

The Sentinel

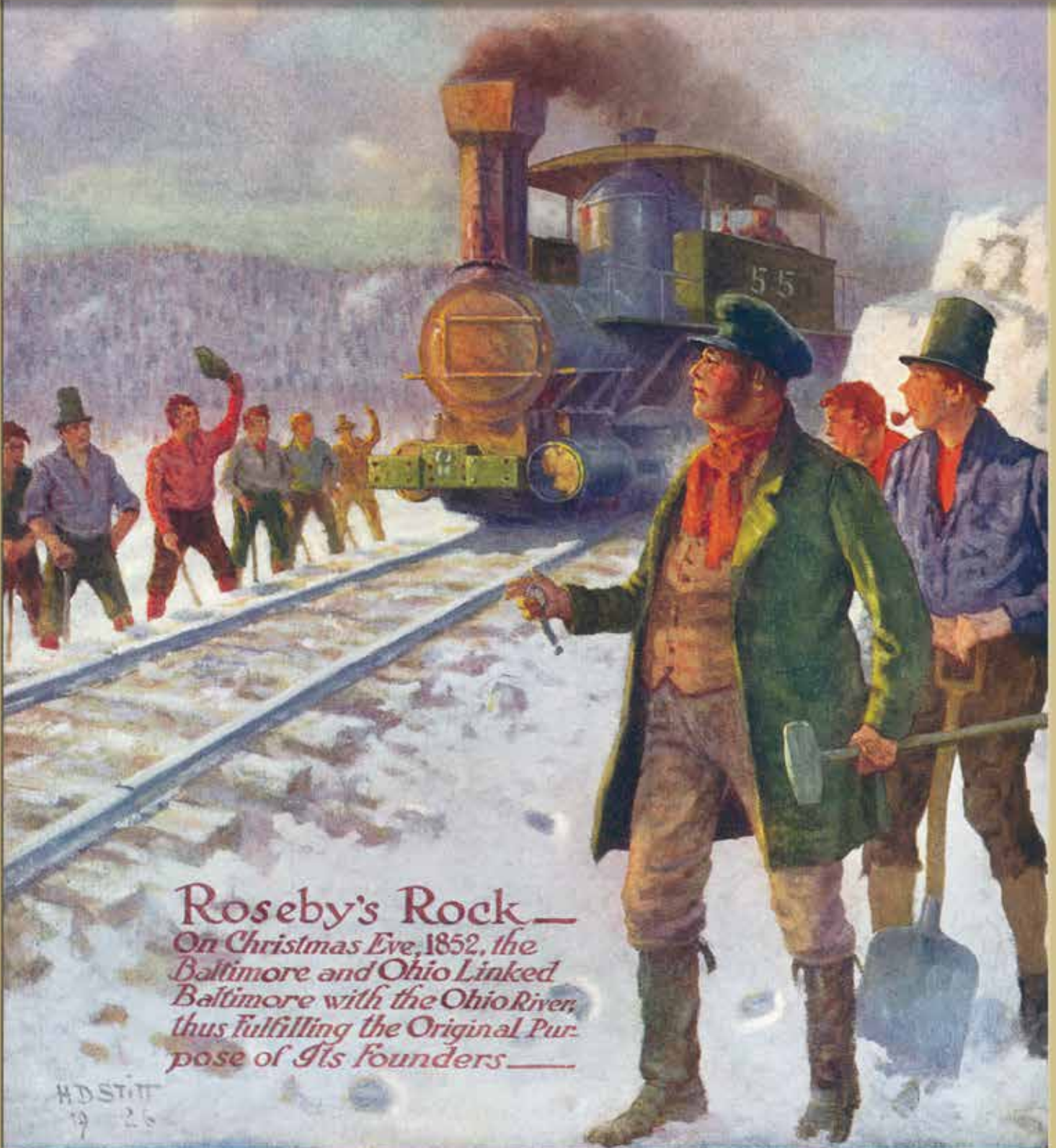


A QUARTERLY MAGAZINE PUBLISHED BY THE BALTIMORE & OHIO RAILROAD HISTORICAL SOCIETY

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*Roseby's Rock —
On Christmas Eve, 1852, the
Baltimore and Ohio Linked
Baltimore with the Ohio River,
thus Fulfilling the Original Pur-
pose of Its Founders —*

H.D. STITT
19 26

Message from the President

Hard to believe but another year is now coming to a close. We, the society, have taken many new strides to insure our future, but much work has yet to be done. So let us get started with reports of past activities, upcoming events, new donation policy, and long term plans.

