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LETTER FROM THE EDITOR

When I was fewer than a dozen years old, the centennial of the Civil War was celebrated. It became a centerpiece of life, in school and in the newspapers, along with dozens of events to commemorate 100 years after this and that battle or happening. It actually began with the centennial of the Harpers Ferry raid, which, of course, involved the B&O as a central factor.

At precisely the same time, I began my lifelong fascination with model railroading and railroad history. So there it all is: today I'm a B&O modeler, an amateur railroad historian, a Civil War re-enactor, and the owner of a Civil War-era B&O layout.

Now with the 150th anniversary of the Civil War upon us, and massive attention to this event once again, it is a great time to promote interest in the history of the B&O. No other railroad came even close to being as central to the war on many levels. Indeed, if this were a Hollywood movie the B&O would be the good guy of the story with the Pennsylvania Railroad as the villain, trying to exploit the crisis to funnel money and power to itself at the expense of the national interest.

The B&O was a front-line operation that sometimes ended up behind Confederate lines. From the transportation of President Abraham Lincoln to Washington for his inauguration to the management of Lincoln's funeral train a mere four years later, the B&O was involved in almost every campaign in the war's eastern sector.

Many stirring stories can be told—and need to be retold—of the B&O and the Harpers Ferry raid, the perilous journey of

Lincoln, the raids by “Stonewall” Jackson, the massive transport of Union troops southward, the defense of the railroad and the attacks launched against it.

Indeed, one worthy task—volunteers, please!—is to compile a timetable of these wartime events so that they can be properly commemorated as their anniversaries roll around. A bibliography of the B&O story during the Civil War is also a good and easy project for someone so inclined.

There should be photo exhibitions and research material published on the locomotives, passenger cars, and freight vehicles of the B&O in this era. And that should include the frantic and remarkable rebuilding (as well as wrecking) efforts, one of whose features was the near-overnight construction of some amazing bridges.

A lot of this material is already available in books and articles, but should be dug out and assembled in systematic fashion. Just as there is something fascinating about the later age of giant steam locomotive power and luxury passenger cars, while some people find charm in diesels (that one eludes me, but everyone has different tastes!), the Civil War period of tiny American-style locos, rickety rails, little wooden cars, drooping-mustached trainmen and daring brakemen has a flavor of its own.

If you are a modeler, let's face it, a layout based on that period gives you more for the limited space you inevitably have because everything is, well, smaller.

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ON THE COVERS

FRONT COVER: EM-1 Number 7611 gets a train under way at, according to information on the print, Lockport, Ohio—which isn't listed in Rand McNally. Reader guesses are solicited. (*Bob's Photos*)
BACK COVER: The information there tells the tale. The Society's new Sweetland/Russell Collection has yet to be catalogued.



The B&O had a reputation for treating its passengers like royalty, and in at least one case the railroad was literally fit for a queen. When Elizabeth II and her consort, Prince Philip, visited the United States in 1957, the B&O took them overnight from Washington to New York (see *The Sentinel*, Volume 26, No. 4, fourth quarter 2006). **Office car 100**, which the B&O used frequently to convey presidents, was the car of choice. The royal couple posed on the observation platform at Union Station in Washington, and you can get a close look at such details as the floodlights mounted under the roof, venetian blinds at the windows and the B&O Special sign mounted on the railing. (*B&O Railroad Museum collection*)

Where Are They Now? *Tracking the B&O's Office Cars*

By Frank H. Dewey

Photographs from the author's collection unless otherwise noted.

When the B&O's last *Form 6* was issued on January 1, 1954, it listed 13 office cars among the Miscellaneous Equipment (Service) on page 65. They were 97, 98, 100, 900, 901, 902, 903, 904, 905, 906, 907, 908, and 912. This was half of the business cars that were on the roster in January 1, 1934.

Part of that decline could be explained by the fact that only four of the 1934 fleet were cars of all-steel construction. But

that does not fully explain the decline in the fleet size since the 13 cars in 1954 still included five that were wooden with either a steel underframe or center sills.

Perhaps the white paper of January 11, 1967, written by then C&O/B&O Industrial Engineer and later Director of Passenger Services, William F. Howes, titled "Do We Really Need Office Cars" explains some of the decline in numbers. His analysis had found that in 1966 the

The Cars Today

For photographs of all the cars as they look today, see pages 18 & 19.

average office car cost \$65,000 a year to maintain and operate.

He said that the historical use for office cars was to:

- Afford office space and lodging at remote field locations.

- Provide transportation and terminal lodging for large study groups or committees.
- Serve as a vehicle for observing the railroad.
- Provide mobile and luxurious facilities for entertaining.
- Serve as status symbols for company officers.

He went on to say that most of those

reasons were no longer valid. He cited the availability of hotels and motels since the advent of the automobile made lodging easy to find even at most remote locations, pointed out that the decline of passenger service limited travel destinations via passenger train to mostly mainlines and at limited times that were often at night, and said the use of hi-rails and theater cars to observe the railroad made

for less disruption to operation.

A look at the current CSX business car fleet of 18 cars shows that numbers four and five are still valid since the fleet includes mostly lounge and dining cars with two theater cars (not including the Track Geometry Car assigned to Engineering) and only four office cars.

Of those four office cars, none are from the 13 cars that were in the 1954

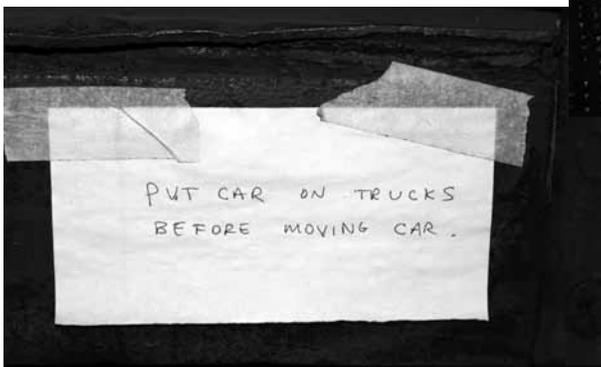
What Are They?

Just what qualifies as an office car? The 1953 edition of the *Car Builders' Cyclopedia*, under a listing for "Officers' Car," says, "See Business Car;" to wit:

Business Car. A term frequently applied to a car used by railway officials while traveling. Equipped with office and living accommodations for eating and sleeping.

Bill Howes, the dean of B&O passenger service, once told me that the terms "office car" and "business car" are used interchangeably. This would support that. But all of the current Class I railroads have cars in their business car fleets that do not fit this definition. For example, CSX has four cars (*Baltimore, Waycross, North Carolina, and Florida*) that I would call office cars since they are "equipped with office and living accommodations for eating and sleeping". They're part of the CSX list of business cars that I would not consider office cars—theater cars, power cars, lounge cars, dining cars, conference cars, or sleeping cars.

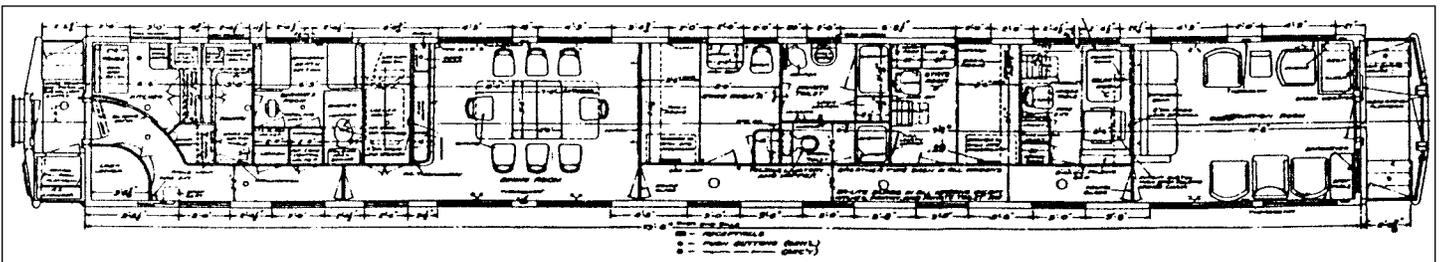
None of those cars are equipped with an office and they do not fit in the definition of a passenger car since they are only used for the official business of the railroad and are not in revenue service.—FHD



Office cars were by nature high-class equipment, suitable for meetings and opulent enough to impress any local folks brought aboard. This is the dining room of **car 905** (above) as it was kept by the railroad and then by James S. McClinton Jr. Fine cabinetry, a floral centerpiece on, probably, starched linen, and beautifully upholstered chairs were part of the bargain. As to the photograph at left, the sign was for a time on car 907. Write your own caption....



Car 97 was photographed in service at Akron, Ohio, in 1965, four years before it was retired, sold and began its travels from owner to owner around the country. The floor plan shows a basic Pullman layout for a car with three staterooms, an observation lounge and a dining room that could seat eight. (Plan courtesy Ralph L. Barger collection)



Form 6. So what happened to the B&O cars? Amazingly enough, 12 of the 13 still exist.

Here are their stories.

97

Number 97 was built for the B&O in 1923 by the Pullman Company in Pullman, Illinois to Plan 3403 and was Lot 4676. Cars numbered 97 to 100 were assigned to the top executives in Baltimore and 97 was assigned to Vice President C. W. Vanhorn in 1940, to the Vice President in Charge of Operations and Maintenance, W. C. Baker, in 1954, to C. E. Jackman, vice president of operation, in 1964, and to A. W. Conley, general manager eastern region, in 1965.

The car was all steel and was upgraded in 1955 with outside swing hanger trucks, giving it a better ride. Adding to the comfort of riding in the car was the air conditioning installed in 1937.

It was retired in 1969 and sold in December of that year to the Armco Steel Company. In 1970, 97 was sold to Mrs. D. Booth of Sonora, California. Mrs. Booth named the car the *Catherine Booth*, painted it in the colors of the University of California, parked it in the Southern Pacific station in San Francisco and used



The dining room buffet of **car 97** is a fine piece of cabinetry that's been well preserved, unlike a lot of the running equipment. The current owners use it for entertaining and have some hope of getting it restored to operating condition.

it extensively for personal travel around the country.

At an unknown date, Mrs. Booth sold the car to David Lynch of Cleveland, Ohio, and in 2005 the car was sold to Kevin and Jeannie Moore of Pittsburgh, who kept the car at Orrville, Ohio, where it was used on occasional excursion trains for the

Orrville Railroad Heritage Commission.

The car was last sold in 2009 to A. Tom Myles of Exton, Pennsylvania, the CEO of the Myles Group Company that owns the Wellsboro & Corning Railroad and the Tioga Central Railroad, which operates passenger excursions over the Wellsboro & Corning.



B&O Number 98 brought up the rear of this westbound train in the 1940s. The car was variously assigned to executives in Baltimore and Pittsburgh. Note the lights mounted under the observation deck for use in nighttime track inspection. The car was originally numbered 99A when it came out of the Pullman shops in 1917, for reasons unknown.

Today the car is kept at the Wellsboro & Corning shop outside Wellsboro and is used for some entertaining. The exterior is painted in solid dark blue. A previous owner apparently stripped much of the machinery from under the car prior to selling it. Thus a generator, air conditioning system, and even a diaphragm for the kitchen end of the car will have to be found.

