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The Sentinel

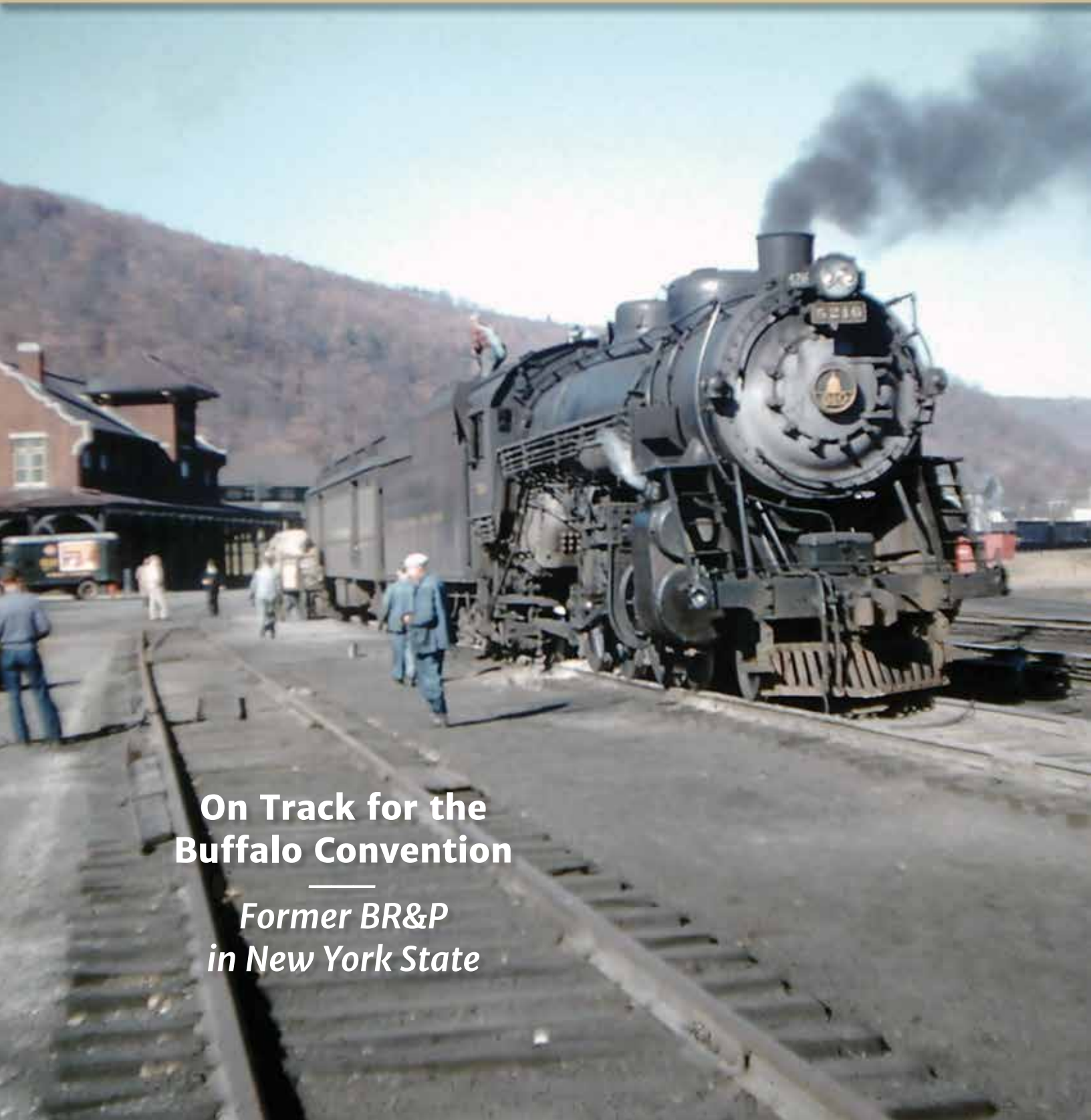


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**On Track for the
Buffalo Convention**

*Former BR&P
in New York State*

Message from the President

Fellow society members and friends, after a few extra unforeseen hurdles, we now own our new building in Eldersburg, Maryland. Everything is complete with the financing and inspections, meeting the lender's needs. Contractors are in to remove some partitions, extra restrooms, and mold in the basement and to clean. The reason we are doing this, and not the sellers, is that we purchased the building below the appraised value and accepted it as is. Work has started on the main floor, and we are hoping to receive a donation for library shelving and fixtures by early July.

