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# The Sentinel



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# Message from the President

## Fellow Members:

Greetings from Maryland! Spring is here and COVID-19 mandates are disappearing throughout the country. This year, things at the society are progressing smoothly and volunteers are returning to the archives. Planning for this year's events is progressing well and flyers should be out this quarter and next. We were fortunate that the snow storms this winter missed us. They either passed to the north or south of Central Maryland, so no expense was paid to clear our driveway. We do have a tree by our driveway entrance to be pruned and this will be done by the time you read this message.

We are seeking candidates for this year's election. Bob Hubler, past-president, is handling the election. Tom Dupee has decided not to run for another term as a director. Thank you, Tom, for your service. Grant Berry would like to step down as

vice-president and made this request last year but no one stepped up. For various reasons I am requesting that someone else step forward to handle this job. Grant has informed me he would continue his duties as building manager, but needs more of his time for personal matters. Of course, if you want to be considered for a director or officer, please contact Bob Hubler at 317-509-5372 or hubler7240@aol.com.

Publication News: *Sentinel* is close to on time every quarter, usually late due to technical issues or conflicting time requirements by the production team. Articles are still needed, so consider writing. The 2023 calendar is in production and should be ready for sale by May. This will be a short run on calendars, so order early. A few 2022 calendars are left at a discount price. Call the company store on Thursdays to order at 443-398-8166. The dining-car book

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## Call for Nominations

We are soliciting members to run for office in the B&O Railroad Historical Society. This year we will be electing four officers (President, Vice President, Secretary and Treasurer) for a one-year term and two directors for a three-year term. In particular we are in need of a member to fill a vacancy in one of the director positions. If you would be interested in running for one of these positions please contact:

Bob Hubler, 538 Lake Louise Drive SW, Lakewood, WA 98498  
Or email Bob at: membership@borhs.org

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## On the Covers

**FRONT COVER:** After unloading at Consumer Power's Generating Station at West Olive Michigan, two units headed by 3813 in B&O livery lead West Olive empties eastbound at Sterling Ohio on August 28, 1971, under the watchful eye of EL's tower operator Keith Robbins. At Warwick, the train will traverse the CL&W Subdivision to Holloway Ohio where it will be loaded at the Egypt Valley Mine at Lafferty Ohio. (Photograph by David P Oroszi)

**BACK COVER:** After departing New Castle Junction two hours earlier, unit 4509 takes charge of a Willard extra as it barrels westbound through Akron Junction in November 1966. The tower on the right is AY (Arlington) Tower, which controlled operations between the PRR/B&O connection as well as PRR's Akron Branch. The main track and crossover switches at Arlington were operated by a switchtender, under the direction and control of the signalman at AY. A three-lever signal machine (table interlocking type) controlled a few home signals. In May 1967, PRR signal forces installed electro-pneumatic switches at AY remotely controlled from JO Tower near downtown Akron. (David P Oroszi Collection)

# The Sentinel

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Articles, manuscripts, photographs, reviews, and other historical data are solicited for publication. Original material will be returned upon publication. Send all material to:

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Memberships, once accepted, cannot be returned.



Built as a joint project with the B&O and PRR sharing expenses, the new Akron Union Station replaced the original Akron Union Station, which was located east of JO Tower. On a snow filled January 3, 1970, Train number 7, the *Shenandoah*, led by E8 1442 waits for the station attendant to finish loading baggage, mail, and express. Within minutes, the train will be departing and heading west toward the Windy City. (Photograph by James Jeffery/Dan Dover Collection)

# B&O Akron Junction

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## *Years of Transition 1955-1987*