The Eastern Mini-Con was a great success with 81 registered attendees and approximately a dozen community member stopping by to see what was going on. Out of the mini-con we have obtained several new members to work on the archive collection. The week after the mini-con, several members of the B&O Museum in Baltimore spent a good part of a day touring our collection and using Past Perfect to catalog artifacts. It was great seeing all stations in the Willard Workroom being used. Since I last wrote to you, I have been doing some community outreach to get local interest. First, I presented a Power-Point presentation to the local Lions Club. They were very welcoming and after the presentation presented us with a check for \$200. Next, we had a table at the Sykesville National Night Out. Again we were showing the flag, and I spoke with a number of people who had past relatives who were employed by the railroad. Unfortunately, we got no new members, but a number of people expressed interest in stopping by the building. As for what is happening at the archives, I will leave that up to Grant

Berry to update the membership.

Speaking of membership, our numbers are still slowly reducing. We need to stimulate younger people to join. That being said, we as leaders of the society, have decided to include a new section in the *Sentinel*, "B&O in the Chessie Era," starting sometime in 2018 as articles become available. These articles must relate to B&O structure, equipment, operations on B&O trackage, or personnel from 1972 to 1987. I have already started to verbally pass the word to Chessie Era fans. The other concern has to be a strong effort by ALL members to get the teen to young adults as members and share our love for the B&O. Two years ago we tried to get young people to research and write about the B&O with no success to date, but we are not giving up! This school year we are piloting a railroad art competition with two local school systems. If successful, we will expand in Central Maryland, but other members may want to try elsewhere. If you want a copy of the art competition rules to modify, drop me a line.

The remainder of the year is beginning to look busy. First do not forget the annual convention in Cumberland on October 5th thru the 8th. It unfortunate that 1309 is not running, but all trips it appears will be running behind diesels. We have a great set of speakers for the evening presentations and the banquet, so I hope to see you there.

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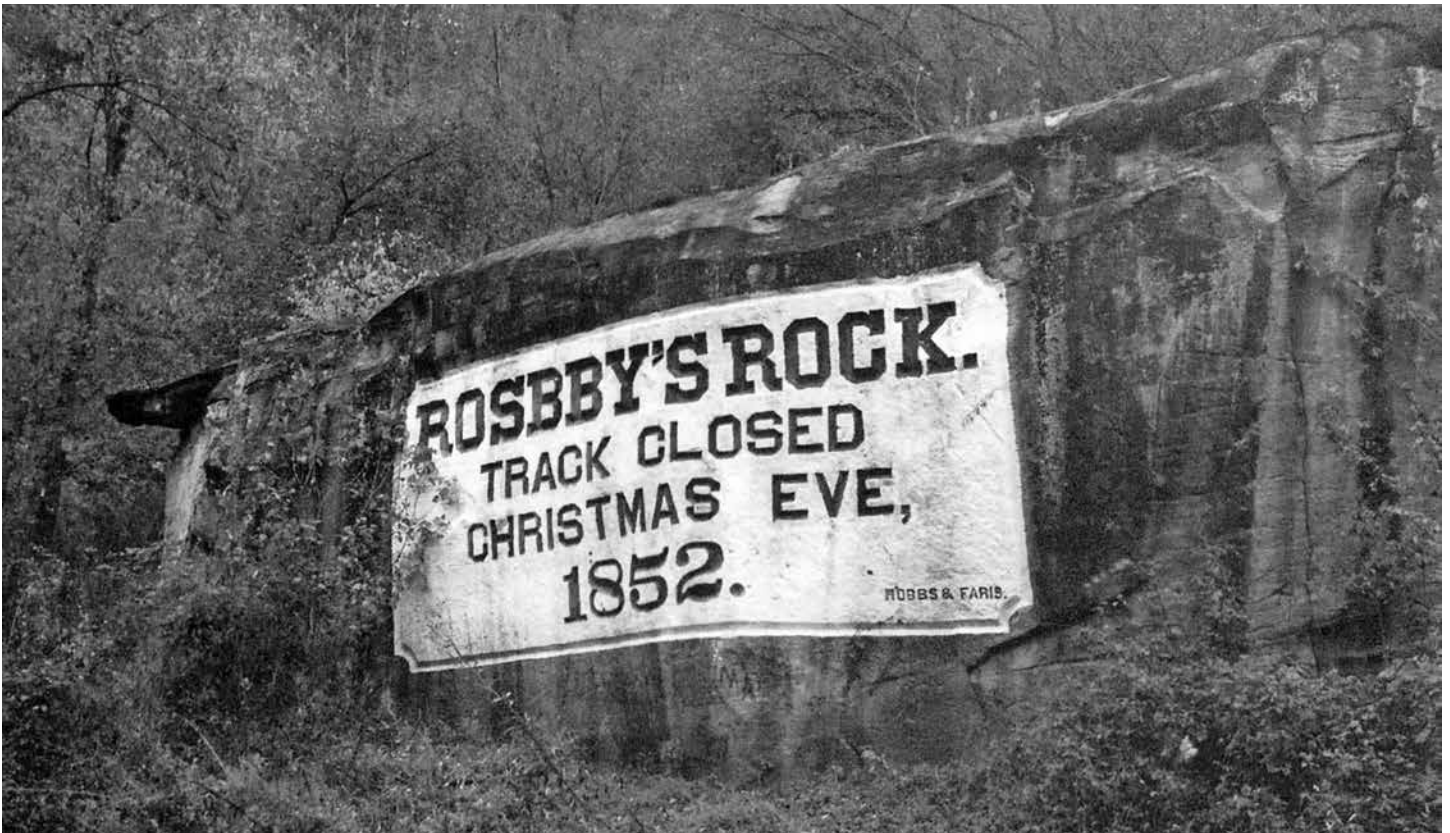
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On the Covers

