

The Sentinel



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SAVING AN EM-1 FOR THE MUSEUM

A Sequel

PAGE 3



Message from the President

Fellow members, the year is winding down and soon the holiday season will be a consumer of our time with family and friends. The year for the society has been successful on many fronts with additional collections to the archives, improvements to the building, and a very active volunteer base working on our collection. Most Thursdays we average between twelve and twenty members, and eight to twelve at our Saturday sessions. To all that work for the Society, thank you.

Since we last communicated, we had the Eastern Mini-Con and over sixty people attended. Also, the Chesapeake Division, NMRA, had modelers' day at our building and we shared some interesting time speaking with people who enjoy various model railroading experiences. As I write this letter, we received several large shipments of new Company Store sales items. The first to come were paper plates with the 1939 B&O diner design printed to represent the famous china, and they look great: flyer enclosed with this mailing. Second was the hard cover book, *B&O in Baltimore: 160 Years of History in the Charm City Area*.

A flyer for this is also enclosed with this mailing. By the time you receive this issue of the *Sentinel*, we will have attended the Mid-Atlantic RPM meet, and the annual convention in the Baltimore-Washington International (BWI) airport area. Attendees of the convention will have had the privilege to attend various train trips and tours of the railroad industry in Baltimore, as well as spending time touring the B&O Museum in Baltimore, including the museum's backshop. Included with their registration was a copy of the new book and the annual convention pin.

It is now within seventeen months to our goal of paying off the mortgage, and we have 60% of the funds to do so. Please consider making a contribution toward helping the mortgage fund and use the donor form enclosed with this mailing. Any amount does help. After we pay off the mortgage, a considerable amount of savings will occur in the operations of the society.

At the last Board of Directors meeting, for the first time in many months, we lost more members than those who joined.

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P. O. Box 1608
Sykesville, Maryland 21784

E-mail: info@borhs.org

Website: borhs.org

Missing Sentinel: storemanager@borhs.org

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president@borhs.org

Grant Berry - VICE PRESIDENT
vp@borhs.org

Allen Young - SECRETARY
secretary@borhs.org

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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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On the Covers

FRONT COVER: B&O EM-1 7618 is pulling coal loads with a clear stack at an unknown date and location. The first hopper has the briefly-used lettering scheme with the full-height ampersand. (*Collection of the B&ORRHS*)

BACK COVER: EM-1 7606 powering westbound has just cleared Sand Patch Tunnel and has almost reached the summit pulling its freight cars up the steep grade. This prisma colored pencil drawing is by Barry Kenner.



Five year old EM-1 7603 has been shopped, cleaned up and repainted for this display at the 1949 Chicago Railroad Fair.

(Collection of Dwight Jones)

SAVING AN EM-1 FOR THE MUSEUM

A Sequel

By Dwight Jones

After my article about an EM-1 for the B&O Museum appeared in the *Sentinel*, [Ed. Note: First Quarter 2018, Volume 40, Number 1] David Vartanoff, provided a scan of a B&O Transportation Museum booklet in a Yahoo Group posting that contained a wish list of sorts of future museum acquisitions, including 4500, 5300, and an EM-1. Mr. Vartanoff explained that he obtained the booklet during a Cub Scout tour of the museum during the mid-1950s.

I also had one of these brown-cover booklets in my files, but it carried a 1970 publication date hence, as a later revision, no mention of any EM-1. How many revisions had there been to this museum publication, and when was the EM-1 removed from the wish list? I set about to try to answer this question by purchasing

a random sample of 17 different issues to supplement the one I had in file.

It is difficult to tell for sure just how many revisions there were and when each was published as there are no publication dates presented in the booklets (except for one). There are subtle hints, however, and I have used these to try to piece together this history of the booklets and how they relate to the EM-1 story.

The October 1956 *Baltimore & Ohio Magazine* had a brief article about this museum brochure. The article starts out, "A strikingly handsome brochure describing the voluminous exhibits housed in the B&O Transportation Museum in Baltimore has recently come from the presses." This would help to date the introduction of this booklet. Unfortunately, the article

concludes with, "Already it is in its second printing." So, when was the first printing?