Volunteers will start work very soon on removing shelving in rooms where not needed. They will add walls to subdivide a room for the company store and the vault, which will store photos, negatives, and valuable documents. Over the next year or so, the main hallway will be transformed into an exhibit center to display artifacts donated to the Society over the years. Our goal is to move in by the end of August when work will begin

to restore the current archive facility in Arbutus to a state our landlord will accept. After we settle in, there will be a dedication ceremony for the donors and community leaders who have helped us reach this milestone. Tentatively, normal archives activities will resume mid-2017.

The building committee set a goal of at least \$350,000 to establish our new headquarters and archives. To date, we have reached over \$170,000 towards this goal. Enclosed is a form to contribute to our newly-established "300 Club" which will go toward needs of the new facility as determined by the officers and directors. We know that most members cannot make large contributions, so we are establishing this club to reach a larger number of donors. With any one-time contribution of \$300 as of May 1st of this year, a contributor will have their name, hometown, and state listed on the wall of the reception area. There

(Continued on page 36)

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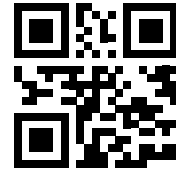
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In This Issue

B&O SHIPS ARE TRAINS , <i>A Chronicle of the BR&P/B&O Ontario Car Ferry Company</i> BY TED RAFUSE.....	3
AND THESE WERE THE LEFTOVERS... <i>Extras from the Society's 2017 Calendar</i>	20
CARRYING LAKE COAL: <i>Cars of the BR&P and GTR</i> BY JOHN TEICHMOELLER WITH TED RAFUSE AND BRIAN DEVRIES.....	22
B&O O-48 COMPOSITE GONDOLA PHOTO STUDY BY JAMES MISCHKE.....	27
RUNNING LIGHT	33
LIBRARY PLATFORM , <i>3 News Books Reviewed</i>	38

On the Covers

Front Cover: This is Buffalo-Butler B&O Train #251 at East Salamanca, New York in November 1954. The Butler-Pittsburgh segment of the trip was run as Train #518. The large brick East Salamanca Buffalo Rochester & Pittsburgh/B&O station/division office is to the left of the train. It was completed on March 12, 1913, replacing an earlier structure. The railroad YMCA—out of view in this shot and to the left of the station—was built in 1908. The railroad also maintained a large yard, engine terminal with a roundhouse, and shop facilities to the right of the locomotive, also out of view. P-5a 5216 and sisters 5220 and 5221, along with four P-6A Pacifics, replaced the last of the BR&P Pacifics in 1952-53. Engine 5216 was retired in April 1955. The 5220 and 5221 pulled the last two Buffalo Division passenger trains on October 15, 1955. Transferred for service elsewhere, both were retired in October 1956.

(Photographer unknown, Stan Carlson collection)

Back Cover: See back cover for caption.

B&O Ships are Trains

A Chronicle of the BR&P/B&O Ontario Car Ferry Company

By Ted Rafuse



A late 1940s photograph of the two car ferries used by the B&O/BR&P to carry coal and passengers between Rochester, New York and Cobourg, Ontario, Canada. Seen here docked in the Cobourg harbour, *Ontario No. 1* is on the left, while *Ontario No. 2* is on the right. (Photographer Mac Lees, Author's collection)

Editor's note: *Ted Rafuse, a retired high school teacher and administrator and avid model railroader, is a resident of Cobourg, Ontario, Canada. Ted has researched and written numerous manuscripts on various aspects of Canadian rail history. Much of his work has been published as articles in several Canadian railway historical periodicals and journals. Ted has also published three books on Canadian rail car ferries, two of which had connections to New York State. For more information on Ted's books, go to www.steampowerpublishing.org.*

Introduction

Hard to believe, but true: the Baltimore & Ohio Railroad operated two ships that were declared to be trains.

The explanation of this designation of ships as trains occurs later in this article. Many devotees of B&O history are aware of the Company's various Atlantic tide-water rail-marine transfer sites and their ancillary operations. However, many might not be as familiar with its marine operation on Lake Ontario during the first half of the 20th century. Yet the railroad's maritime venture here was truly unique in many respects, not the least of which was that it was the only such enterprise on that Great Lake. In fairness, the B&O did not initiate this service; it was inherited when the B&O acquired the Buffalo, Rochester & Pitts-

burgh Railway in the early 1930s. For a better understanding of ships as trains, an earlier time frame must be considered.