Front Cover: This painting by Herbert D. Stitt appeared on the December 1927 cover of the B&O magazine. It was one of 12 painted to commemorate milestones in B&O history that appeared monthly on the cover during the year of the Fair of the Iron Horse. The images were also reproduced on postcards distributed during the fair. Stitt was featured in the 2008 third quarter *Sentinel*. The originals are part of the B&O Museum collection.

Back Cover: [Top] B&O class P-41 "Lumberjack" bulkhead flat car 9309. Jim Rogers captured it at Locust Point in Chessie System livery in the 1980s. The B&O was one of several eastern railroads that in the 1960s invested in then state-of-the-art bulkhead flat cars for hauling lumber secured with chains. Ironically, as eastern roads worked with car builder Thrall Car developing the bulkhead flat car, western roads worked with Thrall on lumber cars that had not only ends, but also a structural center beam that could help brace and secure lumber loads—cars that used neither chains nor stakes. **[Bottom]** A typical TTX Corporation center beam flat car of the type that achieved fabulous success hauling packaged and unpackaged lumber, and caused railroads with bulkhead flats to find other uses for them. The "victory" of the center beam occurred long before Mike Shylanski shot the TTX car in Oregon lumber country on the Union Pacific in 2015.



Rosbby's Rock painted, viewed from the south.