I believe the first version of this museum publication was done in 1956. This is based on the listing of J. L. (Joseph) Stanton as Director of Public Relations for the B&O (shown on the inside rear cover). Stanton, an Ohio University graduate, took over for R. M. (Robert) VanSant who retired October 1, 1955, as B&O's Director of Public Relations at the age of 70 after working 42 years for the B&O. Engines 4500 and 5300 were not retired to the museum until July of 1957, hence they still are wish-list items in this first edition of the publication along with an EM-1. This also lines up with the date that David Vartanoff remembers touring the museum with his Cub Scout group. In 1956 all 30 of the EM-1's still were in



The last of the 30 EM-1s, 7629, is shown at Painesville, Ohio, September 2, 1956. (Al Chione collection)

service (or at least still were active on the roster). The first EM-1 unit was not retired until February 1957 (663).

This 1956 edition has a Kuhler open-amperсанд emblem on the cover at the lower left corner, replaced on later versions with a “25 cents” price listing. The font for the B&O initials shown on the top left of the booklet was also changed in later revisions. One interesting fact from the early versions is that many of the museum steam locomotives were listed as operable. Even diesel 51 carried this notation: “Although No. 51 occupies a proud place in the B&O Transportation Museum, its engines could be quickly restored and the locomotive could be placed back in service with short notice.” Later revisions of this booklet removed the comments about the diesel and steam engines being operable or being restored for service—perhaps yet another subtle acknowledgement of cost constraints.

This edition of the booklet is believed to be the first because the cover photo is slightly darker (better contrast) than all but one of the later versions.

There is an edition which we will call Version Two that we cannot date. It is the same as the above version but there is no name listed for the Director of



This collection of museum brochures are of various revisions from the mid-1950s into the 1960s and provide the key information contained in this article. (Brochures collection of Dwight Jones)

Public Relations. It continues the EM-1 on the wish list. It is possible this version predates the Version One listed above. It also has the darker cover.

Version Three shows W. H. Schmidt, Jr. as the Director of Public Relations (he took over for J. L. Stanton on November 1, 1956, when Stanton was named to head



An unidentified EM-1 pulling mixed freight puts on a fine show for the photographer at an unknown date and location.

(Collection of the B&ORRHS)

FUTURE STEAM EXHIBITS

Additional steam locomotives, still in service or in standby status, are scheduled to be added to the museum collection when their economic usefulness to the railroad is past.

Three steam locomotives now marked for museum exhibition and important in the sequence of development of rail locomotion are the following:

- (1) The original PRESIDENT WASHINGTON of 1927.
- (2) The USRA MIKADO of World War I.
- (3) The EM-1 MALLET, the largest and last steam locomotives built for the Baltimore and Ohio Railroad.

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This listing in an early museum brochure showed an EM-1 "marked for a museum exhibition".

RECENT ADDITIONS

Two steam locomotives of importance in the sequence of development of rail locomotion have recently been restored and added to the museum collection. They are the USRA Mikado of World War I (No. 4500) and the "President Washington" of 1927 (No. 5300).

This later museum brochure listing showed only the 4500 and 5300 restored for museum display. No mention of any EM-1. When the museum reopened in 1964, after being closed since June 1958, the EM-1s were all gone.

the Maryland Port Authority). This version continues to list an EM-1 for the museum.

Version Four shows no name listed for the Public Relations Department, but it does list, for the first time, a zip code for the museum address. Wikipedia lists zip codes as appearing in 1963 so this version must have been produced after the museum reopened in 1964. It continues the listing of 4500 and 5300 but the EM-1 has been removed (of course, the final five EM-1 were retired several



B&O 7614 northbound at Island Road, May, 1955. (Collection of the B&ORRHS)

years previous in 1960 during the period the museum was closed). The Kuhler open-ampersand emblem on the cover was replaced with a “25 cents” price on this version (another effort to control costs).

