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The Sentinel

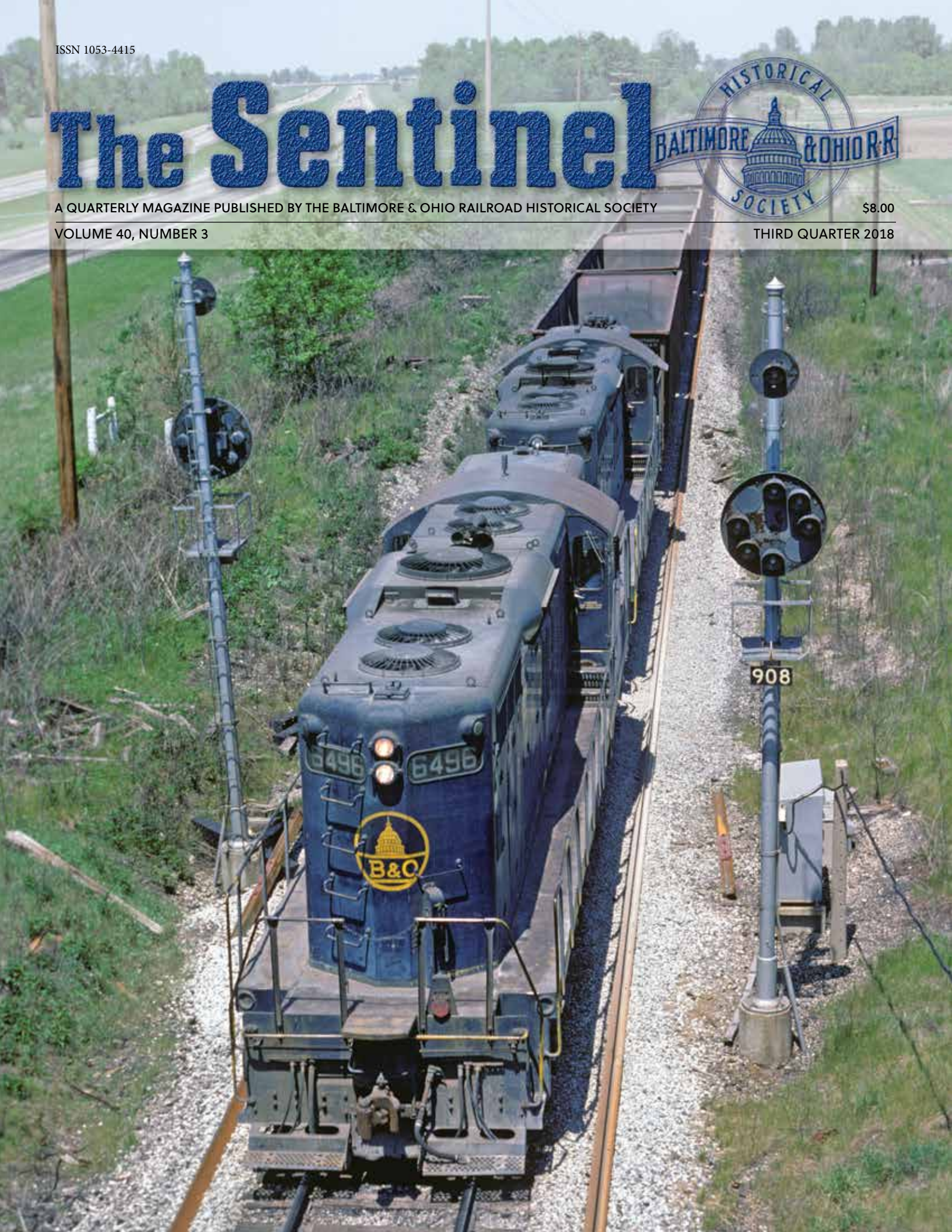


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Message from the President

Well fellow members, we are now half way through 2018 and there has been some up and down during the last three months. Let us start with events that were scheduled since we last communicated. The second quarter of the *Sentinel* was late by several weeks. After communicating with Ken Wing, our editor, I accept his explanation and I am sure this was a rare occurrence and should not happen anytime soon. We try to have the *Sentinel* out within the first 13 days of each quarter but sometimes volunteers' personal lives have to come first, so please be understanding. The 2019 calendar has been done for at least two months and is available for sale. This year there are four additional pages of color photos to celebrate our fortieth anniversary. In early April we hosted the Chesapeake Division, NMRA monthly meeting and their attendance was very poor with extremely warm and clear weather and a train show on the same day. The pilot student art program had poor participation and was not supported by the community or membership. The Art Contest was posted on our website, Facebook page, sent to the local paper, and I sent personal emails to over forty friends and family members. This was a learning experience for me and the art judges said this frequently occurs the first time. It will be scheduled on the first Saturday of May 2019 and expanded to three more school

districts and colleges in Central Maryland. On June 5th we hosted the Carroll County Chamber of Commerce monthly meet and greet, and 32 community leaders attended and were very impressed. This was an opportunity for us to introduce ourselves to local businesses and community organizations. Then on June 7th we had had the second community outreach presentation by John Teichmoeller on Ilchester, Maryland. There were twenty people in attendance and John did an outstanding presentation. We are looking for presenters on any railroad topic for 2019. If you live in the area or are going to be visiting, let Grant Berry know. Finally, our Eastern Mini-Con will be held on July 28th at the society's building.

The retire-the-mortgage program is at 11.5% towards our goal. For those who have donated, many thanks. For those wanting to contribute who misplaced the form, a donation form will be on our website. Our goal is still to have every member contribute \$35 each year for the next three years.

The focus for the rest of this letter is not fundraising, but member contributions and volunteering to provide some service to the society. With over 1,200 members we should get more people to contribute their time to serve the society. Here are the areas of need: (CONTINUED ON PAGE 39)

