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"Over the River and Through the Woods"

President's Report to Members

**Guest Writer: Allen Young,
Secretary B&ORHS**

At the Board of Directors' meeting in Cincinnati in September, Greg Smith asked other members of the board to begin acting as guest writers of the *Sentinel* every other issue—in lieu of the usual President's Report—to provide their views on the Society. I volunteered to go first. A Society member since 1984 and board member since 2001, I decided to use this opportunity to reflect on how we arrived at the present (I've been along for most of the ride), and consider where we may go in the future.

Unlike the majority of Society members whom I've had the privilege of meeting and corresponding with, I had no affiliation whatsoever with the B&O. I never worked for any railroad until 2016 (Amtrak for two years), no family member ever worked for the B&O, and even though the B&O ran through my original hometown of Philadelphia, Pennsylvania, they were a distant third place to the Pennsylvania Railroad and Reading Company in terms of relevance to the local general public. I wasn't quite two years old when the last *Royal Blue* passenger train departed the aging Frank-Furness-designed 24th & Chestnut Street station on the east bank of the Schuylkill River in April 1958. I remember driving past that station as a kid, but never went inside or rode any B&O trains. By 1963, the station was torn down to make way for a high-rise apartment building.

Why did I join the Society? Because I wanted to learn about the prototype for HO scale modeling. I picked the B&O because I liked the diesel color schemes. After much personal deliberation and too many early uninformed model purchases, I eventually settled on the late 1930s to early 1940s time period—the classic steam-to-diesel era—which offered a wide variety of steam and diesel locomotives and rolling stock to pick from. I didn't know the Society existed until December 1983—just a couple of months after I got married. My wife and I attended a Greenberg model train and dollhouse show in Philadelphia. It was there I ran into a Society table, and picked up some Data Sheets and a membership application form. I officially became a regular member in February 1984.

I subsequently developed an appetite for B&O dining car artifacts around 1995—especially china. Over time, I've learned a ton from fellow collectors, employees, and volunteers at the B&O Railroad Museum and Society archives. Rather than hoard that acquired wisdom for myself, I decided to share it with our members between late 2018 and mid-2020 with a four-part *Sentinel* series about all B&O china patterns and manufacturers from the 1870s until the end of passenger service in May 1971. I still learn new things about the subject.

I started giving back by volunteering to help with Society annual conventions. My

(CONTINUED ON PAGE 39)

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On the Front Cover

E7 1425 and mate lead their blue and gray consist through a winter wonderland in new Albany Indiana on January 2, 1961. The three cars just behind the heavyweight baggage car appear to be streamstyled heavyweight cars. The 1425 wore number 74 from its October 1945 purchase until the 1957 renumbering. (U. David Ingles photo, courtesy B&ORR Archives)

B&O Public Equipment

Part Two

By Dwight Jones

As is often the case, more information has surfaced relating to the article on this topic published in the 3Q2023 *Sentinel*.

Another Layout!

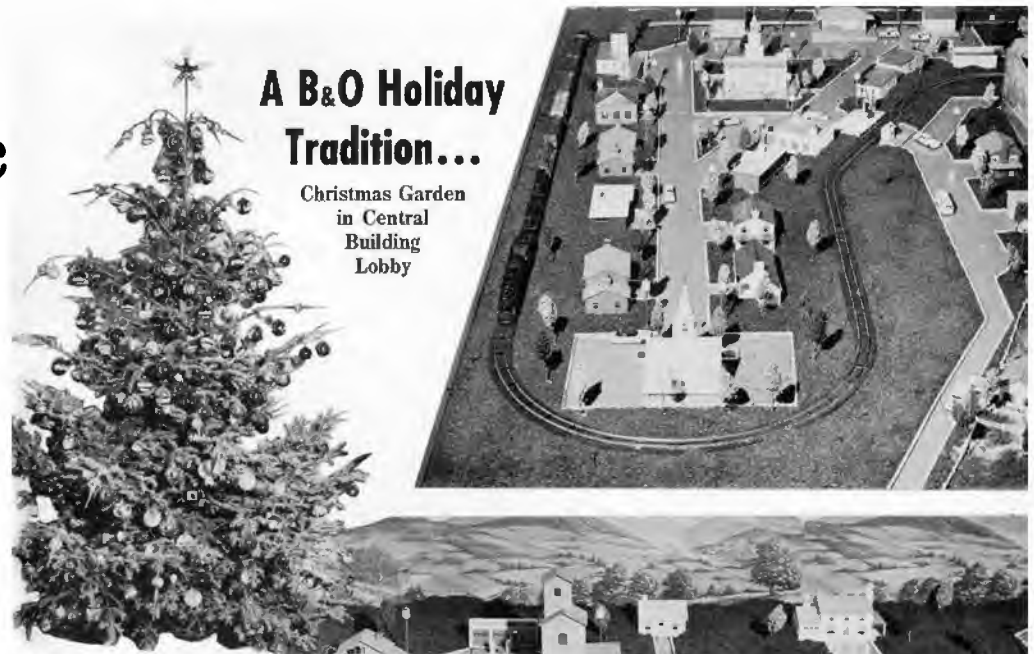
In addition to the O, HO, and S gauge layouts covered in the previous article, a fourth layout of yet another scale has now surfaced. The April 1958 *Railroad Model Craftsman* contains a short article on a TT scale layout assembled at the B&O Museum. The 10' x 10' layout was in operation for the 1955 NMRA Convention in Baltimore. TT scale is described as a size between HO and N.