The plan is to use the 97 for entertaining customers and guests of the railroad and possibly even get the car approved for use on Amtrak. Since the Wellsboro & Corning is a booming shortline enjoying the resurgence of gas drilling in western Pennsylvania, restoration of the car is just getting started.

Tom Myles has been doing a bit of historical research on the car. He knows from Bob Withers' book, *The President Travels by Train*, that President Coolidge used the 97 to travel from Washington to Brule, Wisconsin, for his 1928 vacation. There is even a picture of the Presidential Special in a Chicago rail yard showing 97 on the rear of the train. Tom also thinks that Presidents Hoover and Roosevelt might have used the car, and is doing further research to confirm this.

The interior of the car is beautiful with what at first appears to be mahogany veneer accented with lighter-colored

wood inlays. On closer examination, it is not wood, but steel painted to appear to be wood. This may have been done by the Pullman Company when the car was built or by Mount Clare; the workmanship is amazing.

98

Built by Pullman and delivered to the B&O on November 15, 1917 to Plan 3334 in Lot 4467 as the 99A, the car was quickly renumbered to 98 in 1918. A 1940 record shows the car assigned to F. G. Hoskins, general manager in Baltimore, and a 1958 record shows the car assigned to W. R. Galloway, general manager of the central region in Pittsburgh. In 1964 the car was back in Baltimore assigned to John Edwards, general manager Eastern Region.

In 1955, the six-wheel trucks under the 98 were converted to roller bearing trucks at a cost of \$5,205 (try to do that today for that amount of money). Those trucks are still under the car.

Number 98 was sold in 1965 to Ralph Atlas of the Intermountain Chapter of the National Railway Historical Society. The car was left in Baltimore & Ohio paint, according to several pictures of it running on western railroads.

Later an individual in Chattanooga, Tennessee, purchased the car and

donated it to the Tennessee Valley Railroad Museum in Chattanooga. The then-president of the TVRM named the car Edens Isle, but retained the number 98. The car remains at TVRM and is used by the museum for charters over its six-mile railroad from Grand Junction Station to East Chattanooga Station and special excursions outside the museum. Charters range from \$600 to \$1600 depending on the trip.

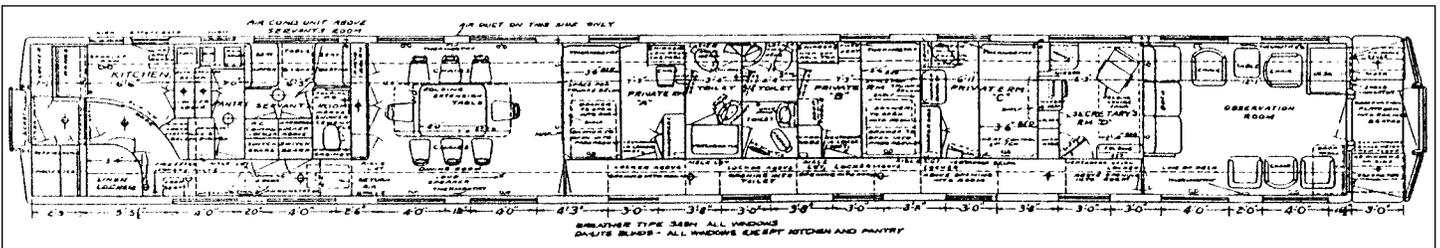
While the interior of the car is much the way it was in B&O service, the outside is now painted in an attractive maroon with gold lettering and striping. (See *The Sentinel*, Volume 26 No. 2, Second Quarter 2004, back cover.)

In their history of the 98, the TVRM states the car was assigned to an executive vice president of the Baltimore and Ohio and that could explain its low number, since cars with numbers 97 to 100 were normally assigned to top executives. They also show the car being rebuilt by the railroad in 1935, but that has not been verified. That could have been when air conditioning was added to the car.

It remains a mystery why the car was first numbered 99A. Perhaps it was intended to back up Daniel Willard's car 99, since he was known to travel the railroad extensively in his position as



Three bedrooms and a secretary's room (a fourth bedroom, unusual for B&O office cars) can be made out in the floor plan for **Number 100**, and among other details, the plan designates and shows open dimensions for an extension table in the dining room. The "servants room" is clearly designated under an air conditioning unit at the front of the car, and the plan notes that the car is to have blinds on "all windows except kitchen and pantry." (Photograph and plan courtesy Ralph L. Barger collection)



president. It was long before Universal Machine Language Equipment Register requirements that there be no alphas in the number field. The 99A number appears to have been assigned to the car for less than a year.

100

Number 100 was built for the B&O by Pullman under Plan 7003, Lot 6219, and released on July 24, 1929. It was named the *Maryland* when built and carried that name until 1944. It was the only 20th century B&O office car to be named. It was unique in that it was the only business car on the 1954 roster built for the B&O that had four staterooms. The other car with four staterooms (904) was built for a private party and later purchased by the B&O.

Air conditioning was added to the car in 1937. In 1955 six-wheel outside swing hanger trucks were applied and the car was redecorated.

According to Bob Withers in *The President Travels by Train*, the B&O 100 was frequently the car used by U. S. presidents when traveling on the B&O up to the time in 1942 when Franklin Roosevelt received the Ferdinand Magellan for presidential travel. After Dwight Eisenhower retired



Bruce Elliott sent along a photo of his model of **car 100** on the showcase layout at Cass Scenic Railroad. Pullman specifications say Number 100 was built for B&O President Daniel Willard, but there is no evidence that he ever made extensive use of it, preferring Number 99 (see page 13).

the Magellan, B&O 100 was again pressed into POTUS use for a November 1, 1956 Eisenhower trip. It was also used during the Eisenhower years by Mamie Eisenhower to travel to Colorado when her mother was ill.

Queen Elizabeth II used the car for a trip from Washington, D.C., to Staten Island, New York, during her 1957 visit to the United States. Barry Goldwater also used the car, for his 1964 campaign. On

the first day of the 1966 airline strike, it probably had its strangest use when it was used on the first section of the *Capitol Limited* at the rear of the 12-car all-Pullman train to provide lounge space.

According to a Pullman Car & Manufacturing Corporation General Specification, the car was built for Daniel Willard. However, in his 1938 biography of Willard, Edward Hungerford says that Willard continued to use the 99 and

assignment sheets for 1940 simply show the car assigned to the president's office.

After Willard left office the car was assigned to the B&O president. By 1964 it was assigned to J. E. Edwards, the eastern region general manager, and in 1965 it was being used by C. E. Jackman, assistant vice president engineering in Baltimore. In 1967, the car was assigned to A. W. Johnston, western region general manager in Cincinnati. About three years later, the 100 was derailed while traveling from Cincinnati to the Greenbrier resort in West Virginia and although it stayed upright there was extensive damage to the undercarriage. At that time there was no money for the repairs.

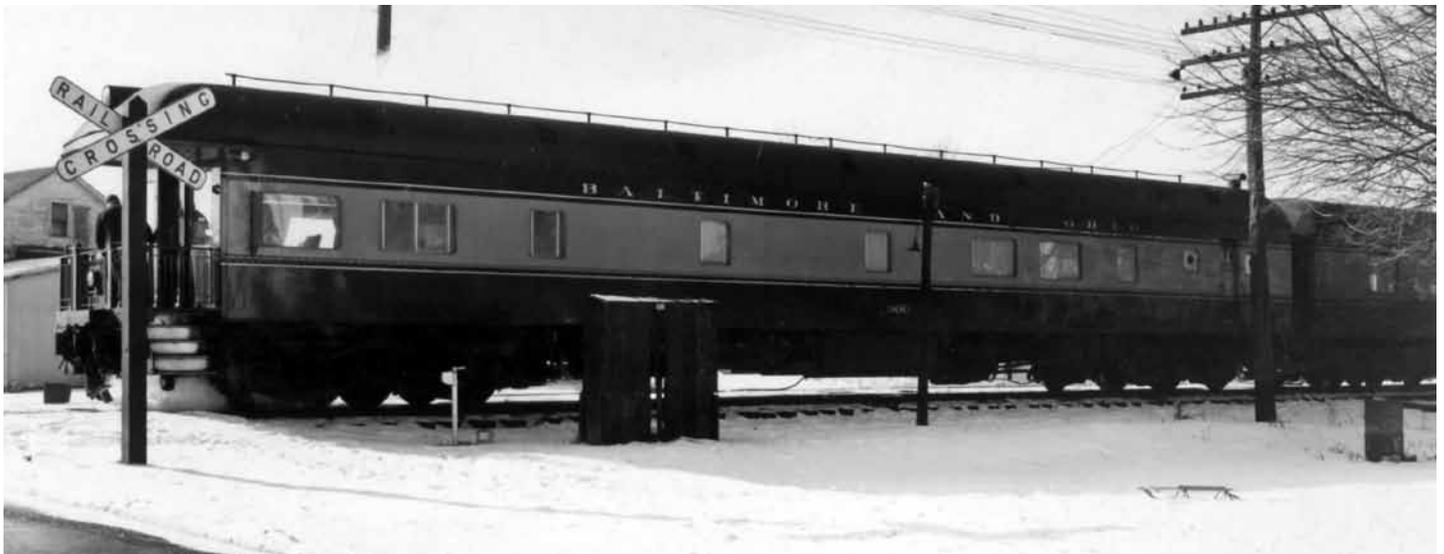
In 1971 the car was sold to Morgan Rail Car of Greenbrae, California. In 1982 it was sold to Michael Pearce of Cotati, California, and in 1989 it continued its tour of California when it was sold to William P. Boland of Nicasio, California.

It is currently owned by Jeffery Millerick of Cotati, California. He and his brother own Coast Marine Construction. If you MapQuest 5375 Lone Pine Road, Sebastopol, California, you can see the 100 on the left side of their shop building. Ed. Note: *Using Google Earth, with Street View, you can even see a photograph of the car sitting on the lot.*

The car is probably in the worst shape of any of the remaining B&O cars. An

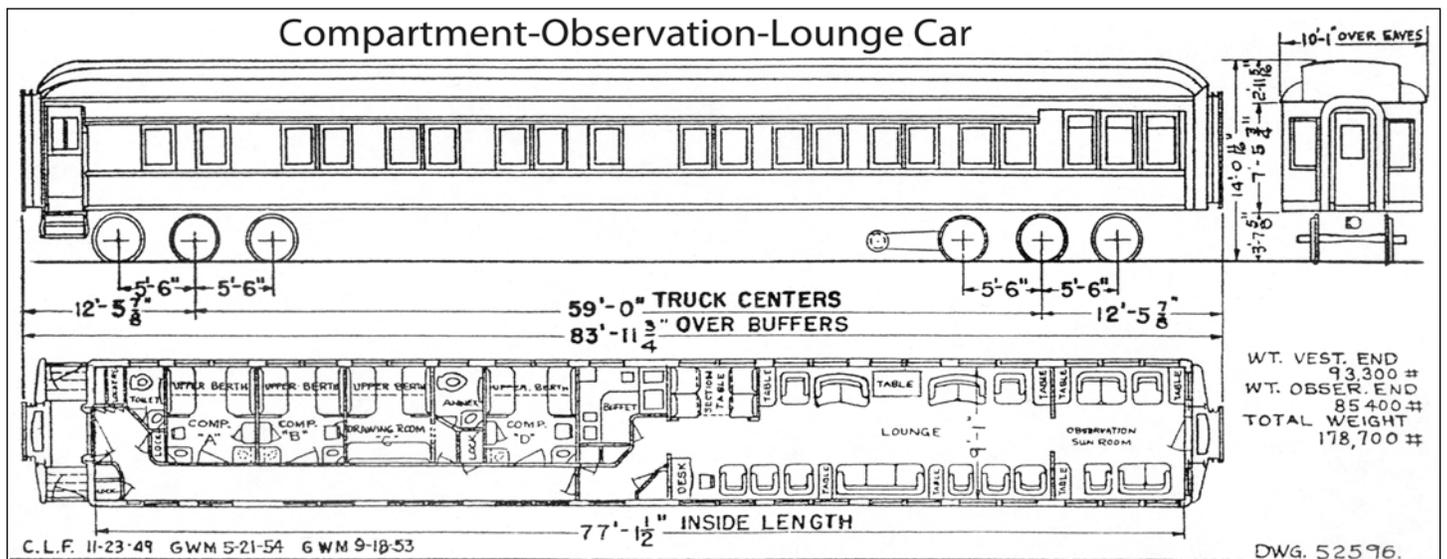
earlier owner wanted to use the car as an antique shop and had the exterior completely removed. After Millerick took ownership of the car, Chessie System needed a pair of outside swing hanger trucks to replace a set of rough-riding trucks on C&O office car 15 and purchased the trucks from under the 100. So it is now resting on timbers.

