

ISSN 1053-4415

The Sentinel



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

\$8.00

VOLUME 38, NUMBER 1

FIRST QUARTER 2016



Message from the President

HAPPY NEW YEAR! As stated last quarter, dues are increased \$10 across all classes of membership starting January 1. Your continued support of the Society is greatly appreciated.

MARK YOUR CALENDARS: The **Ohio Mini-Con** is going to be **May 14** in **Lexington, Ohio**. John Howard is the coordinator. If you have a presentation or are willing to help, contact him at 614-891-7923.

The **Eastern Mini-Con** will be in **Towson, Maryland**, on **July 30**. To help, contact Henry Freeman at hmcfree@aol.com. The **Buffalo Convention**, in development, is tentatively set for September 15-18. The Society will be at this year's RPM meets in Malvern, Pennsylvania, and St. Louis area.

WHAT HAS HAPPENED SINCE WE LAST COMMUNICATED: We have had another successful convention, in **Cleveland** (see pages 30-34). Thank you Andy White, Mike Lytle and Bill Cramer for all your work.

In early November Craig Close, Harry Meem and I shared our fun with railroads by attending **Train Day** in Damascus, Maryland, at the public library. About 1,100 people of all ages attended and we provided handouts to promote the railroad hobby and the Society.

As a special bonus this year we had a switching puzzle developed by Bob Fry, based on a British design called the Inglenook that can be found on line. The children use their heads to move

freight cars to a specific consist selected at random. For nearly six hours we had children operating the puzzle and adults and children had plenty of fun.

The puzzle was constructed by Bob to be used at community outreach programs for years to come. Thank you, Bob, for an outstanding piece of construction work! It may also be used by membership at minicons and conventions if it can be transported and returned to the Society quickly.

To get future members and get young blood we ALL need to do outreach to promote the Society. If your community has a fair/carnivals, railroad appreciation day(s), holiday bazaars, spend some time with your neighbor, get some resources from us, and promote the Society. If you have an opportunity contact Henry Freeman, vice president of operations, at the address on this page.

BUILDING PROJECT: A potential new home for the Society was inspected by an outside inspector and we are awaiting a response to an offer.

We continue to encourage the membership to contribute, seek outside funds from foundations and other business organizations, and ask employers about matching fund programs.

If we are going to preserve the heritage of America's first common carrier we need to establish a working archive. To have such a facility we need purchase and maintenance funds.—GREG SMITH

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On the Covers

Front Cover: EM-1 Number 7611 has brought a train into DeForest Junction, northwest of Youngstown, Ohio. See page 23. (Ed Burkhart photo, Chris Lanz collection, courtesy Dave Ori)

Back Cover: B&O "bobber" caboose C-1735, refurbished at the Monticello Railway Museum in Illinois, basks in the sun in a Dwight Jones photograph. See page 17.

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The official publication of
**THE BALTIMORE AND OHIO
RAILROAD HISTORICAL SOCIETY**

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

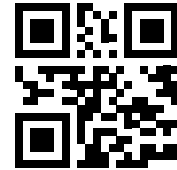
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The Baltimore and Ohio Historical Society is a non-profit corporation dedicated to preserving and disseminating historical information about The Baltimore and Ohio Railroad.

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Memberships, once accepted, cannot be returned.

The B&O in Vincennes, Indiana

The Railroad Was a Late Arrival



by Edward Young

This shot of the Union Depot Hotel in Vincennes, Indiana, is from about 1930, looking west. The two-story addition built in the 1920s can be seen at the right, and the connection between the structure and the former express office can be seen at the left.

(B&O Museum, Hays T. Watkins Research Library)

Unlike many of the towns along the Baltimore & Ohio's St. Louis Division, Vincennes, Indiana, does not owe its existence to the coming of the railroads. Located in Knox County about 120 miles southwest of Indianapolis on the eastern bank of the Wabash River across from Illinois, Vincennes is the oldest continually inhabited European settlement in Indiana and one of the oldest settlements west of the Appalachians.

A French-Canadian trading post was established here in October 1702 to trade with American Indians for buffalo hides. In 1732 a second fur trading post was established by a Canadian officer, Francois Morgan de Vincennes, marking the official founding of the city. Following his death in 1736, the settlement was renamed Poste Vincennes.