### PART 1

By Dave Ori

“Hello XN, Youngstown Ore at BD, looking for permission to enter the main.” “Stand by,” replies the XN operator. Two short rings and a gruff voice blurts out, “XN, Main Line.” “Main Line,” the dispatcher in Akron responds. “This is XN, Youngstown Ore at BD waiting for permission to come off the Valley main at BD.” The Main Line dispatcher waits a moment while he ponders his train sheet before responding to the XN operator. “New York 94 going by BN at Barberton now. Once he clears, okay for the Youngstown Ore man to come out at BD. Upon arrival at XN, he

will cut-off the helpers and run light back to Akron Junction,” bellows the dispatcher. XN operator Ray Lichty contacts the crewman on the ore train at BD and tells him once NY94 clears him at BD, it’s okay to open up the switch and enter the main. He also tells the crewman that they will cut off the helpers at XN. Before long, three Q-4 are heard thundering upgrade from Akron Junction as the drag winds its way through the Cuyahoga River Valley towards XN with a trainload of heavy ore for the blast furnaces at Republic Steel’s Haselton Works in Youngstown, Ohio. Before the ore train

arrives, Lichty leaves his weather-beaten, one-story wooden tower and starts to line up the heavy drag through his territory. Upon arrival at XN, the helpers are removed from the head end, cross over to the westbound main, and head west back to BD awaiting their next assignment: just a typical day on the B&O in and around Akron Junction in the mid-1950s.

During the mid-1950s, Akron Junction was still a mecca for steam operations in the northern Ohio region. This is where the B&O’s Akron Main Line Subdivision (part of the B&O’s Baltimore-Chicago mainline)



In the waning days of B&O passenger service, we see Train number 7, the *Shenandoah*, led by E8 1446, rumbling westbound through Kent Ohio on April 28, 1971. By this date, the train was made up of only two cars. Within one week, passenger operations will cease on the B&O's Baltimore-Chicago mainline with the advent of Amtrak. Note the B&O facilities at Kent in the distance, the freight house and passenger station. (Photograph by James Jeffery/Dan Dover)

crossed over the B&O's CT&V (Cleveland Terminal and Valley) Subdivision, which stretched from Cleveland to Mineral City, Ohio. Mighty EM-1 could be seen pulling heavy ore drags between the docks at Lorain and Youngstown area steel mills as well as hauling heavy coal drags from the coalfields of West Virginia and southeastern Ohio. These coal drags would depart from the coal marshaling point at Holloway, Ohio and operate across the B&O's CL&W (Cleveland, Lorain and Wheeling) Subdivision via Massillon and Lester, Ohio to the B&O's Lorain, Ohio coal dock on the shore of Lake Erie. S-1 2-10-2 and P-1C Pacific steam locomotives scurried general merchandise trains swiftly across the Akron and Chicago Divisions between New Castle Junction, Pennsylvania and Chicago while first generation Alco FA and EMD F3/F7 units took charge of the Timesavers, QD (Quick Dispatch), and other fast freights. Due to the length of the turntable at Clark Avenue Yard in Cleveland, EM-1 and S-1 locomotives were prohibited from operating over the CT&V Subdivision between Cleveland and Mineral City, Ohio.

As a result, the B&O assigned Q-4 Mikados to the CT&V Subdivision. The midsize but powerful units were used to lift heavy ore drags from the Republic Steel Cleveland Works ore dock near Clark Avenue Yard, down the Valley main to Akron Junction, where they entered the Akron Main Line Subdivision at BD Tower. Local trains once operated with E-27 2-8-0 but were replaced by Mikes. For yard service, the B&O assigned L-1, L-2, and Q-4 locomotives at Akron Junction.

Let's dig deeper into B&O operations in and around Akron Junction from the heyday of steam in the mid-1950s to the final days before the integration into CSXT.

## Early Days

The history of the B&O through northern Ohio can be traced back as far as the early 1880s when the Pittsburgh, Cleveland and Toledo Railroad acquired segments of roadbed from the Pittsburgh and Ohio Canal in order to construct its line west from Mahoningtown, Pennsylvania to East Akron. The P&O Canal stretched from Mahoningtown, Pennsylvania near New

Castle to East Akron, Ohio. The railroad was first incorporated as the Pittsburgh, Youngstown & Chicago, but it was later leased to the Pittsburgh & Western in 1884. The Pittsburgh and Connellsville Railroad, an early B&O subsidiary, acquired control of the 328-mile narrow gauge Pittsburgh and Western. The P&W had branchlines which extended west to Akron and north to Fairport, Ohio (later a port on Lake Erie). The purpose of the acquisition was to create a shorter main route for B&O trains traveling between Baltimore and Chicago. The B&O's original main route via Wheeling, West Virginia and Newark, Ohio was not adequate to handle the increasing volume of passenger and freight traffic traveling between Chicago and the east coast.