Millerick does have a set of trucks that with some modifications could go under the car. The exterior of the car has very little rust and the car is being protected by a coat of red primer. He would like to find someone interested in restoring the car. He has the skill and machinery to do it if someone is interested. It would not be cheap!



Office car 900 was built by Pullman in 1930 for regular passenger service, first on the East Coast from Boston to Jacksonville, Florida and then on the *National Limited*, where it served until 1953. When the B&O found itself with five compartment-observation-lounge cars and needed only three, what had been class S-6 Number 7491 was sent to Mount Clare shops and emerged as the newest of the B&O's office car fleet. As such, it was photographed in service on the rear of train Number 7, the *Shenandoah*, at Willard, Ohio.

(Plan courtesy Ralph L. Barger collection)





In its original configuration for Pullman service, what became **B&O 900** bore the name *Palm Key* and was assigned to the New Haven Railroad. It was air-conditioned in the Alton Railroad shops in 1932. As a B&O office car, it was assigned to the central region general manager in Pittsburgh. It was retired in late 1971 and sold in April 1972. (Ralph L. Barger collection)

900

The 900 was the newest car in the B&O office car fleet. It was built by Pullman in January 1930 (Plan 3975F, Lot 6337) as a three compartment, one drawing room, buffet and lounge with sun room, named *Palm Key*. Its initial assignment was to the New Haven Railroad where it was used between Boston and Jacksonville on the joint NH-PRR-RF&P-ACL-FEC *Everglades Limited*. It was later assigned to the B&O for use on the *National Limited*.

Air conditioning was applied in 1932 at the Alton Railroad's Bloomington shops (at the time the Alton was owned by the B&O). The car was converted to a stream-style car in 1940 by Pullman (Plan 3975T) when the *National Limited* was streamlined. When Pullman divested itself of its sleeping car fleet in 1948, the car was sold to the B&O, acquired B&O number 7491 and class S-6, and was leased back to the Pullman Company for continued use on the *National*.

After new observation cars were acquired for the *Capitol Limited* in March of 1951, the B&O had five cars with the

same configuration as the *Palm Key* and needed only three to protect the *National Limited* assignment. It was removed from the Pullman lease in August of 1952. The car was sent to Mount Clare shops and emerged as office car 900 September 16, 1953. All through its B&O career, 900 was assigned to the central region general manager in Pittsburgh.

The car was retired December 13, 1971, and sold to William Strader of Somerset, Pennsylvania on April 20, 1972. Strader operated the car on several excursions between Pittsburgh and Cumberland, and kept the car on a spur track near the Somerset yard.

When Strader's health declined, he used the car as a kennel for his numerous dogs. By the late 1970s, H. C. "Cap" Hurst, the assistant trainmaster at Somerset, described the odor in or near the car as unbearable. When Strader died in the early 1980s and his family put the car up for sale, Charlie Heck, then the division manager, I, and two other friends considered buying the car. It was ruled out when inspection found that the wood paneling, all the furniture and carpeting, and even the

concrete floor would have to be replaced because of the canine urine saturation.

Dr. El Attrache of Mt. Pleasant, Pennsylvania, bought the car in 1983 and donated it to the Youngwood, Pennsylvania, Historical and Railroad Association, which moved the car to Youngwood. About 1985, Ernest Stern of Pittsburgh bought the car and moved it to the Multi-Services Division of Buncher Corporation in Leetsdale, Pennsylvania for rebuilding.

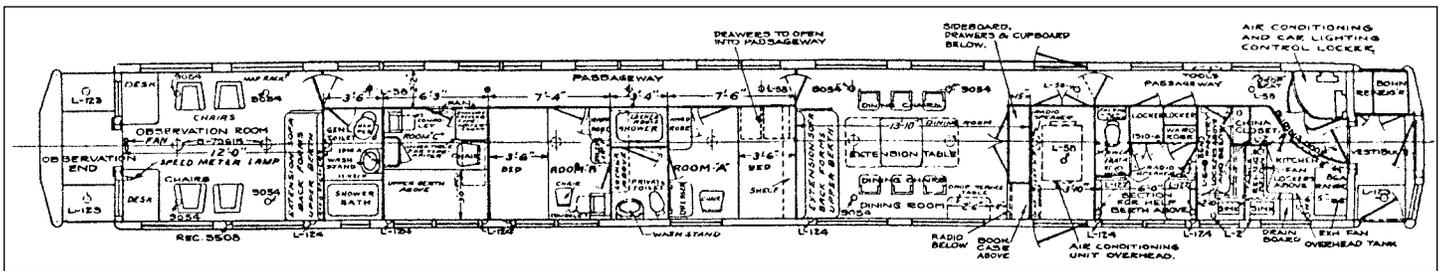
When Stern passed away, the rebuilding project stopped. On March 10, 1995, Brent C. Lewis of Pittsburgh bought the car and moved it onto the West Virginia Northern Railroad at Kingwood, West Virginia. Later, he acquired a shop building at Eighty Four, Pennsylvania, on the Allegheny and Western (former B&O Glenwood to Wheeling W&P sub), and the car is currently kept there pending rebuilding by Brent and his father, Robbin Lewis, with plans to operate it at a museum or shortline railroad.

The Eighty Four shop is amazingly well equipped with both metal and wood working machines and contains two



Car 901 was built by Pullman in April 1913 as Number 99. By 1917 it was used exclusively—and frequently—by President Daniel Willard, who preferred to be out inspecting and observing his railroad rather than hold down a desk in Baltimore. After Willard's death in 1942 the car was renumbered to 901 and assigned to the chief mechanical officer. It was photographed in Baltimore, and was later sold to the Pennsylvania Railroad. The floor plan is a variant on Pullman's basic three-stateroom car.

(Plan courtesy Ralph L. Barger collection)



tracks, one of which contains the 900. The other has two former West Virginia Northern locomotives. Apparently, Brent Lewis is skilled at many tasks as well as having a degree in electrical engineering. He is currently employed in the Signals and Communication Department of CSX. The 900 is in bad condition, but Brent has young energy needed to get the 900 back into operating condition.

Since the 900 was used as a dog kennel while in Somerset, the concrete floor of

the car was destroyed. Thus, the entire floor of the car has been removed right down to the cross members on the car. The only way to safely get into the car is to literally stick your head up through the underside of the car into the dining room. From this vantage point and by looking into the observation room from the rear platform, you can see the woodwork also was ruined by the dogs, at least as far up as the male dogs could lift their legs.

901

Car 901 was built as car 99 in April 1913 by the Pullman Company to Plan 2697 Lot 4073. There is a little confusion about whether the car was built then for B&O President Daniel Willard, or the Pullman Company converted it in 1917 for his use.

According to Edward Hungerford in his biography *Daniel Willard Rides the Rails*, Willard spent more nights on the 99 than he did in his Roland Park home

in Baltimore. His goal was to spend two days out of the office for every one in it. On average he was said to be away from home four nights a week, most of them on the 99. (See page 13)

After Willard's death in 1942, the 99 was renumbered to 901. It was assigned to the general superintendent motive power and equipment or, after a later title change, the chief mechanical officer. The last official using the car was George Beischer.

On September 1, 1950, while the car was in the P&LE Station at Pittsburgh, five B&O cars were shoved into the 901. No one was reported hurt and the only damage was to some linen napkins thrown onto the rug. No notes of a subsequent hearing have been found.

The Pennsylvania Railroad bought the car on May 8, 1967, and it became the Penn Central 90, named *Delaware*, after the PC merger took place on February 1, 1968. The car was sent to the PC's Wilmington shops where a reported million-dollar interior designed by the Vincent Kling and Associates architectural company of Vermont was completed.

The name was dropped in 1968 and the car was just PC 90. It was little used after 1970 and last assigned to David Bevan, the chief financial officer of the railroad. Penn Central sold the car in 1973 to Robert Starr of Philadelphia, who named it *Philadelphia Star* and retained the number 90.

The car was used by the Starr family quite a bit in the early 1980s, but was parked inside a building in 1988 and had not moved since then when it was put up for bid to satisfy the building owner's lien for nonpayment of storage charges. Starr was able to keep the car and had it moved to Cape Charles, Virginia, on the Bay Coast Railroad. It is still there. But Larry LeMond, the senior vice president of the Bay Coast, says Starr has not paid for the storage of the car since it arrived.

902

Car 902 began as a private car named *Ranger*, built in early May 1929 by Pullman and purchased by Eleanor "Sissy" Patterson, who owned the Washington (D.C.) *Times-Herald*. The B&O bought

