

ISSN 1053-4415

The Sentinel



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

\$8.00

VOLUME 45, NUMBER 3

THIRD QUARTER 2023



President's Report to Members

Fellow Members,

We are now approaching the hump of the 2023 year. Many behind-the-scenes events are progressing within the society. With the Mini-Cons, Convention, Model Train Flea Market, and Holiday Railroad Display in the upcoming months, the staff and volunteers are very busy. Research and cataloging continue on Thursdays at the archives, and committees continue to meet as needed. So, here is the rundown of what is happening.

The building committee is investigating the possible addition to the back of the building. We have contacted a commercial architect to develop a proposal for us to consider. It will be a one-story addition allowing us the potential to add storage and develop a model railroad to encourage younger members. The initial cost figures are in the high six figures. I am not sure I can ask the society members to foot the bill for such a project after they paid for a new roof and the mortgage. We will see what develops over time.

The model committee has produced some passenger-car kits with the assistance of John Greene at Bethlehem Car Works (BCW). There are a few D-14 combination car kits left, the B-8d baggage car has sold well—the last few kits are expected in

the next quarter—and the new product is the C-10 horse/theater car (see flyer) just announced for orders. Also, BCW has produced the ice breaker racks to go onto 55T offset hopper cars. The conversion parts are still available, so order them now. We are hoping to have decals for the icebreaker car in the next quarter. The Rapido USRA M-24 box cars are still available with the correct shell. If you are reluctant to swap shells, let us know and we will do it for you. The diesel-fuel tank car is almost sold out: order quickly.

The 2024 calendar is now available through the company store; thank you Henry Freeman and Wade Rice for doing a great job. Henry has volunteered to do one more calendar. Sharp steam-era images are needed to mix in among the large selection of 1960s and 1970s collections we acquired in the last couple of months. Ken Wing is always looking for articles for the *Sentinel*; please consider contributing. Editing services for authors by society members are available. Book projects are moving along, but the food-service-car book took a hard hit with the sudden death of Joe Nevin. As we retrieve the research materials and drafts from Joe's family, the archive team will make every attempt to complete this

(CONTINUED ON PAGE 39)

The Sentinel

The official publication of
**THE BALTIMORE AND OHIO
RAILROAD HISTORICAL SOCIETY**

P. O. Box 1608
Sykesville, Maryland 21784

E-mail: info@borhs.org

Website: borhs.org

Missing Sentinel: storemanager@borhs.org

The Baltimore and Ohio Historical Society is a nonprofit corporation dedicated to preserving and disseminating historical information about The Baltimore and Ohio Railroad.

Copyright ©2023 ISSN 1053-4415



SOCIETY OFFICERS

Greg Smith - PRESIDENT
president@borhs.org

Grant Berry - VICE PRESIDENT
vp@borhs.org

Allen Young - SECRETARY
secretary@borhs.org

Chris Winslow - TREASURER
treasurer@borhs.org

BOARD OF DIRECTORS

Bruce Elliott (2023)

Dale Corn (2024)

Nick Fry (2023)

Dave Ori (2025)

Travers Stavac (2024)

John Howard (2025)

Bob Hubler (Past President)

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

Clifton Linton and Gene Stebbins
ASSOCIATE EDITORS

Brian Rochon, ARCHIVES EDITOR

Craig Close, RUNNING LIGHT EDITOR

Nick Fry, ARCHIVIST

David Murvihill, 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

COMPANY STORE

Orders: Company Store link at borhs.org
storemanager@borhs.org

MEMBERSHIP

membershipchair@borhs.org

One year regular membership is \$55.00. For other classes or inquiries, write to the Society's P.O. Box address, or email membershipchair@borhs.org.

For an address change, write to the P.O. Box address, or email address@borhs.org

Memberships, once accepted, cannot be returned.

