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The Sentinel



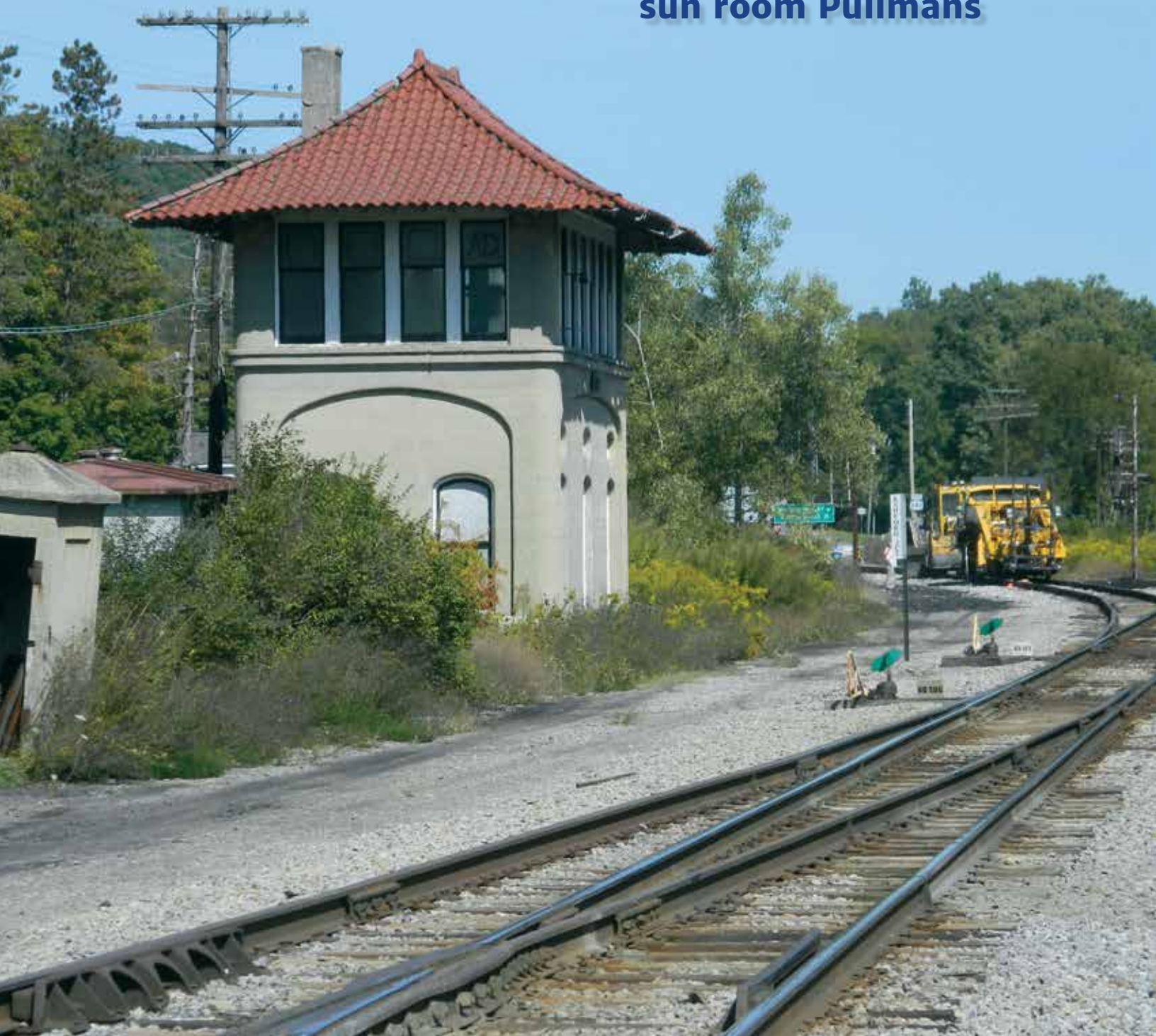
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FIRST QUARTER 2017

The B&O's sun room Pullmans



Message from the President

Since it is 2017, Happy New Year! Hope everyone had an enjoyable holiday season.

We have made great accomplishment over the past year and our future looks bright. For all the members who made contributions, thank you very much. The archival team has 99 percent of our materials in proper storage and the duties of cataloging and preserving have returned to normal. As of this reading the research library is complete and collections are being received.

If you want to donate books or other material to the library or the archives in general it must be cleared by the archivist, Nick Fry. You can contact Nick through the society website.

A new schedule for volunteers will start in January. Building maintenance and repairs will be performed on Tuesday of each week starting around 9 a.m. Grant Berry, building manager, will coordinate these activities. For archives collection work the new week day will be Thursday from 12 till 6 and on the third full week-end of each month except December. The weekend date is subject to change if there is a conflict with other society functions.