To the casual observer there would appear to be little in common with western Pennsylvania coal fields and Ontario steam locomotives at the dawn of the last century. Yet these two apparently disassociated entities provided the impetus for Lake Ontario's only rail-marine operation. At the time the BR&P was seeking to expand its coal market from company-owned mines in Pennsylvania. Simultaneously the Grand Trunk Railway in Canada, in an expansive mode throughout the country, was searching for a reliable source of coal to sustain its steam locomotives in central Ontario. This was a classic case of supply and demand. The result, in 1905, was the

creation of the Ontario Car Ferry Company, a marine company equally owned and operated by the two railways.

Early BR&P History

The Buffalo, Rochester & Pittsburgh Railway was a "short" six-hundred-mile railroad serving its namesake cities. It was formed in 1887 by New York City investor Adrian Iselin who amalgamated several railroad properties in western New York and Pennsylvania. About the same time, Arthur G. Yates, a prominent Rochester coal dealer, purchased the Silver Lake Railroad southwest of the city. Yates, through stock control, united the BR&P, the Bell, Lewis & Yates Coal Company, and the Rochester & Pittsburgh Coal & Iron Company into a single corporation under the BR&P umbrella.



BR&P facilities at Genesee Dock, Rochester, New York, probably taken in the late 1920s or early 1930s.

(Photographer unknown, courtesy Charlotte Genesee Lighthouse Historical Association, author's collection)

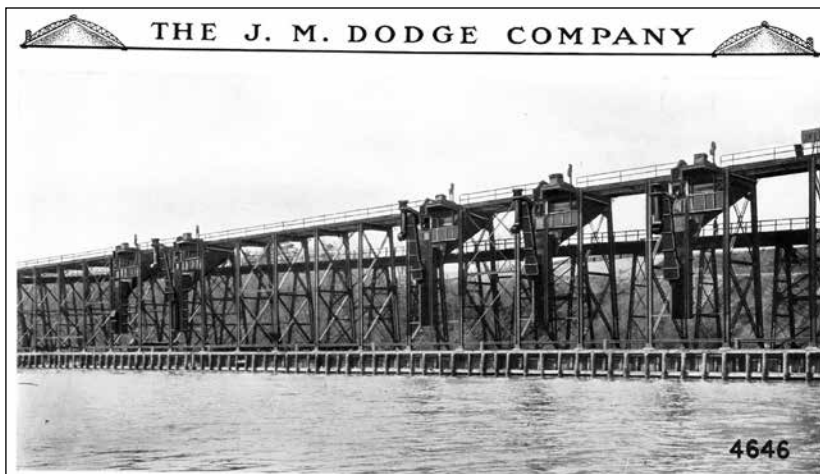


Passenger facilities at Cobourg were always Spartan as illustrated in this early photograph. At some point following World War I a covered canopy was added, but no station was ever erected here by the GTR or CNR. Note the track arrangement on the apron which led to the four tracks on the ferry. Behind is the small six-track yard that served the car ferries. Compare the ferry lead in this photograph with those at Genesee Dock. *(Photographer unknown, courtesy Craig Cappon)*



Snapped in 1936, this photograph clearly illustrates the revised single track approach to the ferry apron at Genesee Dock. In the background, a locomotive is about to push several loaded hopper cars onto the ferry using idler flatcars. A BR&P five-sided concrete phone booth is in the lower right.

(Photographer Ted McCaig, author's collection)