In This Issue

B&O HOTELS Part 2 BY E. RAY LICHTY.....	3
B&O's PUBLIC RELATIONS TAKE TO THE RAILS <i>Layouts, Models, and Transport Cars</i> BY DWIGHT JONES	16
B&O's 1923 TRADE MARK CONTEST BY BRIAN ROCHON	27
100 YEARS AGO ON THE B&O CURATED BY BRIAN ROCHON	29
ARCHIVE CENTER AND BUILDING REPORT BY GRANT BERRY.....	30
FROM THE ARCHIVES <i>Another First for the B&O</i> BY BRIAN ROCHON	32
OBITUARY <i>Joseph Nevin</i> BY GREG SMITH	36
RUNNING LIGHT	36

On the Covers

FRONT COVER: At Relay, Maryland, B&O engine 54 hauls the *Royal Blue* past the boarded up Viaduct Hotel in May, 1947.

(Warren E. Olt photograph. Baltimore Chapter NRHS, Inc. collection)

BACK COVER: Rubber-tired parade unit 99 and its associated passenger car, full of excited passengers, are ready for this 1950s-era Baltimore parade. An attached sign pays tribute to the American Legion. Behind is the rubber-tired diesel and its passenger coach. The diesel and coach currently are under renovation by a private owner. Anyone know what happened to 99 and its car?

(L. Rogers image, Baltimore NRHS Maryland Rail Heritage Library collection)



Opened in 1873, the E.-Francis-Baldwin-designed Viaduct Hotel in Relay, Maryland is six miles west of Baltimore. This staged photograph includes the then-oldest surviving B&O engine, a so-called grasshopper-type sporting an 1834 date, and its newest engine, a much larger 2-8-0. The original mainline ran behind the hotel. The Washington Branch extended to Washington in front of the building. The station was on the east (right side) of the building.

B&O Hotels

PART TWO

By E. Ray Lichty

Images courtesy of the B&O RR Historical Society archives unless otherwise noted.

Part 1 of this series examined the first four hotels that were built, owned, or operated by the B&O. Two were in Martinsburg, West Virginia and one each in Grafton and Cumberland, Maryland. Part 2 of this series relates the stories of three hotels in Maryland.

Viaduct Hotel Relay, Maryland

Relay Maryland was a critical spot on the mainline in the first days of the railroad's service. It was where railroad crews changed horses that were pulling the trains. Relay was midway between Baltimore and the railroad's first terminus, Ellicott Mills, Maryland—later named Ellicott City. Line construction began in 1828 and reached Ellicott Mills in 1830.

A privately built business, Relay House became a well-known hotel, restaurant, and train station; however, it was neither built, owned, or operated by the B&O. Those

are the criteria used to determine whether a hotel is written about in this series of articles. More about that facility later.

The first B&O hotel west of Baltimore was the Viaduct Hotel, also at Relay. The Viaduct Hotel stood on the north bank of the Patapsco River just 150 yards west of Relay House. At this location, the B&O's Washington Branch, built in 1835, split from the mainline and crossed the Patapsco River on what became the famous stone-arched Thomas Viaduct. The river provided the railroad's mainline path west for the next 40 miles.

This junction was selected by the B&O's then-President John W. Garrett as the spot for a passenger station and small luxury hotel. The Viaduct Hotel catered to travelers on the Washington Branch connecting to B&O trains to and from the west and those passengers traveling beyond Baltimore on the Philadelphia, Wilmington & Baltimore

Railroad who would be transferring to and from their trains in Baltimore.

In those days there was a belief that night air was poor for one's health. Travelers found a hotel at Relay to be a wonderful spot to get off a train before dark to avoid night germs. The growing middle class found places like the Viaduct Hotel an attractive getaway.

The station/hotel was built of locally quarried stone in a Gothic-Victorian ornamented style. It was designed by E. Francis Baldwin, the head architect of the B&O, who designed many stations for the railroad. Viaduct Hotel was built at a cost of \$50,000 and completed in 1873. Station facilities, including a passenger waiting area and ticket office, were located on the east end of the first floor.