The Legacy of Roseby Carr and a Landmark at Risk

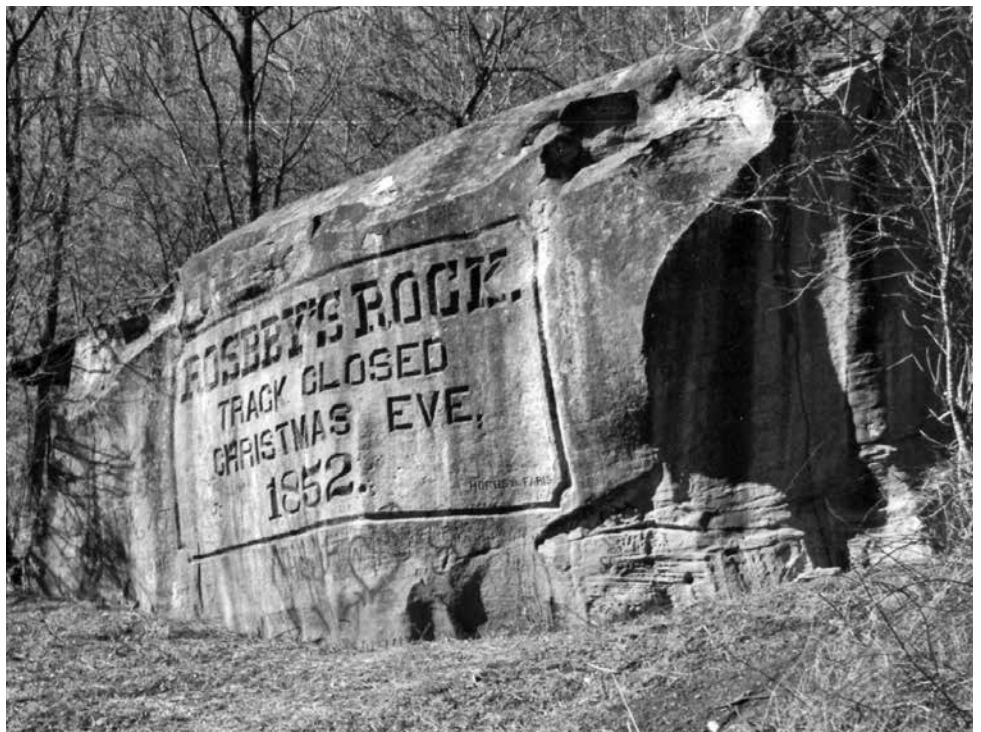
Edward Yelochan

Photographs by the author unless otherwise noted

On December 24, 1852, along Grave Creek in Marshall County in north-western Virginia, the B&O mainline east from Baltimore was joined with the line being built from the original terminus at Wheeling. After twenty-four years and 361 miles of digging, blasting and tunneling the Chesapeake Bay was finally connected to the Ohio River.¹ Present at this occasion was the B&O superintendent of the line, Roseby Carr. Near the point of the closure there was a massive boulder, later adorned with carved letters to commemorate the event, and a small settlement which developed into a town called Roseby's Rock. It is now too late to save the town, but not the ignored landmark commemorating a major milestone in B&O and national history.

The Man

Roseby Carr was born in 1801 in Northumberland, England. There is evidence that Carr immigrated to America in 1827.²



Rosbby's Rock unpainted, viewed from the southeast.



The final rail connection from Grafton to Wheeling passed through Roseby's Rock. Also shown is the NWVRR, Bridgeport where Carr was assaulted and Clarksburg(h) where he was working at the time of his death. Map is from 1860.³⁹ [At right] a West Virginia map of 1871.⁴⁰

He was married to Martha Mary Carr of Dormuth, England.³ They had three daughters, Mary B. and Martha J., but the third name on census records is not clear.⁴ There were two sons, Roseby T.⁵ and Andrew.⁶ In 1838, Carr was in the employ of the B&O Railroad as a contractor, hauling clay for the rebuilding of the first division of the main line near Baltimore.⁷

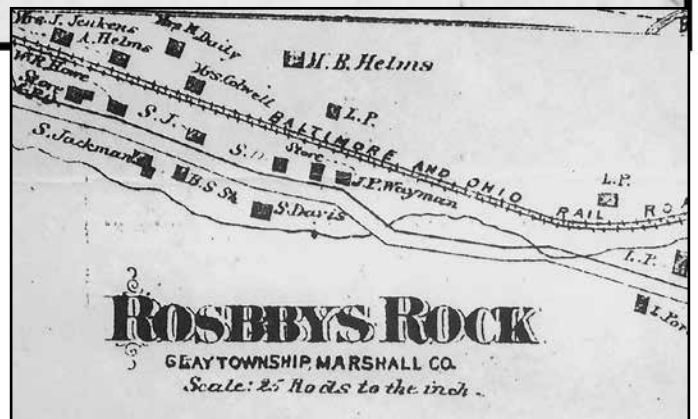
By 1840, he was promoted to supervisor of the division. As part of his duties, he placed an ad in the *Baltimore Sun*, offering a \$50 reward for the return of percussion cap pistols that had been stolen from the railroad.⁸

From 1842-1844, Carr directed construction of the railroad west of Harpers Ferry and made \$60/month. He was the highest paid supervisor of eleven identified in company documents. Laborers on

the line made \$12-\$24 per month. Benjamin H. Latrobe, Jr., the Chief Engineer of Construction, made \$250 per month.⁹