The magazine article indicates that this layout originally was owned by H. P. Products and was displayed at trade shows and rail conventions before being donated to the B&O Museum in July 1955. The layout was extensively modified and improved at the Museum.

B&O's Larry Sagle was quoted in the article as saying, "As you know, it has always been our opinion that on any layout, trains should disappear and reappear for the sake of realism. Trains go places and come from far away points and it gripes me to see trains running around and around, chasing their tails on a flat open platform. That's not model railroading, but playing with trains!"

C2502 Now Red?

The author had the opportunity to tour the Cincinnati O-gauge layout on June 16, 2023, thanks to the courtesy of Robert Perrin at the display. This included behind-the-scenes access to the repair area, and



A B&O Holiday Tradition...

Christmas Garden in Central Building Lobby



The man in charge . . .

L. W. Sagle
Public Relations Representative

Even though the B&O Museum was closed due to the economy, B&O still assembled this layout as documented in the December 1959 *B&O Magazine* with this caption: "The toy train display and Christmas garden, which has proven so popular in years past, will again be a holiday attraction in B&O's Central Building in Baltimore. The large layout, complete with Christmas tree, will be in operation from December 16 through January 9. Three trains (two passenger and one freight) will be running simultaneously on the layout, which is operated by Centralized Traffic Control. The rolling stock is American Flyer equipment in 'S' gauge. A farm community and several villages, also in 'S' gauge, are part of the elaborate toy farm display. The B&O cordially invites the public (of all ages) to view the display between 8:30 A.M. and 5:30 P.M. daily except Sunday."

the extra equipment on storage shelves. Of particular interest was a red wagontop caboose numbered C2502. This likely was the car originally painted in the special "Freight Train of Tomorrow" aluminum/

gray scheme. The red paint appeared quite old and weathered. I suspect this model was repainted, just like the prototype car was eventually repainted red, perhaps as long ago as the 1950s.



This photo of O-gauge caboose C2502, now painted red and located in the Cincinnati collection, is likely the mystery C2502 noted in the 3Q2023 issue. Just like the prototype, which eventually was painted red, so is the case with this model. (Dwight Jones photograph)



The underside of most of the models at Cincinnati have this type of code number painted on the bottom. Speculation is that the three-digit number identifies the wood transport box with the dash number possibly indicating the position within the box. How else would they be able to efficiently pack up each piece?

(Dwight Jones photograph)