The next interior project is to finish the record room in the basement. Insulation, drywall and a drop ceiling have to be repaired and/or replaced. This task will be performed in January and February, weather permitting. Then in March

we begin to prepare the building for our dedication ceremony in late April and our public open house in May. These dates will be determined at the board of directors meeting on February 4. As the weather improves in the spring we will begin to paint the exterior of the building.

We have begun to look at duties that can help the society run more efficiently. For the benefit of the archives we have tentatively created the following positions: librarian and one assistant, drawing room manager and one assistant, record room manager and three assistants, Past Perfect/scanner trainer, data entry manager into Past Perfect, vault room manager and assistant. These duties will be the person's primary task but if nothing is required of them at a work session they may be asked to help in other locations.

For the general good of the operations of the society these positions are under consideration: assistant to the president, assistant bookkeeper to the treasurer, clerk for the secretary, publication chair assistant, marketing chair for promoting the society and sales, outreach teams for regions of railroad territory, auditor team (at least 3 people), product developer to generate sale items. Further ideas are solicited.

As mentioned before, we would like to establish an intern program with the local community college and the county school

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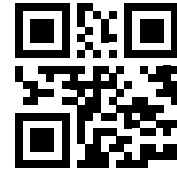
E-mail: info@borhs.org

Website: borhs.org

Missing Sentinel: storemanager@borhs.org

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SOCIETY OFFICERS

Greg Smith - President
president@borhs.org

Henry Freeman - VP Operations
operations@borhs.org

George Stant - VP Finance
vpfinance@borhs.org

Allen Young - Secretary
secretary@borhs.org

Chris Winslow - Treasurer
treasurer@borhs.org

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Officers' terms expire annually. Directors' terms expire in October of the indicated year. All directors may be reached at secretary@borhs.org.

EDITORIAL STAFF

Ken Wing, Editor
sentinel@borhs.org

vacant, Managing Editor
sentinel@borhs.org

Al McEvoy, Archives

John Teichmoeller, B&O Modeler
Roberta Poling, Thunder Grafix, Ltd.,
Graphic Design
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:

Ken Wing, sentinel@borhs.org
or mail hardcopy material to
P.O. Box 1608, Sykesville, MD 21784

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membershipchair@borhs.org

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Memberships, once accepted, cannot be returned.

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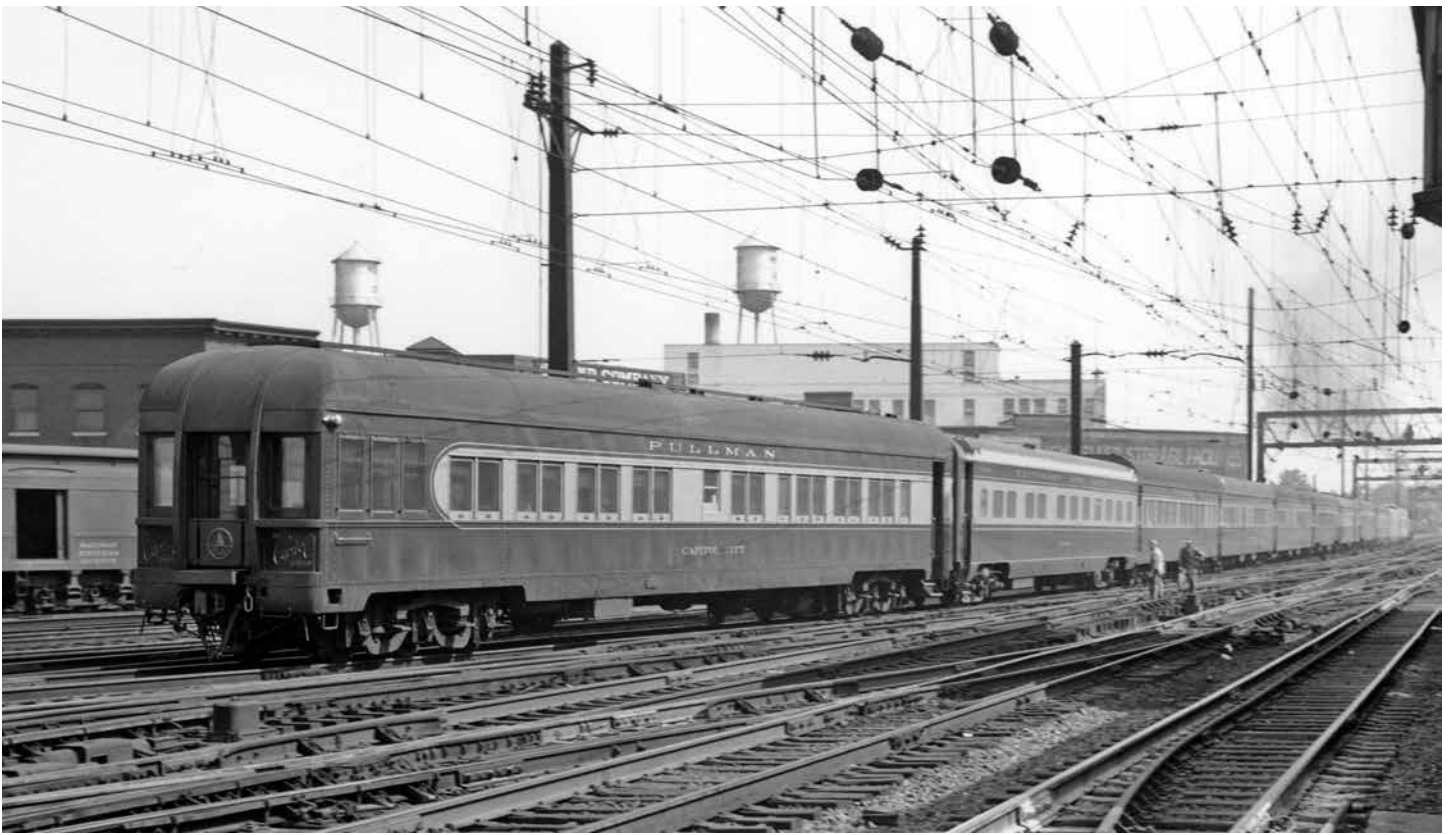
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On the Covers

