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# The Sentinel

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# Message from the President

## Fellow Members,

To all the members who made contributions to our building fund: many, many, many thanks! Your monies went to the building's down payment, construction and improvements, the new roof, and much more. In the future we are planning to seal the driveway and restripe the parking, which should cost \$5,000 at most. We are going to have the heating system upgraded, but the cost figures are not in yet. We should have current financial resources to cover these costs. I will keep you informed.

Since we last communicated, some serious discussions have taken place about the future of this society. Things are positive for us with the membership leveling off and we had a slight increase last quarter. Volunteers at the archives are doing a fantastic job, the archives collection continues to grow, and the number of activities for members is increasing. But there are some major hurdles for the future: younger and larger membership, and long-term funding to keep the current building in operation and expanding.

On February 3rd of this year, the fundraising committee consisting of Nick Fry, Henry Freeman, Ray Lichty, Chris Winslow, and myself met to start exchanging ideas to financially secure the society. Chris Winslow expressed that if we retired the

mortgage in three years, it would greatly improve the finances of the society. The fundraising committee agreed and so did the board of directors. Within three years we renegotiate the interest on the balance of our loan. We anticipate that interest rates will rise by that time, which means more money out of the society's pockets over the next five years. Thus the flyer included with this 2nd Quarter *Sentinel*. Now the society is not broke, but to insure a stable future we need to plan ahead. Many project ideas were discussed in committee, and research is being done to see if these are feasible. We need to think outside what the company store generates since B&O publications and model products are decreasing yearly, so other means of generating money are being considered. Input from the membership is welcome, but give us details, specific pros and cons, and a list of volunteers that could help.

It has been almost two years since we purchased the building, and the operation team is doing a comprehensive evaluation to improve cost savings with the building's use. Our biggest expense is our heating cost through the four rough months of winter. As stated in the first paragraph, we asked our heating service contractor to give us a proposal to make modifications to our heating system and improve efficiency. Our

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**THE BALTIMORE AND OHIO  
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## On the Covers

**Front Cover:** A two-unit consist takes charge of Train 293 as it clatters southbound across Conrail's (ex-PRR) Pittsburgh-St. Louis mainline at Piqua Crossing at Piqua, Ohio on September 25, 1978. Train 293 once operated between the B&O's Rossford Yard at Toledo and L&N's Decoursey Yard at Decoursey, Kentucky, located just south of Cincinnati. (Photograph by David P. Oroszi)

**Back Cover:** B&O 0-8-0 1642 is working in Toledo, Ohio on June 6, 1956. The locomotive was built in 1905 by ALCO Schenectady as the first E-27 2-8-0 number 2500. The one-of-a-kind engine differed from its 210 classmates in having an engine weight that was 700 pounds greater. In 1925, it was rebuilt at Mt. Clare into L-2 0-8-0 number 642. The renumbering to 1642 came in 1954. Later in 1956 it would be renumbered again to 854. It was scrapped in 1958. Just out of the picture to the right is Toledo's landmark Great Lakes Terminal Warehouse. Out of view behind 1642 would be the Toledo Union Terminal. (Ralph E. Edwards photograph, Baltimore Chapter NRHS collection)





in the



era



With shipments rising between Chicago and the eastern seaboard, the B&O established the *Baltimore Trailer Train* (BLTT) in 1981. It operated on a 27-hour schedule between Forest Hill Yard in Chicago and Port Covington Yard in Baltimore. The BLTT carried TOFC/COFC traffic for Baltimore and other eastern destinations. On September 20, 1981, the BLTT is seen heading eastbound near Mahoningtown, Pennsylvania, located just west of New Castle Junction. The BLTT will received a fresh crew and 500-mile break.

## The B&O's Multitude of Train Names

by Dave Ori

**It** is impossible to consider rail passenger trains without calling to mind famous named trains such as *The Royal Blue* or *Capitol Limited*. Named freight trains are less well known. Of all railroads, the B&O had the most names and nicknames for its freight trains: an October 1949 booklet from the AAR (Association of American Railroads) listing freight train names for railroads operating across the US is the proof.