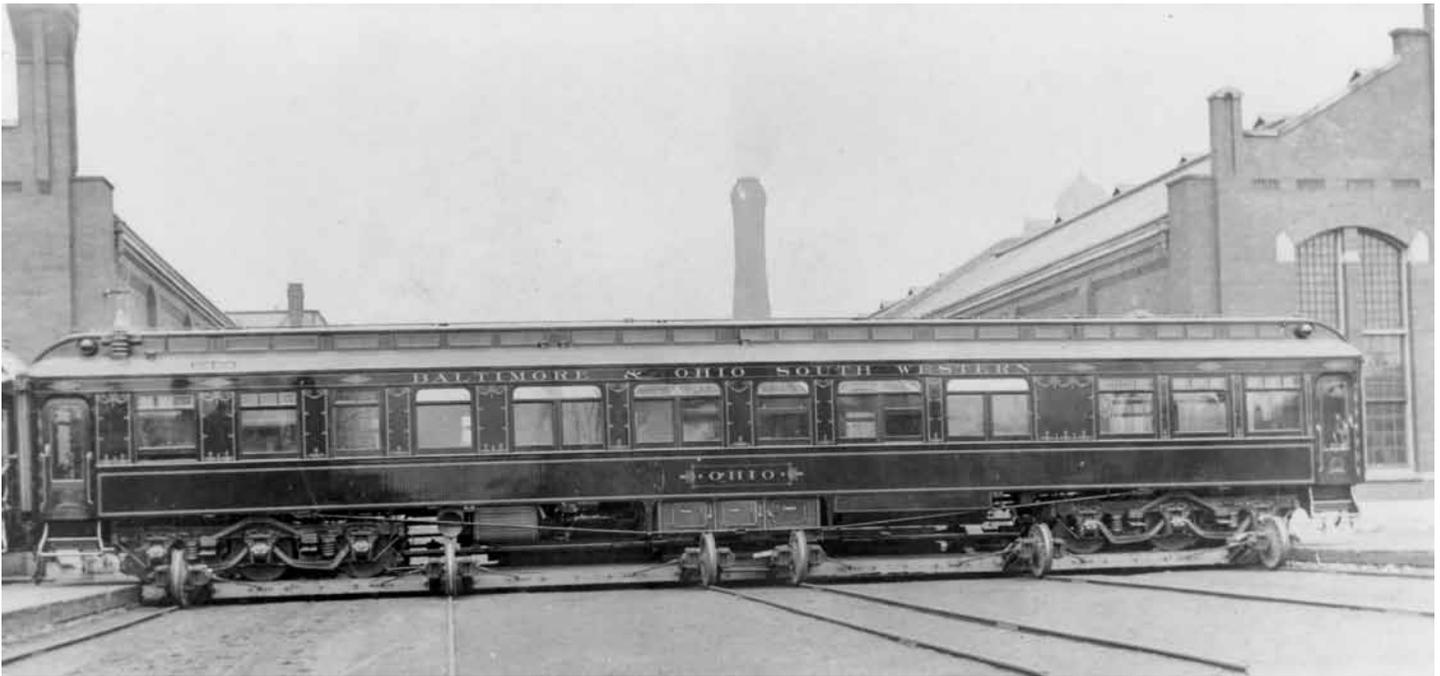
the car on April 25, 1942 and gave it the number 904. It carried that number until January 9, 1962, when it was renumbered 902. It was modernized in 1967 with major upgrades to the interior and stainless steel fluting added below the belt rail to match the C&O cars.

Its first assignment was to Roy B. White, president of the B&O while Daniel Willard was chairman. White kept the 904 when he became chairman after Willard's death. After it was renumbered, the car was assigned to the vice president of freight sales and stayed in that capacity until it was sold on October 26, 1971, to the Mindlin Company of Pittsburgh for use in the Wildwood Sky Area. The car was sold again, to the Burrell Construction & Supply Company, and then later to William J. McManus of Philadelphia. It finally was sold to an unknown private party.

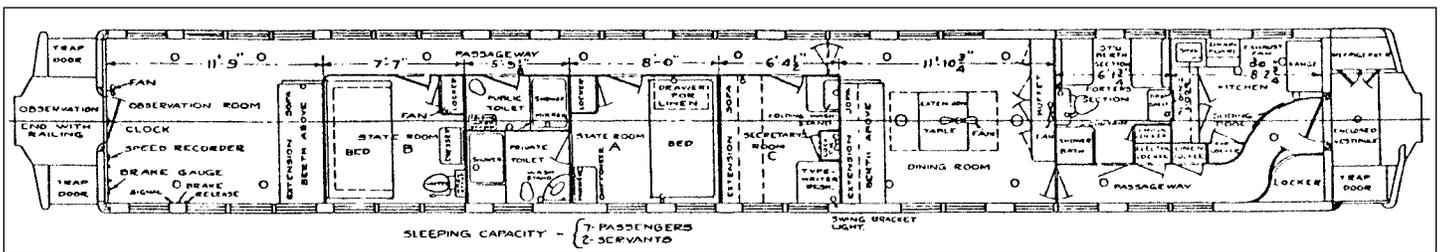
At one point it was in Louisiana, where it suffered a fire in the observation end. The owner then donated it to the Indiana Railway Museum in French Lick. In 1999, Brent Lewis, the current owner of car 900, bought the 902. It is



Car 902 was built as a private car in 1929 and sold to the B&O in 1942. It was first assigned to Roy B. White for his use as B&O president while Daniel Willard was chairman. White continued to use the car when he became chairman after Willard's death. It was modernized in 1967 and had stainless steel fluting added below the belt rail to match C&O cars with which it would be operating. It appears to have been the only one of the surviving office cars thus altered.



This builder's photo of what became B&O office car 903 was taken on a transfer table at Pullman Palace Car Company in March 1895. Built for the B&O Southwestern, it was transferred to the B&O in 1899 and the name, Ohio, was removed. It became Number 903 in 1953 when new office car 900 came out of Mount Clare. It is one of five B&O office cars originally built of wood. The floor plan describes the car sometime after the observation end vestibule was converted to an open platform. (Plan courtesy Ralph L. Barger collection)



now parked along with the 900 in the Lewises' workshop in Eighty Four, Pennsylvania. Lewis hopes to bring the car up to Amtrak standards.

The 902 has a large amount of fire and smoke damage done throughout the interior of the car in the Louisiana fire. In addition, none of the systems in the car have been upgraded since the car was in Chessie System use 40 years ago. It will need all new electrical, heating and air conditioning systems in addition to the interior work. The car is equipped with outside swing hanger trucks and appears to be in sound physical shape.

903

Car 903 was built by the Pullman Palace Car Company to Plan 1111D, Lot 2080 and was delivered in March 1895 to the Baltimore and Ohio Southwestern Railroad. The B&OSW was merged into the B&O in 1900.

When built the car was named *Ohio* and carried the number 198. It was transferred to the B&O on March 15, 1899 and renumbered 700; the name was removed. The B&O changed the number to 900 in 1902.

In 1953 the car was again renumbered, to 903, replacing an earlier 903 that went to the Rochester, New York relief train and making room for the new office car 900.

As built, 903 was a wooden car. In 1912 a steel underframe was added and in 1923 steel sheathing was put over the wooden sides. Also, as built, the car had two enclosed vestibules. At some time, the observation end vestibule was converted into an open platform. B&O standard air conditioning was added at another time.

The car's early use on the B&O is not known. Assignment sheets from the 1940s show it assigned to the engineer of maintenance of way in Baltimore. In September 1961, 903 was bought at auction by Tom W. Streeter, who tried to move it

onto the Pennsylvania Railroad with no success. Frustrated with his problems on the PRR, Streeter donated the car to the Steamtown Foundation of Bellows Falls, Vermont in August of 1964.

In 1984, 903 went along when the Steamtown collection was moved to a former Delaware, Lackawanna and Western Railroad yard in Scranton, Pennsylvania. In 1986, the Steamtown National Historical Site was created by an act of Congress and in 1995 it was opened to the public.

Pat McKnight, the museum historian, advises that the 903 is kept under a huge baseball field-size tarp as it has developed leaks in the roof. Other than those and some dry rot to the wood under the steel sheathing, the car is in good condition. The interior is mostly intact, just as it was when retired by the B&O.

Pat says that the car used to be on display and they would like to bring the



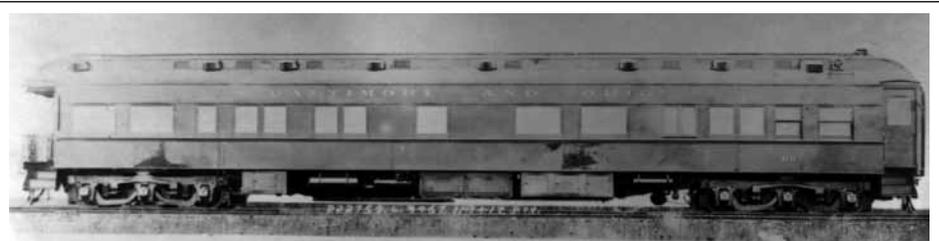
Number 904 was built by American Car & Foundry as a private car in 1926. The B&O bought it in 1941 and converted it to an office car configuration. Rebuilt in 1953, it was the B&O's only four-bedroom office car other than Number 100. Its number depended on what time period we're talking about; at various times it was 904, then 902, back to 904 and, sold to the Monon, their Number 3. It became Louisville and Nashville 350. As a private car and residence, it now carries its Monon number, 3, and is painted in the blue and cream colors of the Orient Express. (Ralph L. Barger collection)

car into their roundhouse/museum to allow people to see the inside, but the car would need some minimal upgrades and exterior painting first. The National Park Service budget has been cut so the funds are not available, but he says the park would love to partner with someone to be able to bring the car inside.

904

The 904 was built by the American Car & Foundry Company at St. Charles, Missouri, for Jessie Woolworth Donahue, the daughter of F. W. Woolworth of dime-store fame. It was completed in October of 1926 under Lot 160, Plan 2145-B and was named *Japauldon* after Mrs. Donahue's husband, James Paul Donahue. They bought the car to carry them between their homes in New York and Palm Beach, but it is questionable how much it was used for that purpose.

After her husband committed suicide in 1931 Mrs. Donahue began spending more time abroad, and the car was sold to the B&O on July 25, 1941. At Mount Clare it was stripped of the previous owner's property and converted into office car 904. It was assigned to the vice president of traffic, Golder Shumate. He had the car number changed to 902 because the numbers in 904 added up to the unlucky number 13. Later the car was assigned to Howard Simpson and then to J. W. Phipps.



The builder's photograph of Daniel Willard's Number 99.

What's in a Number?

Why did Daniel Willard want his office car to carry the number 99?

Willard was appointed vice president operations for the Chicago, Burlington and Quincy in 1904 and served in that capacity until 1910. In 1905 the Burlington took delivery of a new office car numbered 99, and it was assigned to Willard. Burlington 99 still exists and is parked outside of the Freight House Restaurant in La Crosse, Wisconsin.

Willard left the Burlington and was made president of the B&O on January 15, 1910. On March 5, 1911, B&O office car 907 was renumbered 99. It kept that number until April 21, 1913. One day later, on April 22, 1913, the B&O accepted from the Pullman Company a new all-steel car that was numbered 99. Pullman records show that it was built for Daniel Willard.

I have no record that I can find that the B&O 907 was assigned to Willard from 1911 to 1913, but it certainly seems more than a coincidence that the numbers were changed within one day's time of the new car being assigned to him.

B&O 99 was extensively used by Willard throughout his time on the B&O. He died on July 6, 1942, and B&O 99 was renumbered 901 on July 29, 1942. Again I have found no record of this, but it looks like the number 99 was retired by the railroad much like a jersey number is retired to honor an outstanding member of an athletic team. There never was another B&O office car to carry the number 99.

Another mystery is the office car built by Pullman and accepted by the B&O on November 15, 1917 that briefly carried the number 99A. That car was renumbered 98 sometime in 1918 and kept that number until it was retired in 1965.

Why Willard liked the number 99 is not known. And like the TV question about Jack Daniel's fondness for the number 7, we won't be hearing from him anytime soon.—FHD



Number 905's career as a private car is well known to regular readers of *The Sentinel*, but here it is in B&O service. It was assigned to the western region manager in Cincinnati. It is now kept in Utica, New York. (Ralph L. Barger collection)

In 1953, the car was shopped and received Thermopane windows, mechanical air conditioning and a turtle roof. Bedroom D (this was the only other four-bedroom car on the 1954 roster besides the 100) was also converted to a secretary's room at that time. In a 1957 shopping, false ceilings were added to make the interior more modern.