Adjustable Loading Chutes for Coal

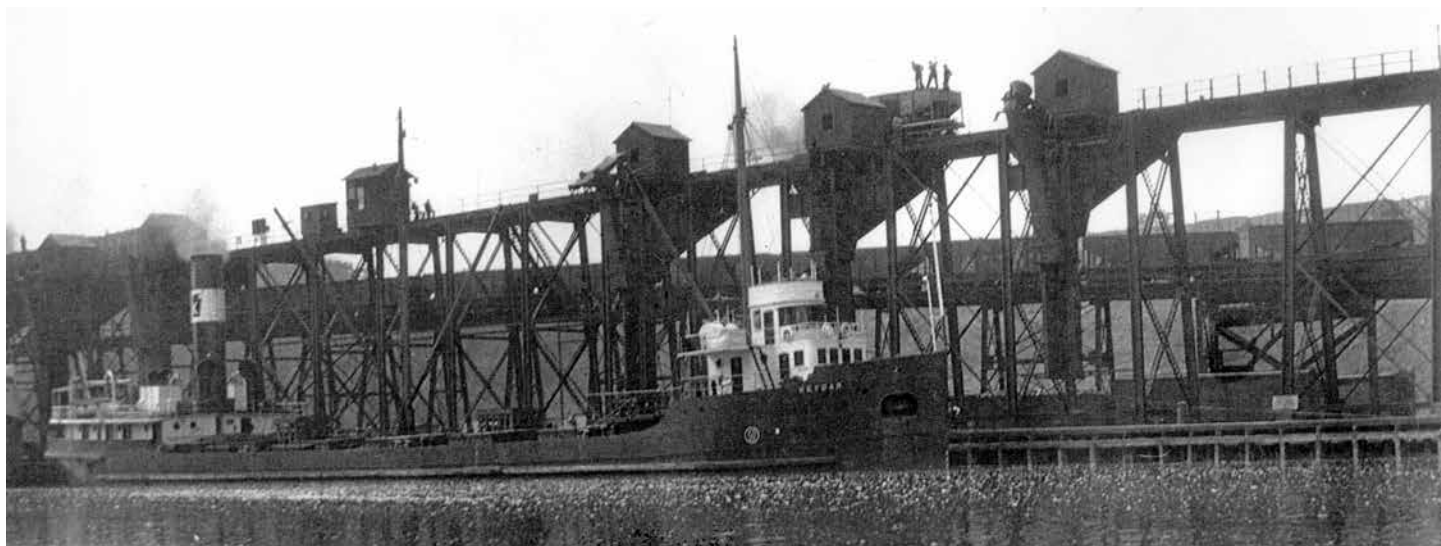


View of Adjustable Loading Chute in Operating Position

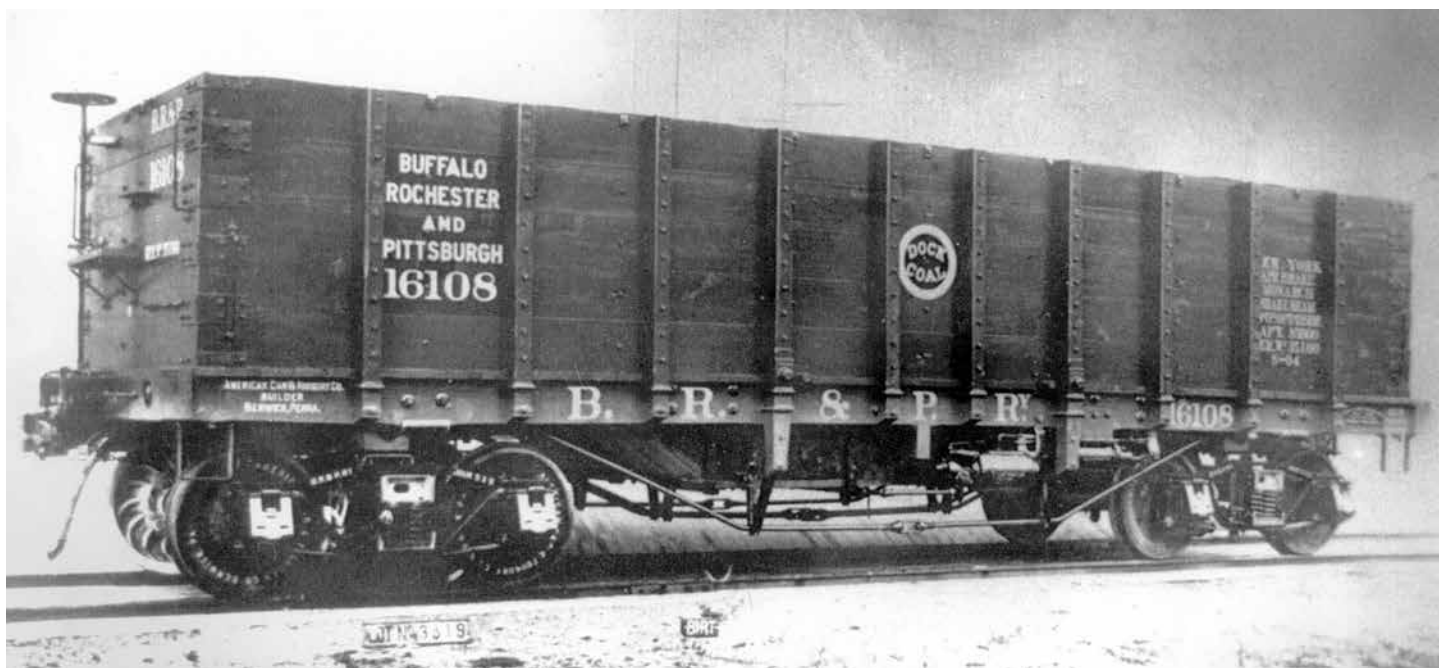
These illustrations show an installation of eight adjustable loading chutes at the Charlotte Docks, near Rochester, N. Y. Each chute is equipped with revolving pendant extensions on outboard end of apron, and with hand operated regulating gate at lower end on pendant.