In 1763, Vincennes fell under the control of Great Britain at the conclusion of the French and Indian War. During the American Revolution, George Rogers Clark captured the fort at Vincennes from the British in February 1779. It then became part of Knox County in the Northwest Territory, which was later included as part of the Indiana Territory.

Vincennes served as capital of the Indiana Territory from 1800 until 1813. The town continued to grow and flourish into the mid-19th century when the railroads came to town, furthering its growth.

Railroad History

Vincennes was once served by the B&O, the Chicago & Eastern Illinois, the Pennsylvania and the New York Central railroads. First to arrive was a Chicago & Eastern Illinois predecessor, the Evansville & Illinois Railroad, construction beginning in 1849. The line was completed north through Vincennes to Terre Haute, Indiana, in March 1853, and the name was changed to the Evansville & Crawfordsville Railroad.

It became the Evansville & Terre Haute Railroad in March 1877, and in July 1911 the company became part of the C&EI system. The railroad's main line through Vincennes connected Evansville and Chicago. The C&EI later came under control of the Missouri Pacific Railroad. The line through Vincennes, bought in 1969 by the Louisville & Nashville Railroad, is still very active today, operated by CSX.

Next to arrive was the B&O predecessor, the Ohio & Mississippi Railway, built between Cincinnati and East St. Louis, Illinois, between 1852 and 1857. The B&O Southwestern Railroad acquired the O&M in 1893, and in 1900 it became a part of the B&O itself. Today the line is somewhat active, also operated by CSX.

Pennsy's predecessor, the Indianapolis & Vincennes Railroad, was built between 1869 and 1873, linking those two cities. The I&V was consolidated in 1905 with four other railroads to form the Vandalia Railroad Company. The Vandalia in 1917 became a part of the Pittsburgh, Cleveland, Chicago & St. Louis Railroad, which was leased by the Pennsylvania Railroad in 1921. Becoming the Vincennes Secondary of Penn Central in 1968, the former I&V line through Vincennes was abandoned and track removed in 1975.

The final railroad to reach town was New York Central predecessor Cairo & Vincennes Railroad. Built between 1870 and 1874 from Cairo, Illinois, to Vincennes, it was reorganized in 1880 as the Cairo, Vincennes & Chicago Railway. Despite its name, the line did not go to Chicago; rather to Danville, Illinois.



Dwight Jones' night photo of the finished caboose restoration job.

VO-1000 diesel and later by a Lima. One report indicated the operation ended in the late 1960s while another indicated it was still in operation into the 1980s.

The B&OCT "bobber" caboose was sold by the IH&IR in 1957 to railfan James Crabb of Wilmette, Illinois. A builder by trade, he also was a railfan with a respect for railroad history. He moved the car to his property in the Indian Hill Estates subdivision of Wilmette on the north side of Chicago. He lived only a few blocks from Mr. Bairstow. It was planned to use the car as a playhouse for his daughters and their playmates.

The car was moved from south Chicago to Wilmette over the now-defunct North Shore railroad, then was trucked to Mr. Crabb's back yard. Before the veteran car departed from its south Chicago assignment, its journals were repacked by the EJ&E on October 7, 1957 (the stencil remains on the caboose today).

The car was badly in need of repair. Crabb researched the car, even visiting the B&O as a part of the research. On its next repainting it was lettered for the Baltimore & Ohio Chicago Terminal. Crabb even applied a modified "13 Great States" emblem, which was lettered for the Chicago Terminal instead of having the "Great States" verbiage.

Over the years the car served not only

as a playhouse for his daughters, but also as meeting space for Scout groups and Mr. Crabb's own railroad club. But by 1982, with the daughters grown, Crabb began to look for a suitable venue to donate the car to. He decided on the Monticello Railway Museum located at Monticello, Illinois.

On February 20, 1982, a volunteer crew from the museum began prepping the caboose for movement out of the back yard. The caboose was dragged out of the yard and up onto a low-boy trailer for the roughly 170-mile trip to the Monticello museum.