On January 11, 1962, the car reverted to the number 904. It was sold to the Monon Railroad in September of 1962. There it became their car number 3 and was used in pool service. When the Monon merged into the Louisville and Nashville in mid-1971, the car became L&N 350 and remained in pool service. Even though the car was only on the L&N a short time, it was first painted in the L&N blue with yellow lettering and then Amtrak gray with red, white, and blue stripes after Amtrak required all cars moving on its trains be painted in the Amtrak scheme.

The L&N quickly declared the car surplus and sold it to the Aladdin Lamp Company in 1972. They used the car for sales, travel and business entertainment, and finally as the Nashville residence for George W. White, an employee of one of the Aladdin divisions, MetroCenter Properties. Since the car was not being used in transportation the L&N removed the switch in to the car.

On May 20, 1982, Dante S. Stephenson purchased the car and had it lifted by cranes back onto live track to transport to Atlanta. Mr. Stephenson uses the car as his home, keeping it on a leased siding along the Norfolk Southern main line near downtown Atlanta. He has traveled with it thousands of miles throughout North America.

The car is currently named the *Survivor* and carries the number 3 assigned to it while on the Monon. It is painted in the blue and cream colors of the Orient Express. Normally Amtrak compatible, the car is presently stationary after failing a leaf-spring inspection. Mr. Stephenson has found a company that can manufacture a new set of leaf springs and hopes to have the car out on the rails in the near future.

During his ownership he has made several changes to the car, including removing the wall between the secretary's room and the observation room. There he has installed a wet bar. Wood paneling out of an English bank has been added to the walls in stateroom A.

905

Car 905 was built by Pullman in May of 1945 as 12-section, 1 double-bedroom sleeper named *East Newark* and assigned to the B&O. One of numerous 12-1 cars used by the B&O, it probably saw ser-

vice over much of the system, but its last revenue assignment was as the St. Louis to New York sleeper on the rear of train Number 12 the night of Sunday, July 2, 1944.

That night Number 12 stopped at Waring, Maryland, on the Metropolitan Branch after the train came apart. While the crew was recoupling the train, a following freight, Extra 4616, rear-ended the passenger train, resulting in injuries to 47 people and damaging the *East Newark* to the tune of an estimated \$25,000 for repair. Rather than repairing the car, the Pullman Company wrote the car up as destroyed and sold it to the B&O on April 23, 1945. (For an account of the confusion surrounding this incident, see *The Sentinel*, Volume 30, Number 3, third quarter 2008, page 23.)

The car was moved into Mount Clare shops where it was rebuilt into an office car and released in May of 1945 as the car 905. For its entire B&O life, 905 was assigned to the western region general manager in Cincinnati, serving F. B. Mitchell, T. C. Smith, A. W. Conley, and A. W. Johnston.

In 1966, Ken Reed called the late Bill Johnston and asked him if he would like to have car 100 back. Bill had used the 100 earlier while assigned in Baltimore. The 100 was his favorite car because of the ride, probably caused by the fact the

100 was the heaviest office car in the B&O fleet.

Bill agreed to take the 100 and said that he knew someone who might be interested in buying the 905. That party was James S. McClinton Jr. of Parkersburg, West Virginia, who had ridden on the car several times with both Art Conley and Bill Johnston. He purchased the car on January 3, 1967 and named it the *Wayside* while keeping the number 905. McClinton had the car for 21 years and once wrote that he traveled on the car 6,000 miles a year. (See *The Sentinel*, Volume 28, Number 2, second quarter 2006, page 18.)

In 1988, McClinton sold the car to Richard M. Johnston (no relation to Bill) of Pittsburgh, who changed the name of the car to *Silver Spring* after the B&O suburban station outside of Washington. He also upgraded the car with a modern, all-electric kitchen. In 2000 he put the car in storage in a station track beside the Toledo, Ohio Amtrak station.

In November of 2003 Johnston sold the car to Albert Ray Connors of New Hartford, New York. Connors tried for a year and a half to get the car moved out of Toledo, and finally in August of 2005 was able to move the car to Utica, New York. There the car was available for charter operation over the Adirondack Scenic Railroad.

Connors died in late 2008 or early 2009. The 905 has been sold to a private party who wishes to remain anonymous because he has not told his wife that he bought the car. The car will remain at the Adirondack Scenic Railroad and be parked at the Utica, New York, Amtrak station along the CSX main line.

It is kept in beautiful condition and is used by the railroad for charters and to entertain the railroad's guests and members. They have no plans for the car to leave their home rails, but they take exceptionally good care of it. It looks like it has become their ultimate toy.

The car is painted in a B&O blue and gray scheme, is self-contained, has its own electrical generator, fuel, and water supply and up-to-date heating and air-conditioning. It has been Amtrak-certified in the past, but is not currently.



Car 906 was the only one of the cars listed in the 1954 Form 6 to be scrapped. Originally a Buffalo, Rochester and Pittsburgh car, it became B&O 906 in 1936. It's shown being used at Washington's Eckington yard during the presidential inaugural of 1957 as headquarters for those coordinating the heavy traffic the inaugural brought. The observation platform outlasted the rest of the car; it was part of a Smithsonian Institution exhibit. (*Sentinel files*)

906

Car 906 was built by Pullman in February of 1906 for the Buffalo, Rochester and Pittsburgh Railroad to Plan 2161 Lot 3356. A wooden car, It started as BR&P 101.

A steel underframe and steel sheathing were applied, probably in a rebuilding of the car by the Pullman Car Company in 1916. For a short time between September 1918 and May 1920, it was numbered USRA 134 while in service for the United States Railroad Administration, the government agency that took control of the country's railroads during World War I.

From 1920 to the 1932 merger of the BR&P into the B&O, it again was BR&P 101. On June 10, 1936, the car became B&O 906. It was air-conditioned by the B&O in 1945.

The last assignment on the BR&P for the car was to W. T. Noonan, a company vice president. He had a personal set of china that was left on the car when the B&O took possession. In 1944 a search was made to find the plates that supposedly had been set aside for return to Noonan, but the missing china was never found.

The B&O assignments started with the engineer MofW in Pittsburgh and later the chief engineer in Baltimore. In 1955, the car was used as a rider car with the B&O clearance car. When Eisenhower was inaugurated in January of 1953, 906

was on the milk track at Eckington Yard and used as the railroad's headquarters coordinating the movement and storage of trains in and out of Washington terminal. It performed the same function for the 1957 inaugural. (See *The Sentinel*, Volume 27, Number 1, first quarter 2005, page 10.)

The car was retired on September 8, 1961 and scrapped. This was the only car in the 1954 roster of B&O cars that has been scrapped to date. Prior to the car's being cut up, the observation end was donated to the Smithsonian Institution. There it was used in the 1960s and '70s in an exhibit called "We the People" about the country's voting and campaigning. In the exhibit, it represented a politician making a speech from the rear of a campaign train much like the famous campaign of Harry Truman.

Bill Withuhn, the transportation curator of the museum, says that because it was used as a prop and not an exhibit, the rear platform was disposed of when the exhibit was dismantled and sold to a scrap dealer sometime in the late 1970s or early '80s.

907

Car 907 was outshopped new from Mount Clare in Baltimore on June 1, 1897, as the 707 and named *Ohio*. It was transferred to the B&O Southwestern



B&O 907 was built at Mount Clare in 1897 as Number 707, named the *Ohio*. It was transferred to the B&O Southwestern, then came back into B&O hands when that road was formally merged into the B&O. It bore the number 907 after the merger, then was renumbered 99 in 1911 and, when a new 99 was completed, reverted to 907. Note that this car does not have a light mounted high on the roof at the observation deck end as do some of the other office cars pictured in service. It was photographed in Pittsburgh in 1959.

Railroad on July 3, 1899 and had the name removed at that time (see also the history of Car 903 on page 12). On July 2, 1902 the number was changed to B&O 907, after the merger of the B&OSW into the B&O. During a shopping in Mount Clare, steel bolsters were installed.

It was renumbered 99 on October 5, 1911 to serve as Daniel Willard's office car. When a new 99 was completed by Pullman, the 907 number was restored. A steel underframe and sheathing were added in September of 1915.

On February 12, 1919, the car was renumbered USRA 63. It returned to B&O 907 on January 29, 1920. Air-conditioning was added in 1948 and roller-bearing journals in 1957.

The first assignment of the car was to Harvey Middleton, B&O general superintendent motive power and equipment. In 1906 it was assigned to Oscar G. Murray, the president of the B&O and on January 15, 1910, it became Daniel Willard's car when he replaced Murray. Later it went to the general

superintendent maintenance of way at Pittsburgh.

The car was sold at auction in Pittsburgh in May of 1961 at the same auction as the B&O 903. Richard Snyder of Lakeville, Connecticut bought the 907 and moved it to a siding in Lakeville on the New Haven Railroad. Several years later he had the car moved to the Bangor and Aroostook Railroad shops in Derby, Maine, where the brake valve was changed from a UC passenger valve to an AB freight valve. The car then moved to north of Rutland, Vermont, where Snyder operated the Otter Valley Railroad. After the Otter Valley ceased operation the car was moved to Burlington, Vermont, where it occasionally operated on the Vermont Railroad.

In 1981, Louis Edmonds of Hollis, New Hampshire saw an ad in *TRAINS* magazine and bought the car. He moved it to Steamtown in Bellows Falls, Vermont, where it most likely ran across the B&O 903 again. In 1984, Steamtown was moved and Edmonds moved the

car to Essex, Connecticut and the Valley Railroad, where it stayed and ran until 1997, when the Railroad Museum of New England moved its equipment to Thomaston, Connecticut and formed the Naugatuck Railroad.

The car remains in Thomaston and carries the name *Sherry Lynette Brannon*, Edmonds' wife's maiden name, in addition to the number 907. In addition to operating on some of the museum trains, the car is available for charter and even appeared in scenes of a PBS show on the history of Chicago, posing as the interior of the *Pennsylvania Limited*.

During 2009 and 2010, the 907 was in the shop at Thomaston for a truck overhaul and installation of a larger air-conditioning system. It has been returned to the 1943 paint scheme of Pullman (bando) green and gold lettering, even using lettering stencils from the same company that the B&O used. Edmonds is working to keep the car as historically authentic as possible while still having up-to-date and safe operating equipment.



Car 908 was a wooden car built by the Alton Railroad in 1917 as Number 503. It got a steel underframe and sheathing in 1926. It became B&O 908 in 1945, and was rebuilt from the original four-stateroom configuration to a three-room plan more common on the B&O. It was sold off the railroad in 1967.

908

Car 908 was built by the Chicago & Alton Railroad in 1917 as their Number 503. When built the car was wooden, but in 1926 a steel underframe and steel sheathing were added. The car originally had four staterooms, with the dining area adjacent to the observation area and the kitchen at the other end of the car. In 1935 the car was renumbered as the 922, most likely to have it in the B&O office car series since the B&O then owned the Alton.

The B&O leased the car from the Alton on October 10, 1943, and acquired it outright on November 1, 1944, in trade for B&O coach 5249. The car was renumbered as B&O 908 on October 15, 1945. The car configuration was changed to the more typical three staterooms with the dining room off the kitchen.

While on the B&O, the car was assigned to the chief engineer maintenance of way, including John Collinson as shown on an October 1, 1964, list. By June of 1966, the car was unassigned and it was sold on October 20, 1967, to Darby Wood Products of Hagerstown, Maryland. Later it was sold to Warren Browning, who donated it to the B&O museum, where it is currently on display and has been named *John T. Collinson*.