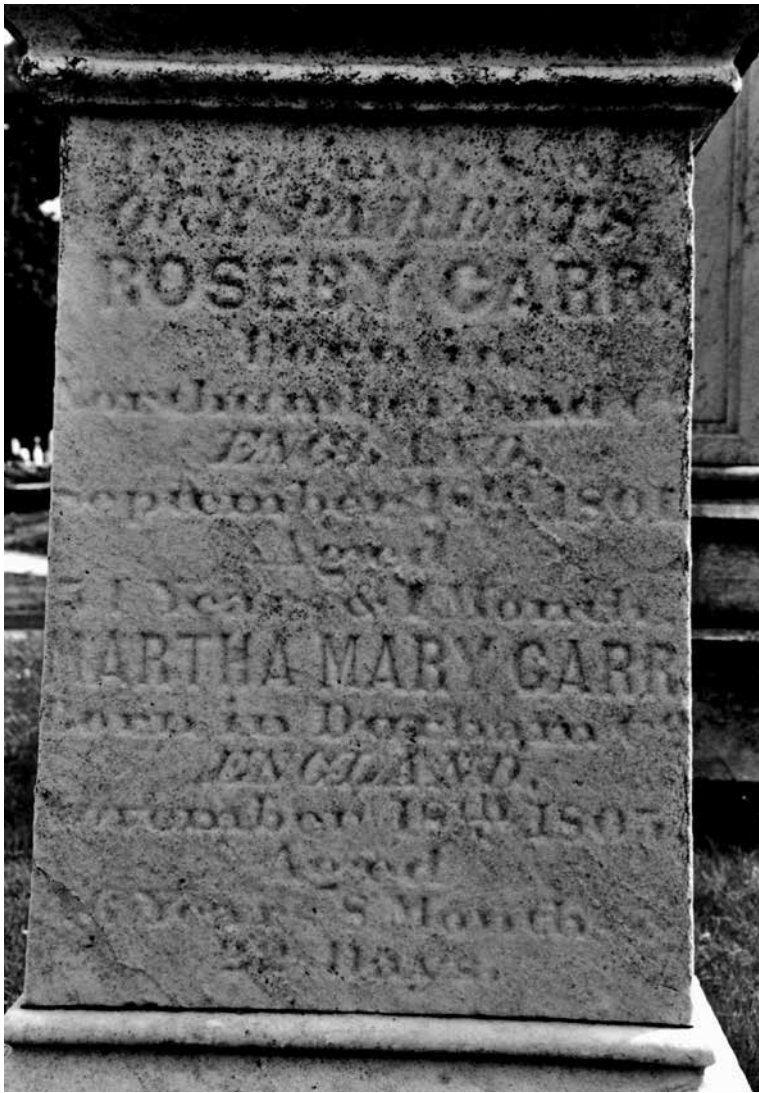
Carr was promoted to superintendent status in 1851 and was cited by Latrobe in the B&O Annual Report to Stockholders. Being mentioned in that report was an impressive acknowledgment.¹⁰

He was frequently named in newspaper articles during his time of service with the B&O. In 1851, a reporter from the *Baltimore Sun* communicated: "About 100 men are at work, under the energetic direction of Mr. Roseby Carr, who is pushing the road westward with a rapidity that is almost unparalleled, considering the heavy character of the work."¹¹



In October 1852, it was written that the railroad was "fast approaching Wheeling, and Roseby Carr, the efficient officer to whom the work is entrusted, has taken a large party of men to commence laying of the track [from Wheeling] eastward."¹²

In early December 1852, "...only about 20 miles of track [are] to be laid in completing the connection with Wheeling, and as the weather is now very propitious, the work will proceed with the well-known energy characterizing the movements of Mr. Roseby Carr. By the first of January it will certainly be completed."¹³



Gravesite of Roseby Carr and his wife Martha Mary Carr at the Greenmount Cemetery in Baltimore, Maryland.

The following description of the closing of the track on December 24 was reported in the *Wheeling Daily Intelligencer* on December 28:

“The track from Cumberland under the superintendence of Mr. Rosberry Carr and that from Wheeling directed by Mr. R. Carr, Jr., were joined on the evening of the 24th inst., at five minutes after 6 o’clock. The junction took place upon the 188th section, about 2½ miles east of the Grave Creek Station.