The railroad's Sentinel and Timesaver services were well-promoted and justifiably well-known. The additional names were an important part of the company's branding efforts. The names gave the company's salesmen and customers a common vernacular.

The names and their evolution also give insight into how customer needs influenced the railroad's response with new service. The result is that the B&O created many other descriptive and colorful names for its freight service.



After arriving on home rails at Park Junction in Philadelphia moments earlier, Train 685 thunders westbound near downtown Philadelphia on Dec. 21, 1967 as a local yard job from East Side Yard prepares to switch on-line industries. Train 685 once operated between the CNJ at Jersey City and the B&O's East Side Yard at Philadelphia, making connections with Train 89 for Washington and the *Advance Potomac* for Potomac Yard, in Alexandria, Virginia. The vacant lot on the right was the former site of B&O's passenger station, at 24th and Chestnut Streets. (Photograph by John P. Stroop, Dave Ori collection)

Early names often derived from local references. In the 1950s and 1960s names were more straight forward—they named the destination. Then came destinations and numbers and then finally names became acronyms formed with numbers and letters. The letters were abbreviations for their originations and destinations.

Here's a look at the history of this part of B&O lore.

Name/Nickname	Scheduled Run	Number/Symbol
Air Line	Allegheny to Demmler, Pennsylvania	
Banana Special	Baltimore, Maryland to Detroit, Michigan	
Beef Train	Brunswick, Maryland to Baltimore (Bay View)	94
Black Cat	Glenwood to Pittsburgh, Pennsylvania	
Black Duck	Zanesville to Lore City, Ohio	Extra
Broadford Hog	Connellsville to Mt. Pleasant, Pennsylvania	
Candy Run	Allegheny, Pennsylvania to Pittsburgh (Glenwood)	
Coal Digger	Cumberland, Maryland to Somerset, Pennsylvania	
Detroit Steel Special	Youngstown to Toledo, Ohio	
Dirty Shirt	Willard, Ohio to Garrett, Indiana	101
Dirty Shirt	Cumberland to Brunswick, Maryland	CV96
Dive Bomber	Camden Station, Baltimore Terminal area	
Dixie	Toledo to Cincinnati Junction, Ohio	99
High Ball	Benwood, West Virginia to Holloway, Ohio	
High Ball	Fairmont to Clarksburg, West Virginia	
Hot Shot	Dover to Warwick, Ohio	
Johnstown Steel Special	Johnstown to New Castle, Pennsylvania	
New England 96	Chicago-Washington-Baltimore-Boston	96
Peanut Run	Akron to Warwick, Ohio	
Rabbit Run	Flora to Shattuc, Illinois	
Rambler	Brunswick to Hagerstown, Maryland	87
Sally	Glenwood to Demmler, Pennsylvania	
Silk Train	Baltimore terminal transfer run	
Southwest Steel Special	Pittsburgh, Pennsylvania to East St. Louis, Illinois	
Stock Special	Chicago, Illinois to Cumberland, Maryland	
Western Steel Special	Pittsburgh, Pennsylvania to Willard, Ohio	
Youngstown Steel Special	New Castel, Ohio to Willard	

Source: AAR 1949

In coal country, the Wheeling and Monongah Divisions had nicknames for some local mine runs and drags. Some described the train's route; others reflected the main commodity shipped.

In the steam- and early-diesel eras, *Holloway Humpers* were turn jobs running between Benwood, West Virginia and Holloway, Ohio. They forwarded coal from the mines of the Gauley coal region of north-central West Virginia toward the Great Lakes coal ports of Cleveland, Lorain, and Toledo, Ohio. They then returned east with empties.