In order to connect with its original mainline at Chicago Junction (later renamed Willard, Ohio in 1917 after B&O President Dan Willard), 73 miles of trackage had to be built between Akron Junction and Chicago Junction. A new subsidiary was formed in 1890 called the Akron and Chicago Junction Railroad. The A&CJ completed the new route by August, 1891.



Under threatening skies, a five-unit consist leads *Willard 97* westbound through Akron Ohio on December 17, 1986. The train is located just east of Evans Avenue. This is where BD Tower was once located. *Willard 97* once operated on a 15-hour schedule between Connellsville and Willard Ohio, carrying the following blocks of traffic: Parma (auto parts), Akron, Barberton, Sterling, Willard, and beyond. (Photograph by Dave Ori)

Since the Cleveland, Akron and Columbus Railway, an early PRR affiliate, already had built its through route between Akron Junction and Warwick, Ohio, a distance of 16 miles, the A&CJ acquired the roadbed adjacent to the CA&C main. Both parties entered into an agreement to operate the two tracks as a double track operation using PRR signal rules and B&O operating rules. This greatly enhanced operations for both railroads. In order to serve the Akron passenger trade, the A&CJ entered into an agreement with the Cleveland, Akron and Columbus Railroad to jointly share the Akron Union Depot.

The origin of the CT&V Subdivision between Cleveland and Valley Junction, Ohio traces its beginning to the year 1871 when the Valley Railway was incorporated to construct a line from Cleveland to the coalfields in southeastern Ohio. Delayed by the Panic of 1873, construction of the 73-mile line resumed in 1878 and was completed in 1882. The B&O acquired control of the property in January, 1890. Around the same time, the B&O purchased properties along the Cuyahoga River near downtown

Cleveland in order to build terminal facilities for both passenger and freight stations. In 1895, the B&O created a subsidiary called the Cleveland Terminal and Valley Railway. The CT&V acquired the terminal properties of the Valley Railway. The B&O assumed the operation of the CT&V Railway in June 1909, but was not fully integrated into the B&O system until 1915.

### 1955 - A Steam Finale

Known as the "Rubber Capital of the World," Akron Ohio was headquarters to four major rubber companies during the 1950s, manufacturing almost 35 percent of the nation's tire supply in addition to thousands of different kinds of rubber products. Besides rubber products, Akron had large production of flour, feed, and cereals along with fabricated steel products, castings, and machinery. It was also home, and still is, of the lighter-than-air industry (blimps, balloons, and other airships). Akron was served by the following railroads: Baltimore and Ohio, Erie (EL), Pennsylvania, Akron Canton & Youngstown, and Akron and Barberton Belt.

The base for B&O operations at Akron Junction was located inside a three story concrete and wood structure located just east of PRR's AY Tower at Arlington Street. There, a Terminal Trainmaster, Assistant Terminal Trainmaster, and Yardmasters governed operations around-the-clock. The building also housed clerks and yard crews as well. The building was located where the Baltimore-Chicago mainline crossed overtop of the CT&V Subdivision. In 1955, a total of 11 yard crews were based at Akron Junction to handle the classification and dispatching of trains operating in and out the terminal. A Utility Brakeman was also based there to assist yard and road trains. Ollie Shaw, who hired out on the B&O in 1920, was the last man to work the UB position, which was abolished in 1963. In all, the B&O maintained three yards at Akron Junction. The Hill Yard, located along the Akron Main Line Subdivision east of AY Tower, contained nine tracks with 240-car capacity. This yard handled set-offs and pickups from such trains as the *New York Timesaver*, *Lorain 92* (Lorain-New Castle Jct) *Pittsburgh 94* (picked up



