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Message from the President

Fellow Members,

It has been pointed out to me, and rightfully so, that I have not been giving our outstanding contributors their just recognition. I will start with two major contributions made in the past 18 months. First, the Hoenes Foundation from Marietta, Georgia. Through their generous donations we were able to pay off the mortgage and purchase new air conditioning units for the main floor. The second contribution came from the estate of Daniel Withey. Dan was a member and passed away last year. He willed his collection of B&O books and artifacts to the society, but his greatest gift was the sale of his home—after state and county taxes, the proceeds came to the society’s general fund. This five-figure donation has gone to long-term investments to support our society in the future. So here is the main point, when planning your estate, please consider the society. Help us continue to share the B&O Railroad’s history for the next generation and beyond. Now I do not want to ignore all the many donors over the last six years, and your names are posted in the hallway for everyone who visits to see. I will endeavor to keep up with acknowledgements in the future. To ALL who have made donations: **many thanks!**

The publications planned for the society are back to being developed. It will be decided in the near future whether the dining-car or the St. Louis Division book will be released next. The 2024 calendar is now in development and hopefully on time. *The Sentinel* is on schedule and articles are always needed. The *B&O Modeler* is now shelved, and until someone steps forward to be editor it will remain there. The webpage will continue to support the past issues. To offset the loss of the *Modeler*, we will start with a modeler section as early as the 3rd quarter issue of the *Sentinel*. If you have a quality, accurate, and prototypically correct modeling article, please submit it to the modeling committee, care of president@borhs.org for review. It will then be sent back to the author for revision, or sent to the *Sentinel* editor for publication.

The webpage is proceeding slowly and a full report on the transition to a new site is expected at the convention. Our first step is to have a fully functional online sales program, followed by a new and improved website.

The research Saturdays are not going well. Less than a handful of people have used this opportunity to come in for research. The reasons for inactivity could

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On the Covers

FRONT COVER: After receiving orders from the operator at South Street block station, the Wooster Local accelerates westbound through Akron Ohio on a bright day in September 1977. Upon arrival at Warwick, the train will head south on the M&C (Massillon & Cleveland) Branch/CL&W Subdivision joint operation trackage to Mace Tower at Massillon, and then west to Wooster Ohio on the former CR Fort Wayne Line. The B&O once served several customers in the Wooster area. (Photograph by Roger Durfee)

BACK COVER: Several trains used to perform work at Akron Junction in order to expedite traffic from the region. The coaling tower looms in the background as *Willard 47* makes a pick-up from the Hill Yard at Akron Junction in Akron Ohio on a sunny day in April of 1979. After making its pickup, the train will perform an air test before departing west toward Barberton and Warwick where further work will be performed. *Willard 47* operated on a 10-hour schedule between New Castle Junction, Pennsylvania and Willard. It performed work as required at Haselton, Newton Falls, Akron, Barberton, and Warwick Ohio. (Photograph by Roger Durfee)



Besides operating intermodal, general merchandise, and drag freights, the B&O operated extras to handle the movement of coal, coke, grain, and ore trains across its 13-state system. On July 6, 1981, a four-unit consist leads a Piker eastbound through Akron Ohio with coal bound for Bethlehem Steel at Bethlehem, Pennsylvania via CR delivery. This location, known as Bettes Corner, is located east of Akron Junction. The track on the far right of the photo is the former CR (ex PRR) Akron Secondary.

B&O Akron Junction

Years of Transition 1955-1987

PART 2 – A Day at Akron Junction

By Dave Ori • Photographs by Roger Durfee

Part 1 covered Akron Junction’s overall history and operations. In Part 2, the text focuses on operational details for two specific days in August 1963, while the photographs show the area from the railfan’s perspective during the Chessie era.

Ever wonder how the railroad worked back during the golden years of railroad-ing? Well here’s the story of B&O operations at Akron Junction on August 24, 1963. Information was obtained from a yardmaster log book, which recorded the day’s operations and events from 1200am thru 1159pm.

We begin with the 630am yard situation report, covering the Hill, Hazel Street, and Valley yards.

Hill Yard: 9 tracks

- 1 2 Company use
- 2 15x14 for Willard Local, including 11 cars of ballast for Lodi [15x14 means 15 loads and 14 empties]
- 3 24 local cars
- 4 18x8 for New Castle, air tested
- 5 11 Local cars
- 6 Clear
- 7 12 Company use
- 8 5 Company use

9 Clear

- 2 25 Cars off *Detroit Steel Special*, to switch

South track 22 cars off *Pittsburgher*, to switch

Hazel Street Yard: 9 tracks

Siding 17 cars to switch, cab 494

- 1 7 Company use
- 2 1 Lorain, 1 company use, 4 Goodyear



A mixed consist of units including WM unit 7175 in the circus scheme and B&O GP9 unit 6657 trailing leads *Pittsburgh 44* eastbound past Valley Yard at Akron Ohio on a cold day in January 1979, The PB44 operated on a 22-hour schedule between Clark Avenue Yard in Cleveland and Glenwood Yard at Pittsburgh. It was reclassified at New Castle Junction and carried traffic for Akron, Lordstown, Pittsburgh (Glenwood District), Connellsville, and beyond.