Back in West Virginia, the *Fairmonter* was a train dispatched from Benwood headed toward Fairmont. Trains heading to Benwood from Clarksburg or Fairmont, West Virginia, were appropriately named *Benwooders*.

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In order to promote its famous Timesaver Service, the B&O staged ads in several rail and shipper publications as seen here.  
(Dave Ori collection)

On the Pittsburgh Division, coal empties operating on the Fairmont, Morgantown & Pittsburgh sub-division between Connellsville, Pennsylvania and Fairmont were called Skinners. The name is a shortening of the nickname for the division—the Sheepskin. According to an article written by Chris Guenzler on trainweb.org, the division nickname came about when a flock of sheep was scattered by passing trains soon after the railroad was built. "The farmer, whose flock was disturbed, was quoted as referring to the





Two manifest trains meet in Seymour, Indiana in March of 1964. Eastbound train *St. Louis 94* barrels eastbound through Seymour, Indiana, while westbound train, *Cincinnati 95*, waits for it to clear. *Cincinnati 95* operated between Storrs Yard at Cincinnati and Cone Yard at East St. Louis, Illinois and carried local traffic for such intermediate points as Lawrenceburg, North Vernon, Washington (Shops), Vincennes, Indiana and Flora, Illinois (for the local-*Rabbit Run*). Not long after this photograph was taken *St. Louis 94* was renamed the *Ohioan* and the *Cincinnati 95* was renamed the *Missourian*. (Photograph by Tom Smart, Dan Dover collection)



Under a sun-drenched evening sky, the *Sealand-Westbound* (SLWB) accelerates westward through Akron, Ohio on September 17, 1986 with double stack containers in tow. The SLWB once operated on a 30-hour schedule between the Delaware & Hudson's SK Yard in Buffalo (the train originated on the New York Susquehanna and Western at Little Ferry, NJ) and Burlington Northern's Cicero Yard at Chicago. From Chicago, the train headed westward on BN rails to Tacoma, Washington where the containers were loaded onto container ships.

line as 'the sheep skinning railroad,' and thus the name," Guenzler wrote.

The *Coal Digger* was a straight forward name. It ran between Cumberland, Maryland and Somerset, Pennsylvania, switching mines along the S & C Subdivision (originally the Somerset and Cambria Railroad) between Rockwood and Somerset.

But diggers didn't just haul coal. *Millville*

*Diggers*, on the Shenandoah Subdivision, switched three large limestone quarries at Millville, West Virginia. The trains originated at Brunswick, Maryland and connected with the *First-* and *Second-Dolomite Specials* at Brunswick.

Among the trains whose names described their primary cargo were the *First-* and *Second-Stone* and *Dolomite*

*Specials*. The *First Stone* and *Dolomite Special* ran between Brunswick and Callery, Pennsylvania, located on the P&W Subdivision (originally the Pittsburgh and Western Railroad). The *Second Stone* and *Dolomite Special* operated between Brunswick and Glenwood Yard at Pittsburgh.

(copy continues on page 13)



Operating between Philadelphia and East St. Louis, the *St. Louis Trailer Train* was one of the premiere westbound trains operating on B&O's Gateway Route. On October 8, 1982, the SLTT receives a high green as it thunders westbound past MD Tower in Clarksburg, West Virginia with TOFC traffic destined for the St. Louis gateway. (Photograph by Dave Ori)



UN Tower was a two-story wooden tower located at the east end of New Castle Yard. It controlled various switches and signals and issued train orders for trains and train line-ups for the New Castle yardmasters and other operating personnel. On a cloudy day in April 1981, a pair of EMD motors, one in the classic B&O blue scheme, the other in the WM's Circus scheme, accelerates eastbound from New Castle Junction, Pennsylvania with the *Chicago-Philadelphia Trailer Train*. One of the flagship trains in B&O's eastbound fleet, CPTT operated on a 30-hour schedule between Forest Hill yard at Chicago and Philadelphia's Snyder Avenue Yard.

(Photograph by Dave Ori)