The entire equipment is electrically operated.

Page from a 1912 J.M. Dodge catalog. The company designed and built heavy industrial material handling equipment. *(Author's collection)*



The S.S. Keybar moored at the Genesee Dock coal trestle in 1928. There is a solitary hopper on the trestle with three men standing on the top of the car. The hopper is partially hidden by one of the chute offices. Note the large number of empty hopper cars on the gravity return track behind the trestle legs. Barely visible behind the last hopper on the right are loaded hoppers in the upper yard awaiting switching onto the coal trestle. *(Photographer unknown, courtesy Charlotte Genesee Lighthouse Historical Association, author's collection)*



Constructed by American Car & Foundry in 1904, this wooden coal car served as a contemporary for the new steel hoppers of the day. The circular herald showing “Dock Coal” clearly identifies this car’s loaded destination—the company’s coal trestle on the BR&P’s Genesee Dock Branch. (Photographer unknown, courtesy Charlotte Genesee Lighthouse Historical Society, Ted Rafuse Collection)

Carrying Lake Coal: *Cars of the BR&P and GTR*

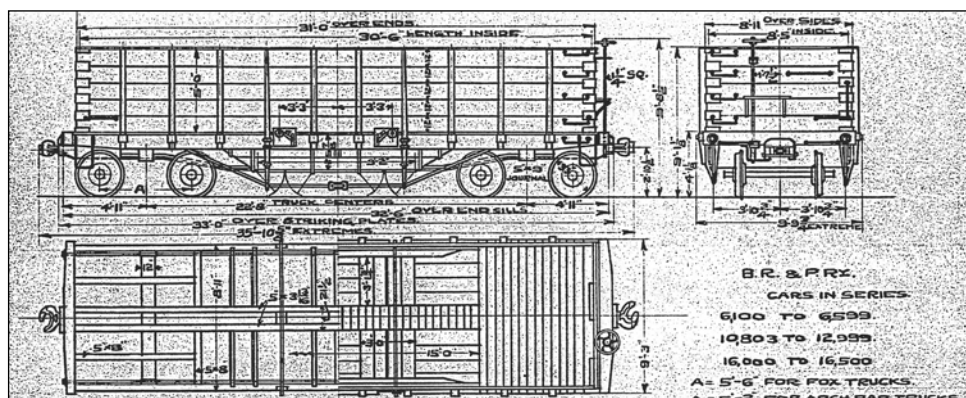
By John Teichmoeller with Ted Rafuse and Brian DeVries

The Buffalo, Rochester & Pittsburgh Railway and successors served the Genesee River coal dock in Rochester, New York from the 19th century to 1970. The variety of cars used traces the history of coal car development, and includes hopper cars from Canada’s Grand Trunk Railway (later part of the Canadian National Railway).

The BR&P’s Wooden Fleet

The June 1900 issue of the *Official Railway Equipment Register* shows that the BR&P’s coal traffic at that time was being carried in wooden gondolas, not unlike most railroads of that era. Many had limited bottom unloading capabilities for improved efficiency. The entries in the *ORER* include annotations for body variations including “drop bottom,” “double hopper,” “hopper bottom,” “double hopper,” and “double drop bottom.”

It is hard to tell without seeing photos or diagrams, but most involved some variation of hinged doors in the car floor.



Some had pockets below the floor. Some, like the Pennsylvania Railroad’s wooden GG class, may have even had slope sheets and modern-style hopper bottoms, but most of these designs still had flat floors requiring some degree of manual unloading with shovels. Capacities ranged from 40,000 to 85,000 lbs. with only a couple of series at the high end.

Two series, numbered 16000-16100 and 16101-16400 totaling 400 cars, were wooden giants with a capacity of 85,000 pounds (1,445 cubic feet). They had

an outside length of 31 feet, an inside length of 30 feet 6 inches, a width of 9 feet 3 inches, and a height of 9 feet 1¹/₈ inches (from the top of the rail to the top of the sides). They rode on 33-inch wheels in arch bar trucks and had non-self-clearing hopper-bottom drop doors. A photograph of 16108 shows a herald on the car side suggesting these cars may have been in some form of dedicated service at the Genesee coal dock in Rochester, New York. No further information about such service is known.