912

B&O 912 was built in 1906 by either the American Car and Foundry Company (according to a 1958 B&O listing) or Mount Clare Shops according to another source. It was a wooden car and had a steel underframe added in May of 1916. Steel sheathing was applied at an unknown date. In 1918 during the USRA control of the nation's railroads, the car was renumbered USRA 57; it went back to B&O 912 on March 1, 1920. In 1942 ice water air-conditioning was added to the car. It was reconditioned in 1957.

The 912 was assigned to the engineer MofW in Cincinnati. A January 1958 listing shows the car not assigned.

It was sold in 1961 to the Pithole Valley Railroad, which was actually a group of four businessmen in Titusville, Pennsylvania, who used the car as a clubhouse and named it *Swordsman's Club*. They painted the car in the standard B&O paint scheme, which got them some kidding from the local Pennsylvania Railroad people as the car was parked along the PRR's Buffalo to Pittsburgh main line.

Since that was a freight-only line, the club was never able to operate the car, but enjoyed entertaining on it. When the last member died, the car was sold in August

of 1974 to the Pittsburg and Shawmut Railroad. W. R. Weaver, the president of the P&S, used the car as an office car. In 1995, the P&S sold the car to Alan Maples, the president of the Everett Railroad Group, which includes the Hollidaysburg & Roaring Spring Railroad. The car is used as an office car and for excursions. It is kept at Duncansville, Pennsylvania.

The car is in amazingly good condition considering it is 104 years old. Very little has been done to the car since it was in B&O service. The kitchen has been modified, with a small electric stove and sink added, but most of the car is as it was years ago. Even the varnish on the woodwork is original and showing its age by cracking much like a piece of antique furniture.

This car is a unique office car in that there are only two rooms, and the larger of the two is the secretary's room. The latter was built to accommodate an extensive built-in file case. Since the car was assigned to the engineer maintenance of way, this was probably to contain track diagrams and plans. Also unique to office car construction in the secretary's room is a bed that runs lengthwise to the car.

Maples intends to upgrade the brake system to make it less costly to maintain.

(Text continues on page 20)

Not Many at Home

Where the 12 remaining office cars from B&O's January 1, 1954 *Form 6* are (plus a notable addition).



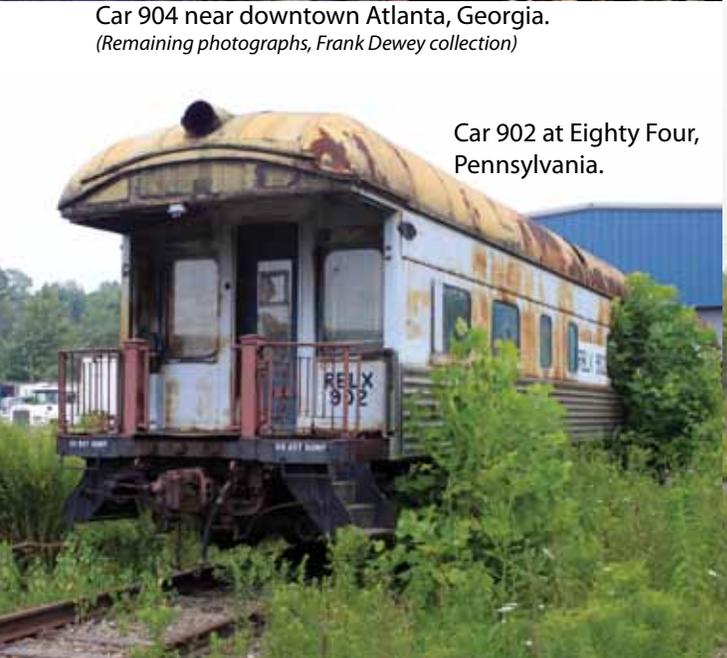
Car 100 at Sebastopol, California.
(Bob Battles photograph for *The Sentinel*)



Car 904 near downtown Atlanta, Georgia.
(Remaining photographs, Frank Dewey collection)



Car 908 at the B&O Museum in Baltimore, Maryland.



Car 902 at Eighty Four, Pennsylvania.



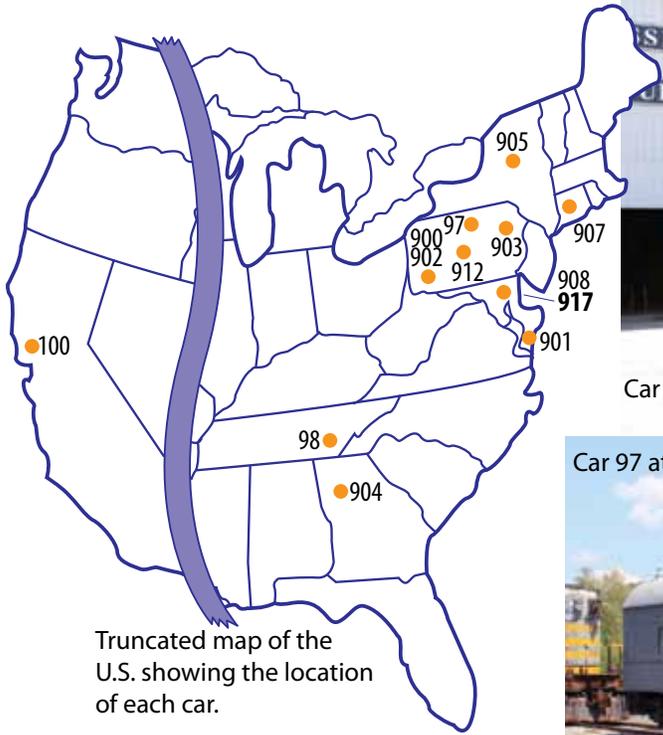
Car 900 at Somerset, Pennsylvania and (inset) Eighty Four, Pennsylvania.



Car 903 under wraps at Steamtown, Pennsylvania.



Car 907 at Thomaston, Connecticut.



Truncated map of the U.S. showing the location of each car.



Car 98 at Chattanooga, Tennessee.



Car 97 at Wellsboro, Pennsylvania.

Car 901 (originally 99) at Cape Charles, Virginia.



Car 917 at the B&O Museum in Baltimore, Maryland.



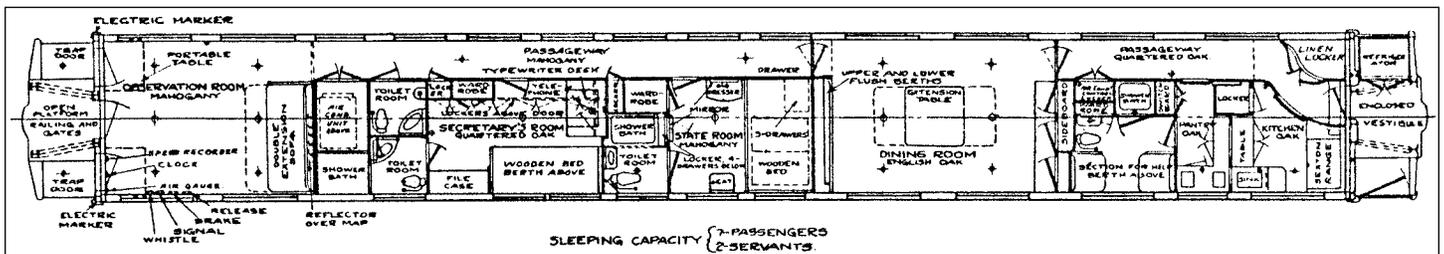
Car 905 at Utica, New York.

Car 912 at Brookville, Pennsylvania.





Car 912 was in service in Wapakoneta, Ohio, in this picture, which bears the telltale sign of steam power in active service. The car was unusual in that the secretary's room was the larger of only two staterooms, to accommodate the huge file case (above right) that probably contained track diagrams and plans for the maintenance of way engineer. The case is to the left of the bed in the plan. (Plan courtesy Ralph L. Barger collection)



The car has an old UC brake valve that requires cleaning on a very frequent schedule to meet FRA requirements. He would also like to paint the car, but is working on how to do that over the odd aluminum plate siding that was installed by the Pittsburg & Shawmut Railroad.

All in all, this is a very old car that is aging very gracefully.

917

There is one other former B&O office car still around that was not on that 1954 roster of business cars. That car is older than any of the cars already mentioned.

B&O 917 was built in July of 1886 by the Jackson & Sharp Company of Wilmington, Delaware, for the Ohio and Mississippi Railroad as chair car 108. In November 1893 the O&M was bought by the B&O and the railroad's name was changed to the Baltimore and Ohio Southwestern. Either the O&M or the B&OSW converted the coach to an office car and the number became B&OSW 200 in 1895.

The B&O assumed full control over

the B&OSW in 1900 and in 1902 the car became B&O 917. In 1915 the car was rebuilt with a steel underframe and steel sheathing. Air-conditioning was added in 1944. Two records of its assignments on the B&O are to the engineer MofW in Cincinnati and later to the general superintendent transportation in Baltimore.

On August 18, 1950, the car was removed from the office car fleet and became X-4143. It was assigned to the Signal and Communication Department on the Monongah Division and normally worked in the Cowen area. On October 6, 1982, the car was renumbered to 911506. In April of 1987 the car was removed from non-revenue service and donated by CSX to the B&O museum. There it has been painted back into the Pullman green



This is the oldest former B&O office car existing, Number 917. It does not appear in the 1954 Form 6 listing because by then it had been taken out of service and assigned to work-train service as X-4143. It was built in 1886 by the Jackson & Sharp Company as a chair car for the Ohio and Mississippi Railroad, which eventually became the B&OSW. It's now at the B&O museum.

scheme that it probably carried for most of its life as an office car.

Many of the other early office cars were converted to non-revenue service. Some went to the engineering department and others to relief trains. One (933) even became the yard office at Wilmersmere yard in Wilmington, Delaware. 



Bob Cohen walked 150 feet east on Number 1 track at Gaithersburg to get the picture that gives some idea of how little time engineer Robert G. Morgan had when he saw an automobile approaching Summit Avenue, the second crossing in this photograph (the nearer one is for commuters). Though much has changed between 1953 and February 2011—the parking garage in the left background occupies space where the B&O had a wye, and the auxiliary track is long gone from the front of the station—some things remain constant to work from, including the passenger station and, in the distance, the bridge carrying U.S. 240 across the tracks.

Bad Night on the B&O

The Gaithersburg, Maryland, Wreck of February 11, 1953

By Bruce Elliott

On the rainy evening of Tuesday, February 11, 1953, B&O train Number 23, the *West Virginian*, consisting of P-7e 5316 and eight cars, left Washington's Union Station headed to Parkersburg. Engineer Robert G. Morgan and fireman John E. Fraley, both Cumberland Division men, were in the cab.

The trip west on Number 1 track was uneventful for its first half-hour, until the train approached Gaithersburg, Maryland. Engineer Morgan was sounding the customary grade-crossing whistle of two longs, a short and a long, that would normally continue until the locomotive

was beyond the grade crossing at Summit Avenue, just beyond the passenger station. The locomotive bell was being rung, a requirement while approaching and passing public road crossings at grade. It was 10:50 p.m.

When the engine was about 150 feet east of the crossing the engineer saw an automobile approaching from the north. Morgan said he thought that the auto was going to stop as the train approached the crossing at a speed estimated at 67 mph, and was surprised when the car kept coming. The automobile was estimated to be traveling at about 10 mph.