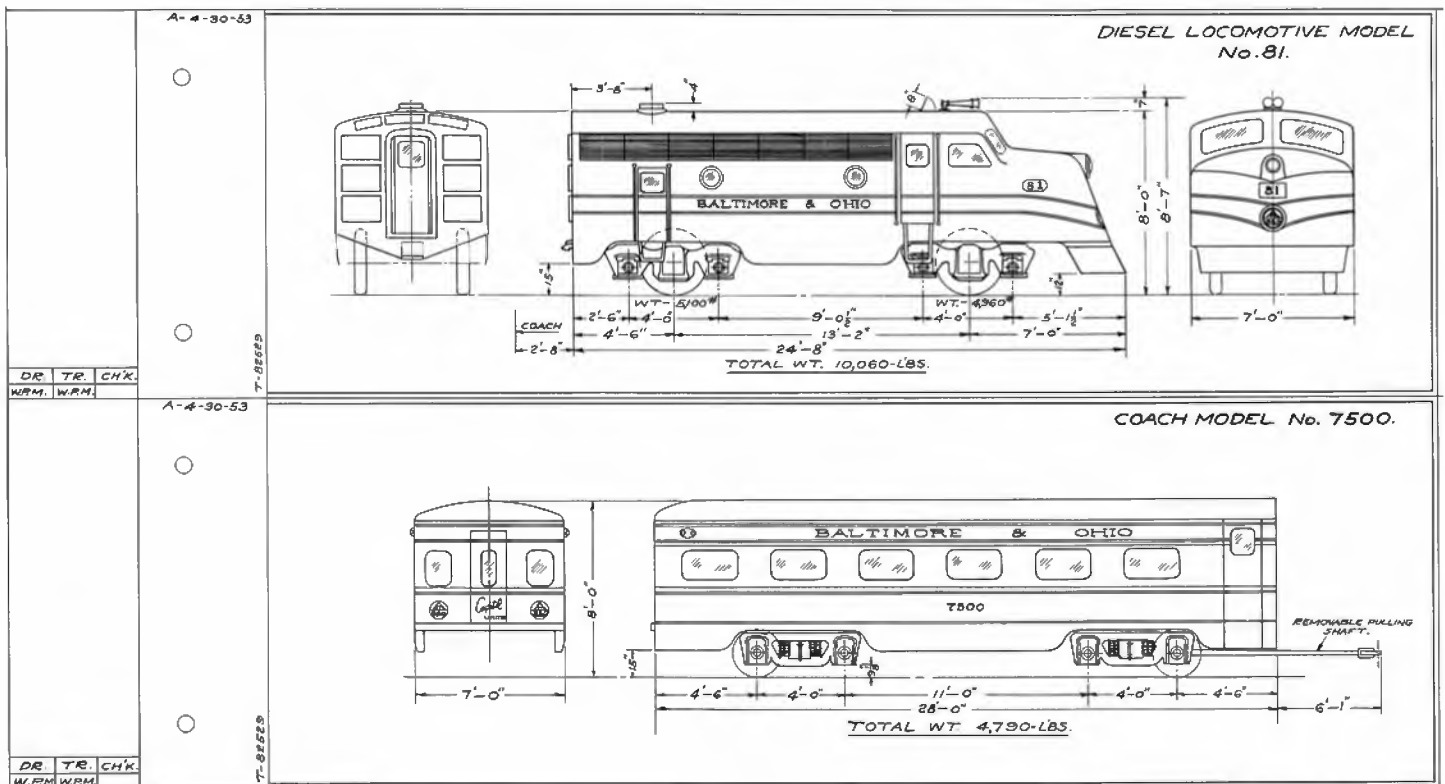
Renovating the Diesel Parade Unit and Passenger Car

The diesel parade unit originally was numbered 58. It appears that the unit was renumbered 81 after a renovation. The number 81 was apparently selected to pay

homage to American Legion Post 81 in Baltimore. Perhaps this post was populated largely or totally by B&O employees. Today there is no Post 81 in Baltimore. The post's history shows it was chartered in 1921. In 1930 they were baseball champs. No record exists in the American Legion files after 1969. An automobile license plate attach-

ment indicated that post 81 was tied to the B&O Railroad. Periodic coverage of Post 81 appeared in *B&O Magazine*. They even had their own B&O emblem.

Renovations to the parade unit included new grille work across the top of the sides and changing the fake trucks from three-axle C-C type to 2-axle B-B. Modification



DUP No. 316.

TRACING No. T-82529
4-30-1953.

A great find by B&O Museum volunteer researcher Bob Ullrich is this B&O diagram from 1953 of the modernized parade diesel and its passenger coach. (Courtesy of the B&O Railroad Museum)



Seldom photographed together, this view shows diesel 81 with its passenger coach in the September 1954 Labor Day Parade at Baltimore. (Courtesy Baltimore Chapter, NRHS, Maryland Rail Heritage Library collection)

was also completed to the pilot, and the paint scheme received minor changes.