FRONT COVER: The concrete tower at Ashford Junction, New York, on the former BR&P/B&O Buffalo Division is one of four remaining and was on the Society's latest convention tour. See page 19. (Allen Young photograph)

BACK COVER: Workers wrestle with loading former B&O wagon-top caboose C2436 onto a trailer to be moved from Constitution Park to live Western Maryland Scenic Railroad track in Cumberland, Maryland, for restoration and a return to service. See page 14 (Dwight Jones photograph)



A going-away view of the *Capitol Limited* at Washington, D.C., in 1949. *Capitol City* is preceded by a lightweight 14R-4DBR sleeper in B&O colors. The remainder of the consist is mostly heavyweights. (Bob's Photo; courtesy of Joe Welsh)

B&O PLAN 3975 CARS

By Chuck Blardone and Myron Bilas

BACKGROUND

During the golden age of the passenger train in the first few decades of the 20th century, any train of stature was expected to have an open-ended observation sleeper or sleeper-lounge car providing an end-of-train exclamation complete with illuminated drumhead. Such cars remain the nostalgic choice for modeling the B&O of the 1920s, but those cars came with challenges. Anyone who has ridden on such cars will tell you that the open platform

area was affected by the prevailing temperature, dust, cinders, and especially wind. Increasing train speeds made an outdoor sojourn on an open platform observation a less enjoyable experience.

As passenger train speeds climbed and air conditioning became commonplace, those wishing comfort and safety shied away from the open platform experience in favor of a newly available Pullman offering, the sun room, or solarium observation car. While some such cars were built in the

wooden and early steel car eras (such as Illinois Central's *Seminole Limited* solarium cars of the 1910s), a significant number were constructed from 1927 through 1930. Touted as an evolution from the open end observation car, Pullman built 43 of their "Plan 3975" car, in several lots, with slightly varying sleeping accommodations, for operation in the day's leading trains.

Lot	Plan	Diagram	Built	Cars	For	Configuration
6047	3975	52	1927	4	<i>Colorado Special</i>	1DR-1C-Buf-Lng-SunRm
6076	3975B	51	1927	12	<i>Sunshine Special, Texas Special</i>	2C-1DR-Buf-Lng-SunRm
6217	3975C	60	1928-29	8	<i>Dixie Flyer, The Seminole</i>	3C-1DR-Buf-Lng-SunRm
6262	3975C	60	1929	7	<i>Pacific Ltd., International Ltd.</i>	3C-1DR-Buf-Lng-SunRm
6275	3975C	60	1929	5	<i>Capitol Ltd., Ambassador</i>	3C-1DR-Buf-Lng-SunRm
6337	3975F	60	1930	7	<i>Everglades, UP, Dixie Flyer</i>	3C-1DR-Buf-Lng-SunRm

Initial Assignments:	
<i>Dixie Flyer</i>	C&EI-L&N-NC&StL-CofGa-ACL
<i>Seminole</i>	IC-CofGa-ACL
<i>Pacific Limited</i>	C&NW-UP-SP
<i>International Limited</i>	CN-GTW
<i>Capitol Limited</i>	B&O-RDG-CRRNJ
<i>Ambassador</i>	B&O-RDG-CRRNJ
<i>Everglades</i>	PRR-RF&P-ACL



The sun room of a 3975 car offers a warm vantage point to watch the frozen landscape and the Chicago River as the *Capitol Limited* passes in January 1930. The drumheads make this train's identity clear. (A.W. Johnson photo; Chuck Blardone collection)

square) and for a few months in mid-1932 *National Limited*, *Capitol Limited* and *Ambassador* were all operating with Plan 3975 cars, but by late summer 1932 the *Ambassador* lost its cars, replaced with 3 Compartment-2 Drawing Room-Observation cars, presumably the same ones that originally operated on *National Limited*. By autumn 1933 those cars were replaced with 10 Section-Observation cars.