The veteran caboose was starting to need more tender loving care when it arrived at the museum. But it would be 33 years of off-and-on effort until all the work was completed.

Work began again in earnest in early 2015. MRM's Dennis Slone contacted the author in April 2015 to seek technical help on the correct colors for the car as well as possible help on the correct lettering.

The author supplied paint chips that were matched at a Monticello paint supplier. As the painting work continued the author prepared a set of stencils based on B&OCT lettering practices.

On June 13, 2015, the author and local volunteers applied B&OCT lettering to the caboose. The completed bobber was

photographed, and the author returned that evening for night photos.

One side of the caboose was lettered with the original Kuhler open-ampersand Capitol dome emblem, while the opposite side of the caboose received the "13 Great States" emblem. In this way the museum is able to showcase the two prevalent lettering schemes worn by the caboose when it operated on the Baltimore & Ohio Chicago Terminal.

MRM volunteers who worked on the caboose included Syl Keller, Dennis Slone, Paul Bundy, Eric Schafer, Dave Heyn, Brian Jones and Art Purchase.

Making phone calls into the Chicago area, the author was able to locate one of the Crabb daughters, Janet, who was delighted to hear that the caboose had been restored.


"My father was a great steward of that little car," she said, "a great emphasis was put on keeping it in original condition. The only new additions were a connection to the house's intercom system (in case of emergency) and a new linoleum floor. He was able to bring in 'old school' carpenters from his own trades to do the work. It was a labor of love.

"He did spend a long time researching the car, even going to the B&O. When the car arrived, we were told it was one of six left in the U.S.

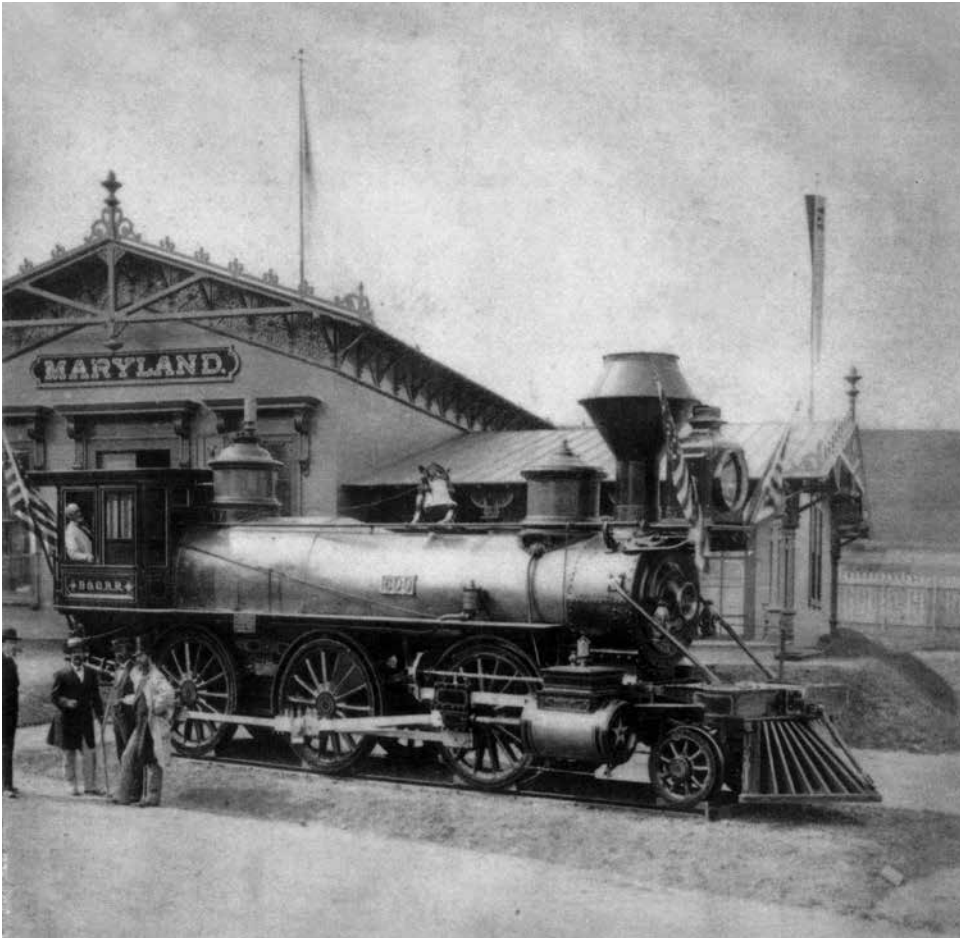
"My father was a great railfan. He was involved in several railroad clubs and, as kids, we were always going on 'railfan' trips. We were woken up in the middle of the night—by our own request—to go see a special car or engine that was passing through town.