“After the last rail had been laid in its place, Mr. Carr made the following short address: “We have now laid the last bar of the long link of Railroad which connects the Chesapeake Bay and the waters of the Ohio; and I call upon all to give three hearty cheers for our President, Thomas Swan, and three more for our Chief Engineer, Benjamin H. Latrobe. May they both live to make many more connexions

of the western waters and the seaboard.”

“The cheers were most heartily given by the large united parties of tracklayers, and the hills once more resounded to ‘Three more for Rosberry Carr, Sr.’

“This done, the men, tired with a hard day’s service, retired to the camp.”¹⁴

In January 1853, railroad celebrations were the order of the month in Wheeling, and Carr was present at the festivities. Toasts and tributes abounded and at one point a reveler proclaimed:

“To Mr. Roseby Carr—the man who laid the rails and his large army of miners and sappers: the latter assisted at the courtship and the former acted as parson at the nuptials of the Ohio and Chesapeake.”

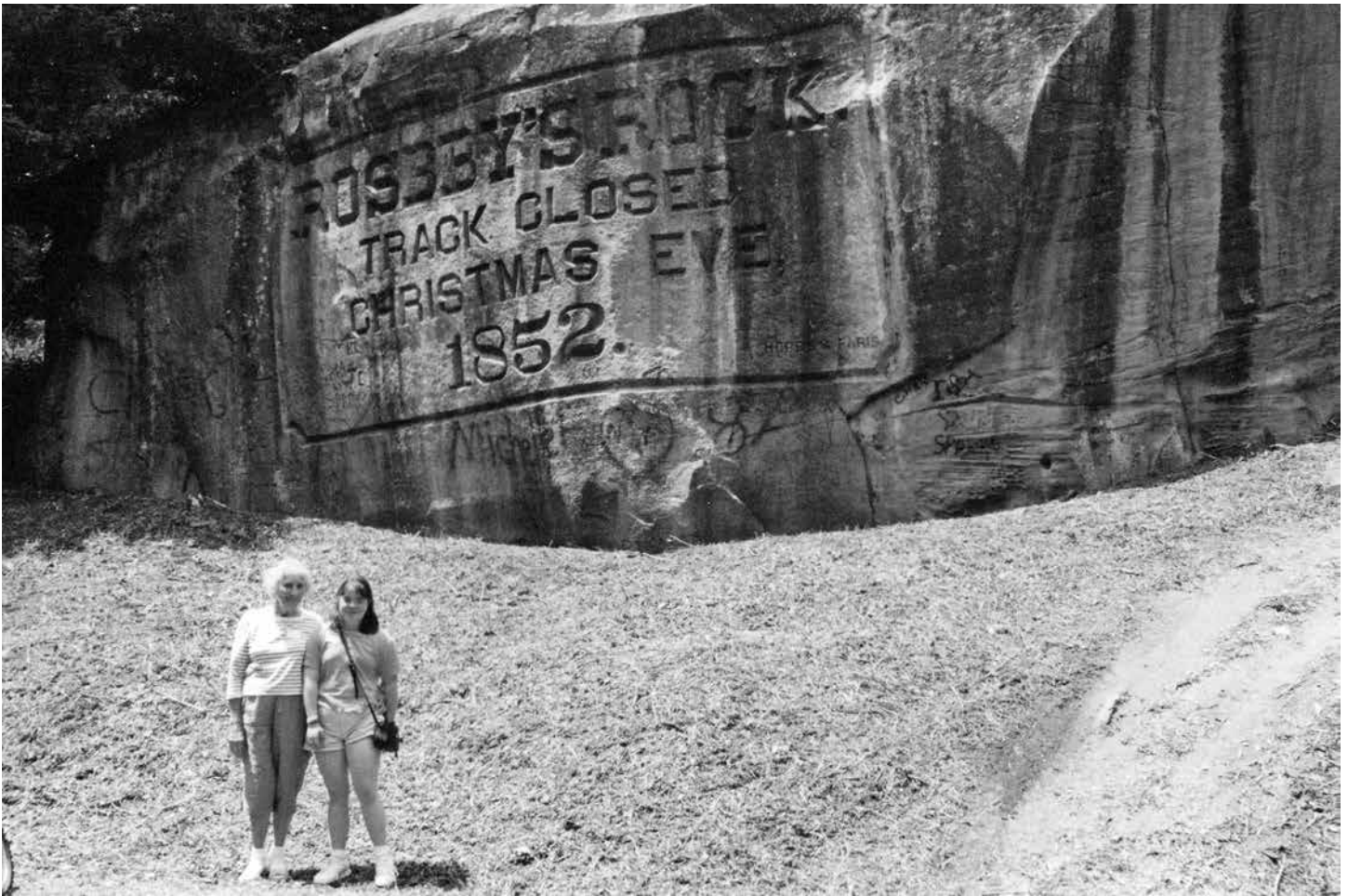
Carr responded, “Mr. President, I am no speaker. Let the long link of road that I have