The collision occurred 75 feet west of the station, and 20.81 miles west of Washington.

Maximum authorized speed for passenger trains in the vicinity of the accident was 75 mph.

The railroad and the ICC reported, dryly, that the main line in this vicinity is straight double track, with a 0.94 percent descending grade west. The highway crosses the track at an angle of 85 degrees, and is practically level north of the crossing.

West of the crossing, a trailing point crossover connected tracks 1 and 2. Part

of its job was to turn helpers shoving east from Point of Rocks up Parr's Ridge grade. The frog of the west turnout of the crossover and the west switch of the auxiliary track then in place were located, respectively, 304 feet and 1,223 feet from the centerline of Summit Avenue.

From the east on track 1 there are, in succession, a compound curve to the left, having a maximum curvature of 1 degree 18 inches, 5,210 feet in length, and a tangent of 372 feet to the point of the accident and a considerable distance westward.

The grade against westbound trains is about 1 percent for a bit more than a mile before the track levels off and begins descending 780 feet from the point of the accident.

The Summit Avenue crossing is 35 feet, 9 inches wide. At the time of the accident a standard cross buck railroad-crossing sign was located to the right of southbound traffic 27 feet, 11 inches north of the center line of track Number 1. The sign was mounted on a mast 10 feet, 8 inches above the level of Summit Avenue.

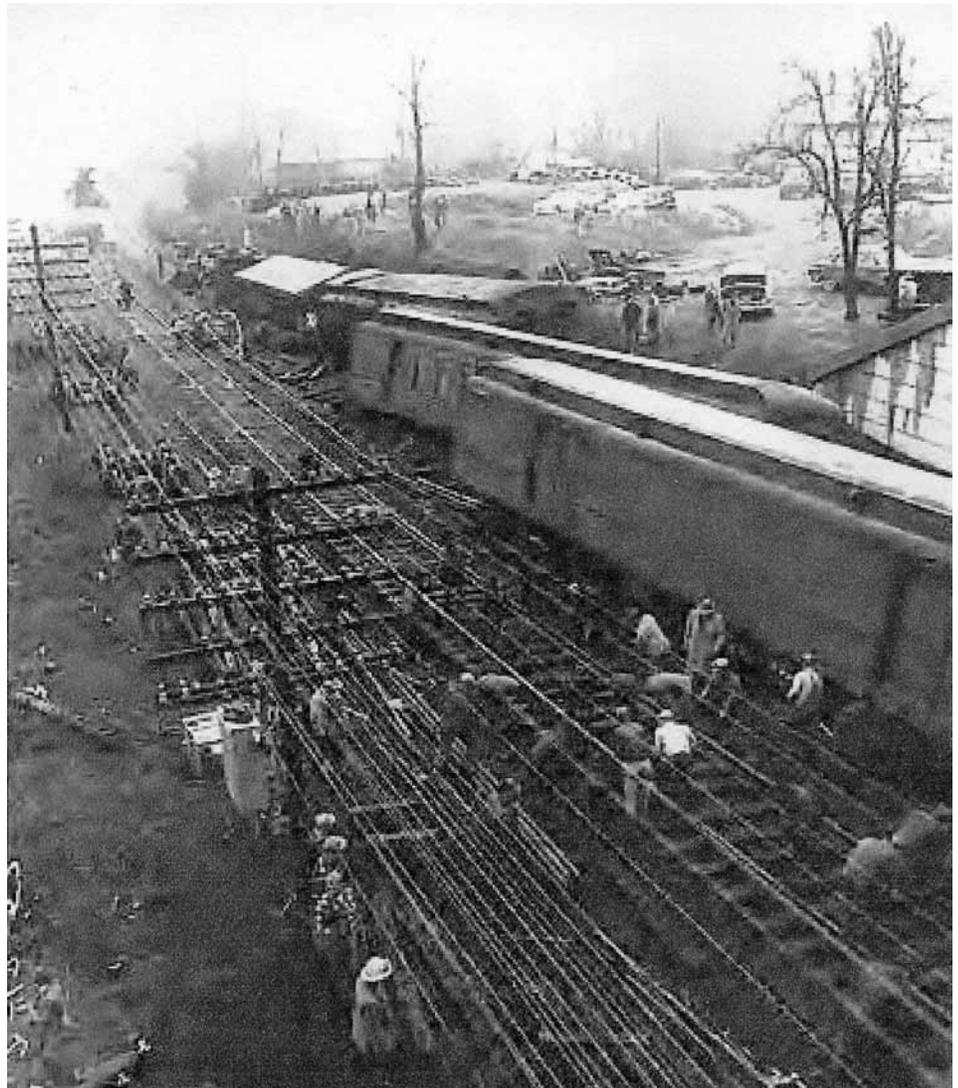
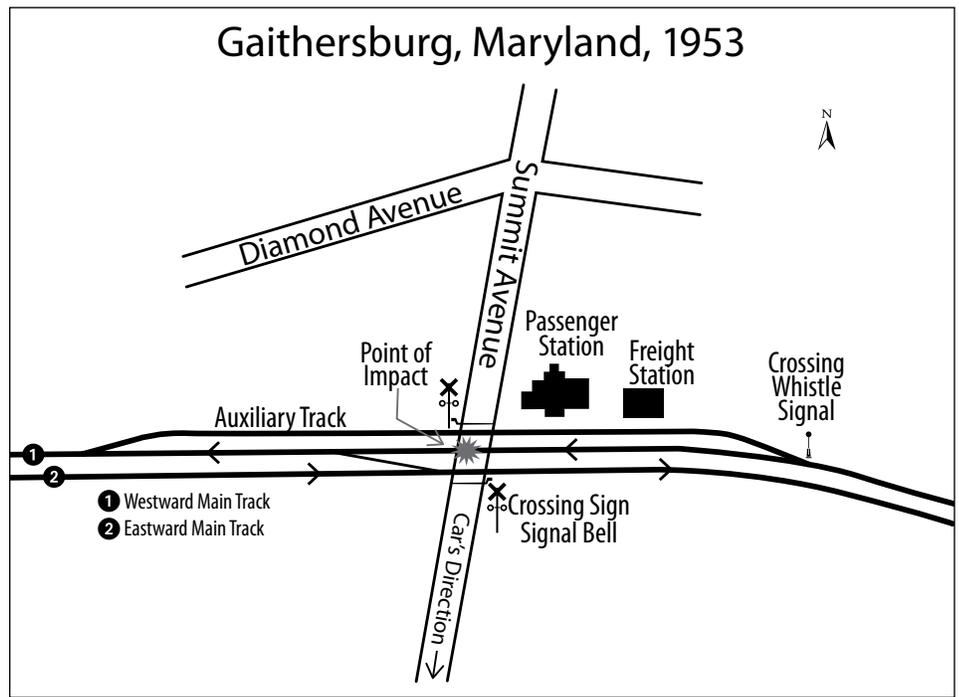
Another sign mounted on the mast 9 feet, 6 inches above road level read "NO WATCHMAN ON DUTY 10:00 PM TO 6:00 AM".

A shielded receptacle for an oil-burning lantern was attached to this mast 5 feet above road level, so arranged that a red light placed in it would be directly visible only to southbound traffic on Summit.

A warning bell mounted nearly 9 feet above the road was located 23 feet, 7 inches north of the center line of track Number 1. The control circuits were so arranged that the warning bells on both sides of the track would sound when a westbound train was occupying any portion of track 1 for a distance of 2,982 feet immediately east of the crossing. The whistle post for westbound trains is 1,604 feet east of the crossing.

All of this protection had accumulated in the years since the Metropolitan Branch had been built west from Washington; the railroad was no newcomer to Gaithersburg.

This is the official description (slightly edited) of the accident in the ICC report, with help from Norman Nelson:



The locomotive, Pacific Number 5316, and its tender wound up on their sides beyond the highway overpass. The first five cars behind it derailed and wound up skewed across the tracks; the next two derailed but stayed in line with the track.

(Norman Nelson collection)



The P-7e rolled over on its right side, and when it came to rest the sandbox lid popped off, resulting in the spill shown. One wheel of the engine truck had been off the track since just after the impact; 250 feet later the entire truck was off. When the locomotive went over it tore up 195 feet of track before coming to rest 1,836 feet west of Summit Avenue.

No. 23, a westbound first class passenger train, consisted of engine 5316, a 4-6-2 type, one baggage car, one mail car, two baggage cars, one passenger-baggage car, one coach and two sleeping cars in the order named. The train passed QN tower, 19.41 miles east of the point of accident and the last open office, at 10:27 p.m., two minutes late, stopped at Silver Spring, Maryland, 14.21 miles east of the point of accident, and departed at 10:36 pm, two minutes late.

While moving on track #1 at a speed of 67 mph, as indicated by the tape of the speed recording device, it struck an automobile at the grade crossing at Summit Avenue, in Gaithersburg, Mary-

land 75 feet west of the passenger station. When the...engineer became aware that the automobile was continuing to move southward and had entered upon the crossing (he) immediately made an emergency brake application. The fireman didn't see the automobile.

The automobile involved was a 1949 Plymouth sedan...being driven by John Fox. The other three passengers were Anne Fox (his wife), her son Elmer Custer and Upton Harding. Engineer Morgan said that he couldn't see anyone behind the steering wheel and it was concluded that the driver had fallen asleep. The four had been to a wake prior to the accident.

The pilot of the engine of Number 23 was broken. The automobile became wedged under the front end of the engine and elevated the right side of the engine truck. One wheel on the left side of the engine truck dropped to the ties 39 feet west of the crossing and continued in line with and about 10 inches north of the gauge side of the south rail of track # 1 to the frog of the crossover, a distance of 248 feet.

At this point the second pair of wheels of the engine truck was derailed. They continued in line with the rails to the frog of the turnout at the west end of the auxiliary track, a distance of 844 feet. The general derailment occurred about 10 feet



A P-7e decelerating fast, but probably still moving about 60 mph can plow up a right good amount of turf. Number 5316 demonstrated the point as it rocked onto its side and slid down the drainage ditch west of Gaithersburg station. The general consensus is that the piece of pipe in the left foreground is not part of the locomotive piping.

west of the switch of the auxiliary track.

(A point of interest here; the auxiliary track was a passing siding, adjacent to track 1, that also served a team track for the freight station.)

Engineer Morgan said that he thought that the engine was going to stay up after hitting the car, but that the water in the boiler started sloshing back and forth, sideways, and with that, he was getting ready to jump when it went over, landing

him in a drainage ditch beside the track, which saved his life, for the engine would have crushed him if it was not there. The impact moved the coal pile forward, pinning Fraley and Morgan for an instant.

Morgan said that after hitting the car, the engine picked up off the rail on one side, went back, and then picked up on the other side and then went back. He said it did it a couple of times, each time with more force, so he knew it was get-

ting worse and was going to go over.

At this point the engine, the tender, and the first seven cars were derailed. The engine and tender stopped on their right sides and on the north side of track #1, with the front end of the engine 1,836 feet west of the crossing. It was "bridged" over Morgan. When the water spilled out of the tender and filled up the ditch where he was, he said, he thought he was going to drown.

A separation occurred between the tender and the first car. The other cars remained coupled and stopped practically upright. The first five cars were in diagonal positions on or near both train tracks. The other derailed cars stopped in line with track #1.