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On the Front Cover

A southbound train of empty hoppers, en route from Toledo to Cincinnati, passes a pair of CPL signals at Miami-Shelby Road, between Sidney and Piqua, OH, on May 15, 1977. Although well into the Chessie era, this train is led by two GP9s still in B&O blue. Also in the picture is the highway competition, in the form of Interstate 75, closely parallel to B&O's line between Toledo and Cincinnati. (David P Oroszi)



in the



era

The following article is a slightly revised version of one that appeared in the *B&O Railroader* in 1975. The present tense of the original article has been maintained to refer to 1975.



In this view from the parking garage for the Dayton Convention Center, GP38 3838 is leading a southbound train on Dayton Union Railway trackage on April 28, 1974. Dayton Union Railway was jointly and equally owned by B&O, NYC, and PRR, and it provided a route through downtown Dayton that was used by trains of all three railroads. Prior to 1931, this right-of-way was at street level, and the frequent train movements caused a great deal of traffic congestion on city streets. An elevation project, completed in 1931, eliminated all grade crossings in the downtown area. There were four tracks between Dayton Union Station and Second Street Junction, where B&O's Second Subdivision met the joint tracks. The outer tracks were for freight trains, and the middle tracks were used primarily for passenger trains.

B&O's Toledo-Indianapolis Division's First and Second Subdivisions (Cincinnati to Lima) in 1975

By Stephen J. Salamon and David P. Oroszi

The Toledo-Indianapolis Division has been overshadowed by many other parts of the B&O; yet this division is a very important and prosperous portion of the B&O system, with trackage reaching north to Toledo, west to Indianapolis and Springfield, and east to Chillicothe. The Cincinnati-Toledo main is the busiest portion of the division and is split into three sub-divisions. The First Subdivision extends from Cincinnati (Glendale) to Dayton Union Railway (DURY) at Miami City Junction, the Second Subdivision from DURY at Second Street Junction to NS

Tower in Lima, and the Third Subdivision from NS Tower to Toledo. This line provides a convenient route from the Toledo-Detroit area to Cincinnati connections with the Southern (SOU) and Louisville & Nashville (L&N) railroads. A sizeable portion of southbound tonnage consists of auto parts and assembled automobiles for the connections as well as the Cincinnati-St. Louis line of the B&O. A major part of northbound traffic is coal from the L&N and Chesapeake & Ohio (C&O) destined for the steel mills in Hamilton, coal docks in Toledo, and Detroit area industries.

