and its predecessors.

It is now in the process of redefining itself, socially and economically, after the shock of the sudden and, to many, unexpected decline in industrial and lake port activity in the late 1900s.

The first known European settlers to visit Lake Erie's shores at the mouth of the Black River were a small group of Moravian Christian missionaries who arrived in 1787. Their visit only lasted a day or two, then they departed for Sandusky to the west, seeking a friendlier environment and possibly to save their scalps.

Azariah Beebe found a better reception from the Native Americans when he arrived in 1807 and established a trading post on the east bank of the Black River near Lake Erie. His success brought a second trading post, run by John Reed, in 1811, this time on the west side of the river. A small settlement gathered around the trading posts but growth was slow, inhibited like much of the wilderness west of the Appalachian Mountains by the lack

of roads and navigable rivers. Not even access to Lake Erie, which was navigable to the available boats when weather permitted, was much help to the folks living on the banks of the Black River.

There were attempts to penetrate the wilderness and conquer the distances between settlements with plank roads, one running south to Elyria, the county seat, then on to Medina, and another running east and west along the shore of Lake Erie. The plank roads proved difficult to maintain, and an attempt to build a sort of railroad made of wooden rails on stilts along the lake shore proved to be a failure.

A post office, an important source of identity for a new community, was established. It was given the accurate but unimaginative name "Mouth of



# B&O Class I-10 Caboose Refurbished

By David Oroszi and Dwight Jones

Last painted at the Chillicothe, Ohio, shops in June of 1970 in this C&O-inspired yellow scheme, caboose C-2646 is shown in service at Columbus, Ohio, on February 21, 1974. The former Buffalo, Rochester & Pittsburgh car retains its center cupola window and still has tongue-and-groove wood siding. (Dwight Jones photograph)

When most B&O fans hear the name Carillon Park at Dayton, Ohio, they probably think of the 1835 B&O Grasshopper engine donated there by the B&O in 1947. It is one of the more historic pieces of American rail transportation history. But there is another, lesser-known, significant piece of B&O equipment on display at Carillon Park—B&O caboose C-2646. This class I-10 caboose, originally built for the Buffalo, Rochester & Pittsburgh, has been on display at Carillon Park since it was purchased from the B&O in 1977. Its last active service was in the Dayton area for a short time before being retired. It was first an outside display piece at Carillon Park. Over the years it was repainted at least three times, the last time in an odd dark red with black Capitol Dome emblem, black side stripe and black handholds and end railings. The number also was applied in black but on one side the number never was completed, reading just “C26”. Maybe the painter ran out of paint. The roof was painted a light gray.

When a new Transportation Building was completed, resembling a roundhouse, the caboose and other pieces of railroad and transportation equipment were moved into an environmentally controlled environment.

Dayton railroad historian Dave Oroszi and his wife, Jill, have “adopted” Carillon Park as a project to enhance some of the transportation items they have on display, and to better showcase the railroad history of the Dayton area.

The first step in this effort was to tackle the cosmetic restoration of the B&O caboose to a more accurate paint and lettering scheme, as well as update the interior with display items that typically would be found in an operating caboose.

They enlisted the help of B&O caboose historian Dwight Jones of Columbus, Ohio, to guide the painting and lettering of the caboose as he had extensive experience on caboose painting projects.

The month-long painting project began when the Oroszis prepped the car by sanding old lettering and removing accumulated dust and dirt. They also masked off the window glass and assembled some of the needed painting supplies. On Saturday, January 24, the crew of volunteers assembled at Carillon Park at 9 a.m. to begin the work. Volunteers included Cliff Clements, Jim Corbett, Tom DeWinter, Aubrey Flock, Dave Jones, Adam Lauterbur, Joe Mock and John Scupski. They completed the major part of the painting, which involved two coats of red paint on the body and black on the roof.

Following the initial painting day, Dwight Jones worked at home to prepare the stencils needed to apply the historically accurate 1955 lettering scheme to the caboose. He had some stencils from previous projects, but a new “13 Great States” emblem had to be cut by hand. That single stencil took four hours to complete and resulted in some sore fingers.