Version Five continues what appears in Version Four except that the rear outside cover now sports a B&O museum emblem rather than the Capitol Dome emblem found on Version Four. Probably a later 1960s production, it is interesting to note that the Capitol Dome emblem also disappeared on some B&O equipment repainted by the railroad in this era.

Version Six, the original one in our collection, carries on page 32 small lettering “9-70 25M” which we interpret to be the printing date (September 1970) and the total quantity printed (25 thousand). Of course, no EM-1 mention appears.

Since the 18 copies that we acquired were purchased randomly, their rarity may be shown by the following distribution: Version One (1 copy), Version Two (1 copy), Version Three (9 copies), Version Four (2 copies), Version Five (3 copies), Version Six (2 copies). This would suggest a big demand for these booklets when the museum reopened in 1964.

Regarding the retirement of the EM-1, I was fortunate in the early 1980s to have almost unfettered access to old B&O records in the 1 Charles Center building, the old B&O office building nearby, the

records storage area at Camden Warehouse, additional record storage venues at the Port Covington warehouse, and finally the Benson Avenue Records Warehouse. Recently I discovered in my files that I had recorded information on the final retirement and disposition of ten of the 30 EM-1. There must have been something that intrigued me about those engines even way back then to devote the time to record this information, which is tabulated in this article. Included in the ten are the two that were used as stationary boilers south of Benwood (651, 659), the latter photographed at Butler Junction by Bob Rathke, presumably on its way to the scrapper, and

the one that Bob Withers speculated could have been a museum candidate (679) as it was reported as inside the Cumberland shops (refer to his book on the EM-1).

I also have had some additional thoughts about Larry Sagle and the EM-1. The museum’s first curator, he certainly would have had a hand in the production of the brown-cover museum booklet described above, if not totally producing it. After retirement in 1960, he set about completing his landmark publication *B&O Power* with Al Stauffer, which was published in 1964. There is not one passing comment in *B&O Power* about any EM-1 for the museum, even though he devotes 18 pages to the class, more pages than any other single class in the book.

In the NOTES section of the book he mentions several times the cost of maintaining the museum, equipment, and supplying loans of antiques to various celebrations across the system. One photo showing Memnon loaded on a flat car starts out, “It didn’t load itself,” a reference to cost. He mentions that Jervis Langdon committed to restore 4500 and 5300 “when funds became available” (Note 79 in the book), but again no mention of an EM-1. It is obvious that cost was a major factor on his mind from his days working at the museum. Read carefully what the museum wish list said in the booklet. [They would] “be added to the museum collection when their economic usefulness to the railroad is past.” In the case of the EM-1, that “economic usefulness” was apparently defined by their scrap value. 🗑️

Known Retirement Information for EM-1s

No.	Retired	Retired At	Disposition
650	08/12/1960	Lorain, Ohio	Sold as scrap 07/1960
651	05/29/1961	Benwood, West Virginia	Sold as scrap to D.J. Joseph Company
659	05/22/1961	Benwood, West Virginia	Sold as scrap to D.J. Joseph Company
660	08/18/1960	New Castle, Pennsylvania	Sold as scrap 07/1960
668	08/12/1960	Lorain, Ohio	Sold as scrap 07/1960
671	08/18/1960	Cumberland, Maryland	Sold as scrap to Feldstein Iron & Metal Company
673	08/22/1960	Cumberland, Maryland	Sold as scrap to Luntz Iron & Steel, Warren, Ohio 07/1960
675	08/11/1960	Holloway, Ohio	Sold as scrap 07/1960
678	08/22/1960	Cumberland, Maryland	Sold as scrap to Luntz Iron & Steel, Warren, Ohio 07/1960
679	08/18/1960	Cumberland, Maryland	Sold as scrap to Feldstein Iron & Metal Company

Note: Given that the museum selected 4500 and 5300, it is logical that they also would have wanted 7600 (650), retired at Lorain, Ohio. *Compiled by Dwight Jones*