Additionally, ore trains from the Toledo docks move south to the ARMCO mills at Hamilton and Middletown. Of course, there are many empties moving over their respective reverse routes for reloading.

In a normal operating day, over twenty trains are handled on this line. The highest priority trains are *Dixie 94* north and *Dixie 99* south, which operate over the B&O and the Southern Railway (SOU) between Toledo and Atlanta, Georgia. Pooled SOU power is frequently seen on these trains. Four additional high-priority freights are scheduled daily between Cincinnati and



The engineer of B&O train Hamilton 97 is about to get train orders from "Red" Surber, the operator at Tates Point Tower on the east side of Dayton, Ohio. Red was a Penn Central employee at the time, and the regular first trick operator. At Tates Point, the B&O's North Dayton Cutoff crossed the joint Penn Central/Erie-Lackawanna double track mainline on the east side of Dayton. This train, however, is not using the North Dayton Cutoff, but is using the original B&O line through East Dayton Yard. Since this route did not cross the PC/EL line, "Red" had to walk from the tower to the shoulder of East Springfield Street to hand up the train orders. Although a NYC/PC tower, Tates Point was a train order location for B&O, with B&O sharing in the expenses for the tower.



GP9 6654 was switching at the south end of Needmore Yard on July 28, 1973. Needmore became the primary yard in Dayton once an expansion project was completed in 1969. The 6654 is on the yard lead that stretched south to North Dayton Tower. To the left is the single main track (with welded rail) and the siding (with jointed rail). The six yard tracks closest to the main and siding are the original Needmore Yard tracks. Eleven more tracks were added in the expansion project. The tracks curving to the right go to the car shop and the engine servicing area

Toledo Division Railfanning Today

For those coming to the Dayton convention in September, the former Toledo Division offers some interesting railfanning opportunities. The ex-B&O main line between Cincinnati and Deshler handles more freight today than it did in B&O days. Between 20-25 trains a day use the line today. Although many of the classic B&O CPL signals have been replaced with modern signals, there are still some CPL signals remaining north of Dayton. This article describes some of the best railfanning sites today, beginning in Glendale on the north side of Cincinnati, and moving north to Deshler.

GLENDALE

Our tour begins at the town of Glendale, between Cincinnati and Hamilton. Glendale was the point where the Toledo Division met the Cincinnati Terminal Division. Although the CPL signals have been replaced, Glendale remains a good place to see and photograph trains. South of the Sharon Road grade crossing there are city streets parallel to the double track line. The former depot at Willow Avenue is now a museum, the Glendale Heritage Preservation Museum, which includes some B&O artifacts. The museum is open on Thursdays and Saturdays from 11am to 3pm. The Cock & Bull restaurant on Sharon Road, just west of the grade crossing, has a second-floor outdoor deck with a view of the tracks.

CSX and Norfolk Southern have a directional trackage arrangement between Cincinnati (Ivorydale) and Hamilton, with most northbound trains of both railroads using the former B&O, and most southbound trains of both railroads using a route to the east, consisting of former PRR and NYC trackage. There are some exceptions to that pattern. CSX trains using the former B&O line to Indianapolis must use the B&O in both directions, but generally, if you are at Glendale, the likelihood is that you will see many more northbound than southbound trains (NS trains are eastbound if en route to Cincinnati, or westbound if moving away from Cincinnati).