A unique assignment for former *Ambassador* car *Capitol Courier* occurred in the spring through autumn months of 1933 and 1934, when it was chosen for display at the Century of Progress Exhibition in Chicago. During this time the car was temporarily renamed *Maryland*.

It turned out that *Capitol Limited* and *National Limited* would be the only B&O trains that would consistently operate with

Plan 3975 cars as an end-of-train feature car. Other B&O trains would utilize various open-end observation car types. During this time B&O's main competitor, PRR, decided to use Plan 3975 cars in a number of their through passenger trains, but their utilization approach was different. Until 1932, a number of PRR trains featured club and observation cars; the railroad requested Pullman furnish a number of

SOLID SURVIVORS

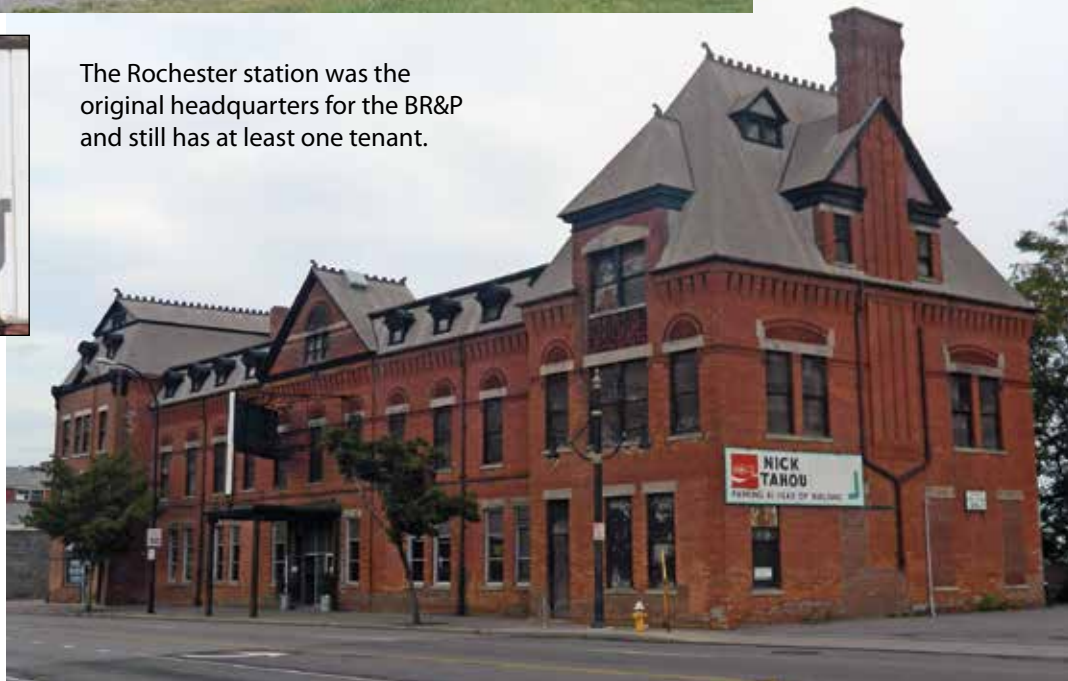


BR&P stations were built to last.

This is the rear of the freight house at Orchard Park, along with two B&O M-26 boxcars and an I-10 caboose.



The Rochester station was the original headquarters for the BR&P and still has at least one tenant.



Before You Ask

Nick Tahou's Garbage Plate is a combination of two selections of cheeseburger, hamburger, red hots, white hots, Italian sausage, chicken tender, fish (haddock), fried ham, grilled cheese, or eggs; and two sides of either home fries, French fries, baked beans, or macaroni salad. On top of that are the options of mustard and onions, and Nick's proprietary hot sauce, a sauce with spices and slowly simmered ground beef. The dish is served with Italian bread and butter on the side. (Health.com named the Garbage Plate the fattiest food in the state of New York.)



A front view of the station at Orchard Park.



The rear [above] of the Springville station, which was a BR&P class A station. The former B&O yard office [inset] at Lincoln Park, now used by the Rochester & Southern. East Salamanca station [left] is showing its age (JT). Small stations at Mumford [below left] and Leroy have been repurposed. (AY except as noted)