A color photo of this unit appears on page 126 of the book *B&O Color Guide to Freight and Passenger Equipment* showing it at the South Car Shops in 1957. There is no pilot shown in this photo as it was specified to be stored inside of the unit.

Parade steam engine 207 seemed to participate in almost every public event in B&O territory, and that coverage appeared in *B&O Magazine*. It is odd that the diesel parade unit was seldom mentioned. Really odd. The earliest coverage I could find was a very small overhead image of it at Fairmont in the September 1941 issue. No coverage of how this parade unit came to be could be found. Was it built by B&O, or EMD and donated to B&O?

Memnon Removed from X1100 for Museum Display, but...

It is likely that the Memnon was removed from its transport car X1100 in the early 1950s for placement in the new B&O Museum. That may explain why the brakes for X1100 were upgraded to AB types in 1952 at the Chillicothe shops and why it was retired at the Glenwood shops. Perhaps it had been reassigned to MofW service when no longer needed for Memnon transport.

The Memnon must have been a favorite of the B&O to send out to public displays. It is shown on page 348 in *B&O Power* loaded on flat car 8410 with a display placard under the cab. No date was provided for the photo, but another image shows it at Connellsville, Pennsylvania in August of 1956, also loaded on flat car 8410 with the same placard under the cab.

Creation and Building of Steam Engine 207 and Passenger Car

Photos in the article published in the 3Q2023 *Sentinel* show three different paint schemes for this unit, evident by the different lettering versions shown on the steamer. It is also interesting to note that the connecting rod running between the two "driving wheels" is in different positions in the photos, an indication that these wheels must have been designed to turn as the steamer progressed in its parade duties. So far we still do not know what happened to this interesting parade unit.

Why and when was this parade unit constructed? As it turns out, we can thank the fine people of Wheeling for the motivation for this unit's creation. A massive week-long celebration was being planned at Wheeling to celebrate the city's Centennial during August 1936. B&O was to play a large part in this celebration. The people of Wheeling wanted to celebrate the arrival

of the first train into the city in 1852. The town's folk wanted a train representing this first train that could be used in their planned parade.

Local B&O officers contacted Baltimore personnel and urged that this happen. Instead, the railroad offered to construct two floats, one representing the Closing of the Rails at Roseby's Rock, which first tied the Ohio, at Wheeling, with the Atlantic, by rail; the other a float showing the arrival of the first train at the city, bearing the citizens of Baltimore and Maryland.

"Nice of you," was the inference in the communication received from the committee and relayed through the Wheeling officials to Baltimore. "But not what we want. We want the train that opened the B&O line into Wheeling. We know the original is gone, but please build another. Make it of wood, or tin, or anything, but give us the train. Just an engine and single car will suffice, and we'll give you a brand new motor truck and a trailer to run them on."

What was B&O to do? Comply of course! Larry Sagle, chief clerk to Storekeeper at Mt. Clare, was loaned for the handling of the job. Oliver Cromwell, locomotive expert of motive power, said that the original train was pulled by a "Dutch Wagon" type engine, and he had most of the details indicating construction and color. A weekend spent with the drafting board and Mr. Sagle had the plan ready for the Mt. Clare artisans. It was to be built in



This license plate topper provides additional data showing a connection between the B&O and American Legion post 81, as does their special design emblem from a 1925 *B&O Magazine* story.

two-thirds scale. A larger unit would not have been able to manipulate the street corners of Wheeling, or be safely carried on a motorized chassis. Further, it was to be built in sections and fastened together with screw bolts, about a day's assembly job.

Mt. Clare personnel wondered if they could finish the project in time; but once the graceful contour and lovely colors of the replica began to take shape in the shops, all Mt. Clare was interested. Within a few days it was done, resplendent in its color scheme. Locomotive boiler, headlight, dome, sand-box, tender tank, wheel guards, and the car body ends and sides were medium chrome green. Smoke box and stack were black. Cab, cow catcher, driver and pony truck

wheels, letter board, and end sill on the car, were in Tuscan red. Car body and sills were of medium chrome yellow, while the hand rail and bell on the locomotive were gold bronze. Other touches of color made a perfect contrast on the 207. Young children in particular "rode" it constantly while it was on static display.

When it arrived at Wheeling, loaded on two flat cars, one for the



Parade diesel 81 safely stored awaiting restoration by its new owner at Churchville, Maryland, on October 25, 2023.

(Dwight Jones photograph)