HAMILTON

The city of Hamilton was once a major industrial powerhouse, with three B&O yards serving local industry. Wayne Yard, between North Gilmore and Symmes Roads, once served a large GM stamping plant, closed over 30 years ago. The yard was removed, and the area is now heavily grown in. There are numerous grade crossings in the city, but much of the “scenery” is a run-down industrial area, and not very photogenic. Pit Yard, now an empty field, used to be west of the main tracks between the Belle Avenue and Central Avenue grade crossings. The Hamilton station still stands at the point where the Indianapolis line joins the Toledo Division main line, but today the station is unoccupied, boarded up, and in danger of demolition. The station can be photographed from Martin Luther King Boulevard to the west of the station. Trains can be photographed from the sidewalk along MLK Boulevard; afternoon light is best.

HAMILTON—BUTLER STREET

The north end of the CSX-NS directional running is the junction near Butler Street, a few blocks north of the station building, where the former PRR line, now owned by NS, junctions with the CSX ex-B&O line. Although in an urban setting, Butler Street is one of the best train watching locations in the area. There is plenty of parking nearby, and trains can easily be photographed in both directions without trespassing.

NEW MIAMI

Norfolk Southern uses the former Toledo Division between Butler Street and the town of New Miami, about two miles north. Between CSX and NS, up to 60 trains a day may pass Butler Street. To the north, the line crosses the Great Miami River on a plate girder bridge, which can be viewed from Route 127, but which is not easily photographed. In the town of New Miami, the Norfolk Southern line from Fort Wayne Indiana junctions with the CSX line, formerly controlled by New River Tower. Today, the junction is off

limits, and not very photogenic in any case. New River Yard, the only remaining yard in the Hamilton area, is north of New Miami, where the branch to Middletown meets the main line. The south end of the yard can be viewed from Augspurger Road, but photography is not recommended because of private property and difficulty parking. The north end of the yard can be viewed from Jackson Road.

TRENTON—NEW CARLISLE—MIAMISBURG

In the town of Trenton, the line can be viewed from city streets, allowing for train watching and photography without trespassing. Morning light is best for northbound trains, and afternoon light is best for southbound trains. Between Trenton and Carlisle, the CSX and NS (former NYC) lines are close together and can both be viewed from the grade crossings at Union Road and Farmington Road. At Miamisburg, the now privately owned depot can be viewed from the West Linden Avenue grade crossing.

DAYTON

On the south side of Dayton, the line can be easily viewed and photographed from Danner Avenue south of Nicholas Road; mid-to-late-afternoon light is best. Between Nicholas Road and downtown Dayton, the line passes through a run-down former industrial area, not recommended for photography or train watching. CSX and NS share a mostly elevated right of way through the downtown Dayton area, formerly the Dayton Union Railway that was once jointly owned by B&O, NYC, and PRR. Today, the CSX and NS have parallel single track main lines over the former Dayton Union Railway property. The CSX and NS lines do not cross. CSX trains use the north track, while NS trains use the south track. The lines come together on the west side of downtown Dayton, formerly Miami City Junction, near the west end of the large through-truss bridge over the Great Miami River. The west end of the bridge is accessible from Edwin C Moses

(CONTINUED ON PAGE 22)

The infrastructure of the Dayton Union Railway remained largely intact into 1975, even though the number of passenger trains through Dayton had declined to only two with the start of Amtrak, but downsizing is evident in this view from September 5, 1976, of a southbound B&O train entering the Dayton Union Railway at 2nd Street Junction. *(David P Oroszi)*



With downtown Dayton in the background, a southbound train with two Chessie GP40-2s is passing the west end of Dayton Union Station, on the Dayton Union Railway, on February 4, 1978. This train is about to cross the Great Miami River, and will be back on B&O rails at Miami City Junction. *(David P Oroszi)*



A southbound train with two F7As is crossing East First Street in downtown Dayton, approaching 2nd Street Junction where the train will enter Dayton Union Railway. Although undated, this photograph was taken prior to an elevation project during 1956-57, which raised the B&O right-of-way above street level between 2nd Street Junction and the bridge over the Mad River. *(Alvin L Schultze)*