CARR		Roseby	
Family Name		Given Name	
Accompanied by			
25	M		
Age	Sex	M. S. W. D.	Occupation
Eng	Eng		U.S.
Nationality		Last permanent residence (town, country, etc.)	
Port of entry		Name of vessel	
Phil	Home	4/11/53	
		Date	
		P 349	

Carr’s ship voucher, 1827. (Atlantic and Gulf Ports, Passenger List Card Index)

laid in so short a time and under so many difficulties, speak for me. But let me say, three cheers for Benjamin H. Latrobe, Esq.”¹⁵

In July 1853 Carr was honored by B&O officials at Shamburg’s in downtown Baltimore on Liberty Street. The description of the affair noted that Carr had been long connected with the company and was known for his indomitable energy and gentlemanly and amiable manners, and



The author's mother and daughter at unpainted rock in 2000.

endeared himself to all. He was presented with the best gold watch and chain that could be obtained, which bore the inscription, "Presented to Roseby Carr, by the officers of the B. & O. R.R., July 7th, 1853."¹⁶

After the celebrations in Wheeling, Carr went to work on the Northwestern Virginia Railroad (NWVRR) as a superintendent laying rails from Grafton to Parkersburg, Virginia. On June 15, 1853 Carr placed another public notice in the local newspaper:

"To the Workmen on Section 19th, N.W. Va Railroad:

You are hereby notified, that from the present date you are required to deal at the Company's store, which is kept exclusively for the benefit of the workmen on the section. Any of the workmen or Shantie keepers disregarding this notice will be immediately discharged and forfeit one-half month's wages.

N.B. A full supply of goods will be constantly kept on hand.

Signed Roseby Carr, Superintendent."¹⁷

For a company spending hundreds of thousands of dollars, this was a stiff

penalty over such a trivial matter. Not all workers greeted this ultimatum lightly. On August 26, 1853, near Bridgeport, Virginia, Carr was attacked by a shantie keeper, an Irishman named Francis Reily, who was arrested and charged with "maliciously... cutting stabbing and wounding with intent to maim, disfigure, disable and kill."¹⁸

In November 1853, Reily was tried, found guilty of cutting Roseby Carr with a hand-axe and sentenced to one year in the penitentiary.¹⁹

On October 23, 1855, Roseby Carr died while working on the NWVRR. The following obituary ran in *The Baltimore Sun*:

"Death of a Well Known Citizen—Mr. Roseby Carr, who, for several years past has been in the employ of the Baltimore and Ohio Railroad Company as a supervisor and contractor upon the road, died at Clarksburg, on the Parkersburg branch, on Friday morning last. He was aged about 56 years, and his disease was the brain fever. His remains were brought on to this city by his family, and yesterday interred in Greenmount Cemetery.

There are few persons who have noted events in connection with the Baltimore and Ohio Railroad who have not heard and seen, again and again, the name of Roseby Carr, the notice of whose death is published above. Men higher in station fall daily, men more celebrated, but few ever pass away who have better claims to respectful and honorable remembrance. For years a supervisor on the railroad near to Baltimore, he had distinguished himself by his energy, intelligence and probity; and when the question of extending the road west of Cumberland arose, and the track was ready for the rails, he took charge of the laying of the latter, and pushed on the work, drawing his supply of material from his rear, mile after mile, through the mountains, with a dispatch unequalled in the history of civil engineering; until, having thus completed two hundred miles, he laid the last rail that perfected the long delayed plan of uniting Baltimore with the waters of the Ohio. The energy of the man was only equaled by his sterling integrity, his unaffected modesty, his kindly heart and