During the following weeks the Oroszis, Richard Acton Jr. and Cliff Clements made numerous return visits to complete the painting. They painted the window sash and end doors green, the handholds and ladders yellow, and one of the interior lockers white for a display of equipment typically found in an operating caboose.

When the cupola roof handholds were discovered in an interior locker, the team agreed they should be painted and reapplied to the cupola roof. They had been stored in the locker since the park replaced the roof on the caboose years earlier.

The interior marker light brackets also were located in an interior locker and were reinstalled on the interior. Dave Oroszi purchased a pair of B&O kerosene caboose marker lights for this project, which will be installed on the caboose after they are repainted.

(Article continues on page 20)



**[Above]** On February 26, volunteer Cliff Clements is focused on touching up the green window sash paint. A retired school administrator, Cliff spent his college years working in the summer as a C&O brakeman and has many “caboose hours” logged. *(Dave Oroszi photograph)*

**[Right]** The B&O “13 Great States” emblem stencil is in place on February 13 for the final lettering to complete the caboose. *(Dwight Jones photograph)*

**[Below]** After much hard work and many hours of volunteer labor the final product, photographed on February 25, looks as good as it did when released from any B&O shop. Project leader Dave Oroszi was very pleased with how the team came together to restore a historically correct paint and lettering scheme to this veteran B&O caboose. *(Dwight Jones photograph)*

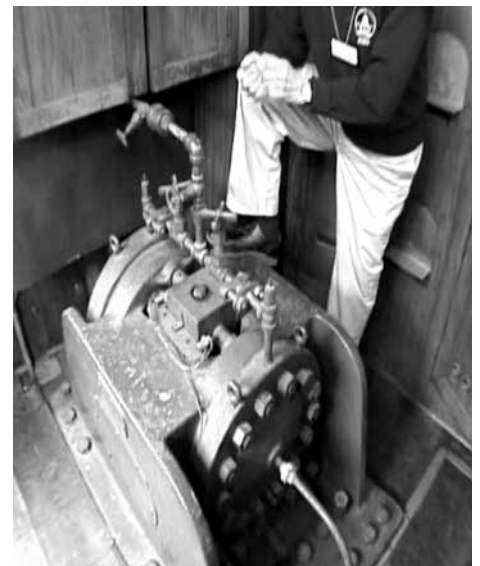




FT A-B-B-A 1 needs help from 930 to prove it is the replacement for steam power on main line freight trains.



B&O used 930 to evaluate the Fairbanks-Morse H-24-66 Trainmaster demonstrator units in 1953, and chose not to buy any.



In a dynamometer car, a lever attached to a spring moves a piston in a hydraulic cylinder. The piston then moves a stylus on a graph that is moving in scale to the distance traveled and the time elapsed. The recording table that makes the graph is called a dynagraph; this one is in the C&O dynamometer car that is at the B&O Museum in Baltimore. Among the measurements a dynamometer car could measure and record were fuel and water consumption; boiler, valve and cylinder pressure; steam temperature; stack gas temperature; valve events; horsepower; buff and draft forces, speed and time, throttle position, cutoff setting, acceleration and deceleration.

had been on loan for the B&O's Fair of the Iron Horse.

During the period from 1920 to 1942 when colonel George H. Emerson was the head of the Mechanical Department, the B&O had many experimental engines as the Colonel tried to improve on the water-tube firebox. And in 1930, the first of the diesels came along with the B&O in the forefront.

The 930 was also loaned to the Reading Company in 1947 to test their new T-1

4-8-4 locomotives built in their Reading, Pennsylvania, shops. It was even used in 1948 to determine if the old electric engines used in Baltimore's Howard Street Tunnel should be replaced with diesels.

Sometime in the mid-to-late '60s, age caught up with the car. Apparently, it was in the Grafton area running tests when the drawbar was torn out of the car. Needless to say, the drawbar of a dynamometer car is vital to its purpose and not easily replaced because of all of