A six-unit consist with a blend of B&O, C&O, and WM units takes charge of a Grain Empties as it rolls westbound through Akron Ohio on a sunlit day in October 1978. The Chessie System featured several grain-loading stations throughout the states of Ohio, Michigan, Indiana, and Illinois, handling such food products as corn, wheat, and soybeans. These trains generally operated from the grain elevators in 65-car unit trains and then were combined at Willard Ohio into 130-car trains for movement to Locust Point or Port Covington at Baltimore.

- 3 7 MTY box
- 4 5 Canton, 1 North Canton
- 5 6 MTY box, 6 Goodyear
- 6 13 cars to switch, 2 cabs
- 7 9 MTY box, 1 company use, 1 RIP
- 8 8 MTY, 2 company use,
1 Goodyear,
6 AC&Y
- 9 4 MTY, 1 RIP, 1 Canton, 10 coal
for Ohio Edison, 2 weighers

Gravel Pit Clear
 ACY Clear
 X Line Clear
 Bluff 3 ACY
 Fort Hill Clear
 PRR Clear
 Erie Clear

Valley Yard: 4 tracks

- 26 4 Cleveland rear enders—for 197 this am.

Double Clear

- 27 11 cars for Hazel Street
- 28 3 cars off 192—to switch
- 29 7 Clevelands (1 tie to make)

Now look at the yard situation eight hours later, at 230pm.

Hill Yard 9 Tracks

- 1 2 company use, 1 Archwood team
track, 1 Lawson-Lake Local set off
- 2 Clear
- 3 Local cars, no bills or holds
- 4 27 eastbounds for 4477 to move
- 5 Clear
- 6 7 covered hoppers (hold),
6 Barbertain



A three-unit consist takes charge of a Willard Extra as it rolls westbound past a PC yard job at Akron Ohio in November 1978. The PC/B&O operated the trackage between Arlington Street in Akron and Warwick Ohio as a joint-trackage operation. This arrangement dated back to the 1890s when the B&O subsidiary, the Akron and Chicago Junction Railroad, was completing the 73-mile segment between Akron and Chicago Junction (Willard) Ohio. It entered into an agreement with the Cleveland, Akron and Columbus Railroad, an early PRR affiliate. The B&O purchased an unused right-of-way which paralleled the CA&C main. Both parties entered into an agreement to operate the 16-mile trackage as a joint operation, using B&O signals and PRR operating rules.

- 7 Company use
- 8 Company use
- 9 Lorains

Hazel Street Yard

- 1 Company use
- 2 1 MTY, 3 Goodyear-plant-5, 1 company use, 1 Lorain.
- 3 MTY box
- 4 Clear
- 5 East Akrons, MTY box
- 6 1403 caboose, 231 caboose, 1 MTY box, 2 Goodyear-plant-C, 4 Goodyear-plant-5
- 7 2 ACY, 3 MTY box, 1 B/O [bad order], 6 MTY box
- 8 1 ACY, 1 Lorain, 2 ACY, 2 company use, 2 ACY, 1 Akron scrap, 5 Medina gondolas
- 9 4 MTY box

Valley Yard

- 26 Clear
- 27 18 cars for Hazel yard

- 28 2 Weigher, 1 Cleveland, 1 B/O, 2 Hill cars, 1 Mineral City, 1 Munroe Falls.

29 Cleanouts

- Gravel Pit** clear
- ACY** clear
- Bluff** 3 ACY
- Ft Hill** 8 to switch
- PRR** To pull
- Erie** clear
- Extension** clear
- Acme** clear
- Scales** clear
- Main** clear

As per the daily report of yard engine hours, the following yard jobs were on duty on August 24, 1963:

Name	Locomotive	Time On/Off	Duration
Run 101	9068	630am to 230pm	8 hours
Run 103	9088	700am to 300pm	8 hours
Run 201	9068	230pm to 1115pm	8 hr 45 min
Run 202	9088	300pm to 1100pm	8 hours
Run 303	9088	1100pm to 700am	8 hours
Extra	9063	1100pm to 700am	8 hours
Pusher	6580	245am to 545am	3 hours
Pusher	9053	545am to 840am	3 hr 55 min