"My mother collected railroad demitasse cups and was considered an authority on railroad china. The caboose was a love affair shared by our whole family. By the way, I still have a key to the caboose door."

James D. Crabb died on October 4, 1996. He was 89.

The only other complete and operational "bobbies" of B&O heritage are a single class K-1 car (which has no cupola) on the Cass Scenic Railroad in West Virginia, and a class I-11 car, which has been on display at the B&O Railroad Museum in Baltimore since 1954. It is an original Buffalo & Susquehanna car. 

Restoring the B&O R.R. Museum Mogul



On display in Philadelphia in 1876. This is the appearance to which the restoration team chose to return the locomotive.

[The text and photographs that follow are excerpted and edited from No. 600, "J.C. Davis" Restoration Report, by Dave Shackelford, George Harwood, Zell Olson, and Justin Simmons, of the B&O RR Museum—Ed.]

Built in 1875 at the B&O's Mt. Clare shops, the No. 600 *J.C. Davis* was intended for hauling mail and express service on the mountain grades between Keyser and Grafton, West Virginia. When it entered service on the steep grades in West Virginia it did not require assistance from other locomotives. This engine was the only one of its class. It was exhibited at the Centennial International Exhibition at Philadelphia in 1876. In 1884, during a renumbering of B&O locomotives, the No. 600 became the No. 918. The locomotive served until it was retired and preserved by the B&O in 1893 for the Columbian Exposition.

It was exhibited in the 1904 Louisiana Purchase Exposition, and again in 1927 for the railroad's 100th anniversary celebration known as the Fair of the Iron Horse. During the Fair the locomotive was renamed *J.C. Davis* after its designer John C. Davis, the B&O's Master of Machinery.

Tragedy struck the No. 600 while on display in the Museum's roundhouse in 2003. On President's Day Weekend, a blizzard with record snow caused the roundhouse roof to collapse damaging numerous engines, rolling stock, and exhibits. The No. 600 *J.C. Davis* was the most severely damaged steam engine of all those impacted by the event and was covered with tons of debris and metal. Its restoration was the most extensive and time consuming project to date. The scope of the restoration was to return the No. 600 to its appearance at the 1876

Centennial. Its restoration returns it to the show-piece it was.

Historical Findings

A goal of the restoration process was to learn more about the locomotive from the invasive examination such a restoration requires, along with the archival research accompanying the restoration. Some of the key findings follow.

Many locomotives used for the Fair of the Iron Horse were reboilered in 1926-1927; however, modifications found during restoration did not support this conclusion for No. 600. This included a new crown sheet surrounded by older side sheets, and a wrapper sheet with a large crack in it plated over from the interior. All modifications lead staff to believe the boiler was extensively rehabilitated rather than replaced for the Fair. It is not entirely clear when this dates to and more research would be necessary to make this determination.

Staff did not find any identifying number stamps on the frame, but did find the numbers 918 and 500 on several side rods or eccentrics as had been found in previous projects, showing they had been replaced during the life of the locomotive and date back at least to the 1880s.

The cab consisted of many different woods. This included: white oak for the doors and main frame, poplar in the frame, Douglas fir in the ceiling and rafters, and white pine mostly in the frame.

Multiple repairs or replacements were found throughout the cab. Examining the joinery and materials used helped date various time periods and multiple repairs.

Staff believe the rafters, flooring, portions of the side headers above the windows, and part of the four corner posts were original to the cab and the earliest wood found. Many of these showed previous repairs such as the corner molding on the roof line. The doors on the front of the cab were definitively early pieces. They were made of white oak and stamped on the top edge