The hotel was luxurious with a dozen rooms across three floors. It had a fine-dining room, an informal dining area, a



The Viaduct Hotel is on the bank of the Patapsco River where the Washington Branch leaves the original mainline and crosses the Thomas Viaduct.

lunchroom, a bar, and a barbershop. The hotel's gardens commanded an expansive view of the adjacent river gorge.

For many years, the dining facilities of the Viaduct Hotel were operated by the John T. Murphy Co. That was the same company that operated, for a while, the Queen City Hotel in Cumberland. This group operated railroad lunchrooms at various locations and other hotels. The Murphy company had their own design of china. It is even-more collectible than some of the B&O's famous china.

Ironically, while Garrett was credited with many of the railroad's visionary plans, the Viaduct Hotel was not one of them. This could be because the hotel was doomed from the start.

The first sleeping cars came into use on the B&O in 1859, well-ahead of the hotel's

construction. These rolling accommodations reduced the need for hotels at rail junctions.

Another blow came in 1873, the year the Viaduct Hotel opened, when the B&O opened the Metropolitan Subdivision. This new trackage linking Washington and Brunswick Maryland allowed trains to and from the west to reach Washington. From there, passengers rode the Washington Branch to Baltimore. For that reason, transfers at Relay were no longer required; however, the hotel did have a following. It was convenient to downtown Baltimore. The fine food served in the dining room made it an attractive spot for entertaining customers and guests. Also, the railroad's management used the hotel for staff meetings and other gatherings.

A greenhouse built at the Viaduct Hotel

in 1880 supplied plants for the gardens at the Queen City, Deer Park, and Oakland hotels, and the gardens at Buckhorn, which were maintained by the railroad's rockslide watchmen on the Cheat River grade.

Despite the questionable justification for its existence, the Viaduct Hotel operated seventeen years, until 1890. After that and until the Baltimore fire in 1904, the building was a boarding house. It was a significant retreat from its early grandeur. After the Baltimore fire destroyed the B&O's Baltimore and Calvert streets headquarters, the Relief Department used the Viaduct Hotel as its offices until a new headquarters building was opened in 1906.

The station portion of the structure continued to operate until 1938. The station and hotel were torn down in 1950.



The Viaduct Hotel was built of locally quarried stone in a Gothic-Victorian ornamented style.



The Viaduct Hotel closed in 1890, after only 17 years of use. The station closed in 1938 and the building was demolished in 1950.

The Glades Hotel

When the B&O arrived in Oakland in 1851, it built a three-sided lean-to station intended more for freight than passengers. Passenger services were provided by the most significant early hotel in the region: The Glades Hotel. It was built as a rooming house in 1851 by White and Burton. They sold it in the mid-1850s to Peter Lyle, a developer who transformed it into a hotel. He claimed the hotel to be the first mountain resort in the United States served by a railroad. The veracity of his claim has not been verified. He sold the hotel to John Dailey in 1858, who greatly enlarged it. From its beginning in 1851, the rooming house/hotel sold B&O tickets and served meals to train passengers before the railroad added dining cars to its trains.



The Glades Hotel was the first hotel in Oakland, Maryland. It was located adjacent to the mainline. It also sold tickets to the railroad and was a meal stop before the introduction of dining car service.

The hotel was on the north side of the tracks east of the adjacent lean-to station. The Glades Hotel housed the county court until a courthouse was built in 1877. The hotel and the B&O station were destroyed by fire in 1874. The hotel was rebuilt the same year. It operated until the early 1960s and was torn down in 1965.

After the fire, the railroad built a second station on the site. It was in use when the Oakland Hotel opened. Baldwin and Pennington designed a more elaborate Oakland station, which opened in 1885, next to the existing second station. The 1885 station remains in use today as the Oakland B&O Railroad Museum.



The Deer Park Hotel, which opened for the 1873 season, was an immediate success. The 104-room hotel included all amenities and services that would be expected at a summer resort, except men's- and ladies'-swimming pools were added in 1887.