Under a cloud-laden sky, a three-unit consist headed by GP35 3502 *Chicago 97* westbound through Akron Ohio on January 14, 1970. Note Akron Union Station on the right of the photograph. (Photograph by James Jeffery/Dan Dover Collection)

livestock and perishables), *Youngstown 94* (Willard-New Castle), *Brunswick 98*, *Northwest Timesaver*, *Youngstown Steel Special*, *Willard 97* (New Castle Jct-Willard), and *Detroit Steel Special* (New Castle Jct-Toledo). On the CT&V Subdivision, the B&O maintained two yards. Hazel Street Yard consisted of nine tracks with 140-car capacity. This yard served as an interchange point/holding yard for inbound/outbound deliveries from the Akron, Canton and Youngstown, Erie (EL), and PRR (PC). Valley Yard, which was located north of the yard office, was equipped with four tracks with 130-car capacity. This yard supported operations at the Howard Street Freight station, located 1.5 miles north of Valley Yard. Valley Yard also supported operations on the Akron Belt Line. Two trains, *Cleveland 92* and *Cleveland 97*, performed set-offs and pickups as needed. Three locals, the Canton Turn, Mineral City Local and Cleveland Turn, originated and terminated at Valley Yard.

The B&O maintained several specialized facilities in order to handle traffic in the Akron region. Its main freight station was located at Howard Street on the CT&V Subdivision. The Howard Street facility featured a combined freight station/passenger depot that handled LCL traffic for B&O's

Timesaver Service and passengers. The site contained 51 car spots along the platform. In all, twelve 3-man crews worked at the freight station. In order to support its TOFCEE (trailer-on-flat-car) Service network, a circus style ramp was constructed nearby to handle both inbound and outbound piggyback shipments. The ramp remained in service until the early 1970s. The passenger depot at one time handled two passenger trains in each direction; number 17 *Cleveland Night Express*, number 18, the *Cleveland-Washington Night Express*, and local trains numbers 58 and 59, which operated between Cleveland and Wheeling via Massillon, Ohio. These trains utilized the "Loop Track," which connected the CT&V Subdivision with the Akron Main Line Subdivision. By the late 1950s, only two remained in operation, numbers 17 and 18, the *Cleveland Night Express* and the *Baltimore Night Express*. Both trains were discontinued in 1962. Engines, both steam and diesel, were serviced at a five-stall roundhouse located north of the PC&T connection.

Several locals were based out of Akron Junction during the mid-1950s. The Akron-Ravenna Local switched online industries between Akron and Ravenna. It also handled traffic for the Nickel Plate interchange

at Kent. The Akron-DeForest Turnaround operated between the Hill Yard at Akron Junction and DeForest Junction at Warren, and handled local traffic for Newton Falls and DeForest Junction at Warren, including coal for Republic Steel's Warren Works. Working west from Akron Junction, the B&O operated two locals. The Akron-Warwick Turn (aka the Peanut Run) operated between the Hill Yard and Warwick. Between Akron Junction and Warwick, the Peanut Run made a set-off and pickup at Barberton, switched the PPG (Pittsburgh Plate Glass) Barberton complex as well as Jones Chemical. At Warwick, it set off traffic for such points as Massillon, Dover, Holloway, and beyond. This traffic was picked up by *Cleveland 84* and *Wheeling 196* at Warwick. From Warwick, the Peanut Run handled cars for Barberton (Akron and Barberton Belt delivery), and Akron and beyond destinations. The Holloway-Akron Run once operated between Holloway and Akron, Ohio, carrying coal for the tire companies at Akron and steel mills located at Warren and Youngstown. It also carried coal for the PRR at Akron Junction, which was destined for Cuyahoga Falls. This train was discontinued by the mid 1950s.

In order to take advantage of the economics of the diesel, the B&O purchased