Track #1 was destroyed throughout a distance of 195 feet. The engine, tender and the first five cars were badly damaged, and the next two cars were somewhat damaged. The automobile was demolished.

Those killed were John Fox, a painter by trade; Anne Fox, his wife; Elmer Custer, her son, a sheet metal worker; and Upton Harding, a landscapist at the Bethesda Naval Hospital. All were Gaithersburg residents; they had been at the home of William Nicholson, whose mother had died the day before, attending a wake.

(This is the way rumors get started: First responders to the accident reported quickly, for some unknown reason, that the dead were a priest and three nuns. That story circulates to this day.)

Injured were engineer Morgan, of Cumberland, admitted to a hospital for observation with mild shock, exposure, internal injuries and head cuts; fireman Fraley, of Ridgeley, West Virginia, admitted for observation with facial lacerations, four unidentified passengers; one Pullman Co. employee; four railway mail clerks; one train attendant and one train service employee

That concluded the initial ICC report. With the exception of the engineer, there were no surviving witnesses. Other investigators found more unofficial, but accurate, information.

The watchman at the grade crossing that night was Gene Werking, who was on light duty after falling off the tender of a way freight when taking on water at Rock Creek. He was a brakeman.

Before he left the crossing he placed a lighted red lantern in the receptacles at each crossing sign. Both lanterns were found to be lighted after the accident occurred. The watchman said that the warning bells sounded properly when eastbound train Number 12, the *Metropolitan Special*, passed the crossing at 9:58 p.m.

The signal system was tested by a member of the signal force about three



If you ever wanted to look at the underside of a P-7e, here's your chance.

This overall shot looks east, and the highway bridge dominates the skyline.

It was also, obviously, a good place for area residents to go to get a look at the wreckage of train Number 23 and the way its cars skewed across the track. Though Number 2 track on the right, the eastbound main, appears unscathed, a whole lot of Washington commuters might have been delayed getting to work that morning.

hours after the accident. The warning bells were found to function properly.

As a vehicle approaches the crossing from the north, the driver's view of an approaching westbound train at the time was materially restricted by buildings east of Summit Avenue. From points 80, 50, 30 and 20 feet north of track #1 the driver of a vehicle could obtain a view of an approaching westbound train at distances of 3,000, 78, 234 and 3,800 feet respectively, east of the crossing.

Train Number 7, the *Shenandoah*, which left Washington on time at 11:35, had to be rerouted that night. It first went to Silver Spring, to load passengers and mail, and then reversed up the Washington Branch to HX tower at Halethorpe with engines on the rear. From there it went west over the Old Main Line.

Working overnight, wreck and track crews from Washington Terminal, Baltimore and Brunswick had the eastbound Number 2 track cleared by 9:30 a.m. so

the Brunswick wreck train with the big hook X-45 could start to clear up the mess.

They started with Number 5316. First the X-45 lifted the engine's pilot truck off of the remains of the auto and put it up on the embankment, out of the way. A winch cable was connected to the auto debris and it was pulled to the side of the track. "I dared not go too close to it and I was really afraid to look at it from a distance," Norman Nelson says. "The bodies were all thrown clear," *The Sun* reported.

Loose trucks from the derailed head-end cars were picked up and put on the side by another crane, X-75. The locomotive and tender were moved just enough out of the way to repair Number 1 track. With the track repaired where the locomotive was, X-45 moved onto it and proceeded to rerail the locomotive, a job completed by about noon.

Then X-75 was moved to track 2, where it put the tender back on the repaired track 1.



Big hook X-45 started the cleanup process by coming in on Number 2 track and lifting the P-7's pilot truck out of the way. A winch dragged away what was left of the Plymouth involved, crane X-75 lifted away the trucks of the derailed cars, and bit by bit the wreck crews restored order so that when Train 21, *the Washingtonian*, was allowed to run wrong way on 2 track later in the morning, it was only a half-hour late.

The rest of the westbound track, back toward the highway overpass of U.S. 240 (now Maryland 355), was in shambles, so the plan was to lift the cars to track 2.

Locomotive 5316 was taken back to Mt. Clare, repaired and painted, and was back in service the following week, with its first assignment being the *Washingtonian*. It got the quick repairs because it was scheduled to be re-assigned "out west" with the dieselization of the Baltimore Division later that year.

Train 21, the *Washingtonian*, cleared through the site on Number 2 track about 11 a.m., 30 minutes behind schedule. Eastbound trains were routed over the OML from Point of Rocks to HX tower at Halethorpe and switched to the main line, then went to Washington.

The outcry from the community about the safety of the grade crossing was almost instantaneous, and in what seemed like no time at all, gates were installed. They're still in use.

There is a modeling postscript to this story.

I have a Mantua/Tyco Pacific that my father bought me for Christmas of 1963. In August of 1990 I acquired one of Julian Barnard's scratchbuilt tenders that were correct for a P-7e. I still haven't finished detailing this locomotive, but even at that time, I had decided to number it 5316. It wasn't until I saw the B&ORRHS's 2011 calendar that I finally knew the number of the locomotive involved in the train wreck at Gaithersburg. With the additional photographs from the calendar, it may encourage me to finish the model.

Credits:

- P.F. Elliott (my father) - for the photographs in the article.
- Nick Fry - for helping to get me the ICC report.
- Norman Nelson - for his invaluable help in bringing to light so many details that the ICC report didn't mention.

- Bruce Fales - For his photographs the morning after, which inspired the article.
- ICC Report No. 3310, B&ORR in Re. accident at Gaithersburg, Maryland on February 11, 1953
- *The Washington Post*
- *The Evening Star*
- *The Baltimore Sun*

About This Article

My father was a good amateur photographer and enjoyed taking photographs of the outdoors and what would be called "industrial" photography. At some point after my arrival dad got interested in the railroad aspect of industrial photography.

Still, the photographs for this article were before my time. Dad had 8x10s of these photos in his collection for years.

It wasn't until the 2011 B&ORRHS calendar arrived, with Bruce Fales' photographs featured, that my interest in the matter arose again. I now knew that at least one other person was there and could give me a better insight on what happened.

The purpose of this research was to find out in as much detail as possible just what happened that brought about such horrific photographs, and then to share a bit of obscure B&O history.

My first approach was to ask our archivist, Nick Fry, where and how to come up with details. I knew there was an ICC report on the accident, but didn't know how to go about getting it. The next day, the ICC report was in my hand. It's all in who you know.

My second approach was to get on the Yahoo group and ask if anyone remembered the accident. This turned up Bruce Fales' friend Norman Nelson, a witness to the cleanup.

Bruce had contacted Norman, and Norman's mother allowed him to miss school that Wednesday morning to see the events of the aftermath.

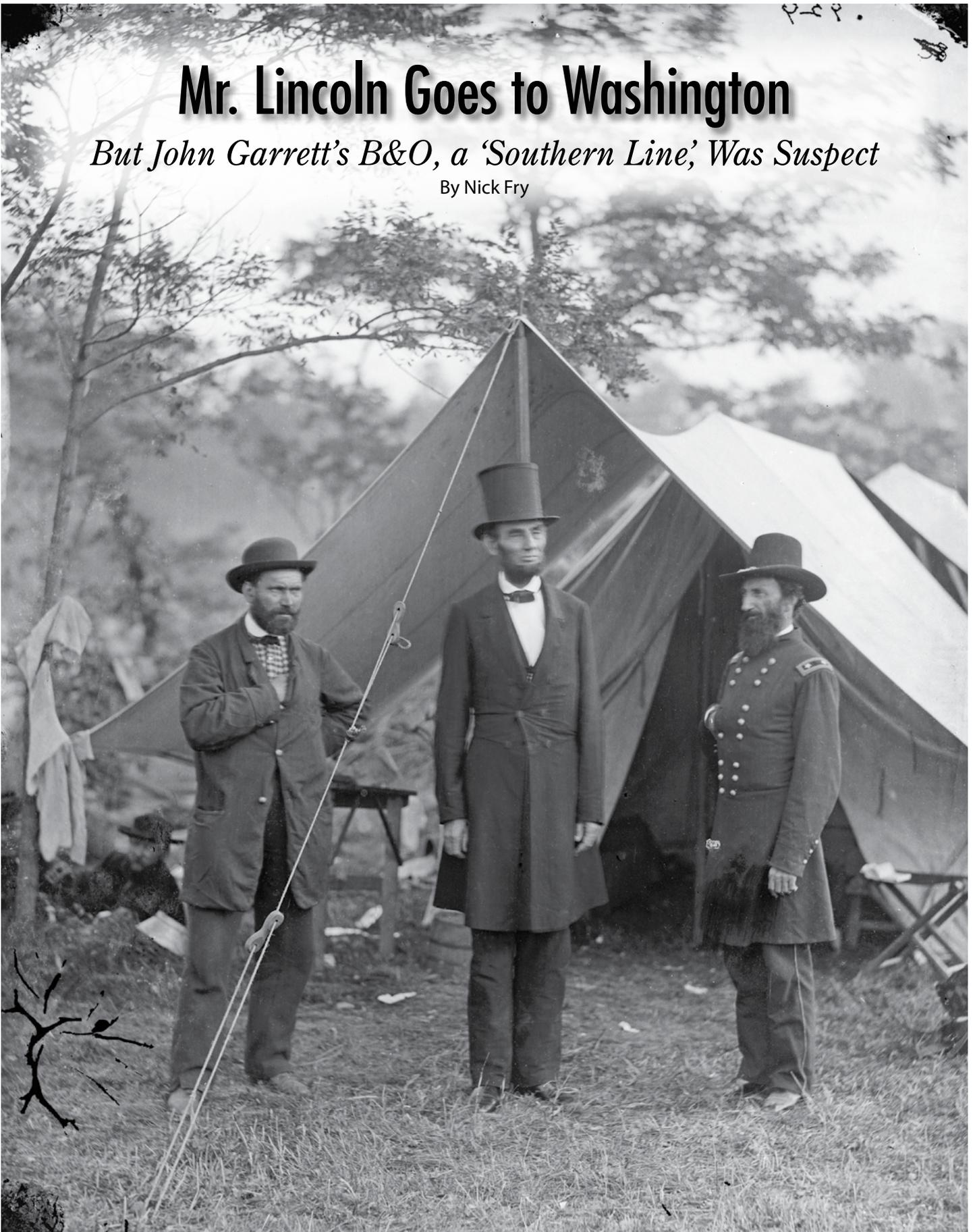
I was able to get a copy of the *Washington Post*, the *Washington Evening Star* and *The (Baltimore) Sun* newspaper articles. These gave me more of an overview of the people involved than the stark reality of the ICC report.

This piece is a compilation of the ICC report, the newspapers' articles and Norman Nelson's memory.—Bruce Elliott 

Mr. Lincoln Goes to Washington

But John Garrett's B&O, a 'Southern Line,' Was Suspect

By Nick Fry



President Lincoln was photographed during a visit to the Antietam, Maryland, battlefield after that clash in 1862. With him are detective Allan Pinkerton and Maj. Gen. John A. McClernand. Pinkerton was Lincoln's virtually constant companion from the time he was elected through most of his presidency, and appears frequently in photographs and artists' works. (Alexander Gardner photograph. Library of Congress collection)

In November of 1860, Abraham Lincoln was elected to the presidency of the United States. His election would be one of a continuing series of events that would lead to the American Civil War.

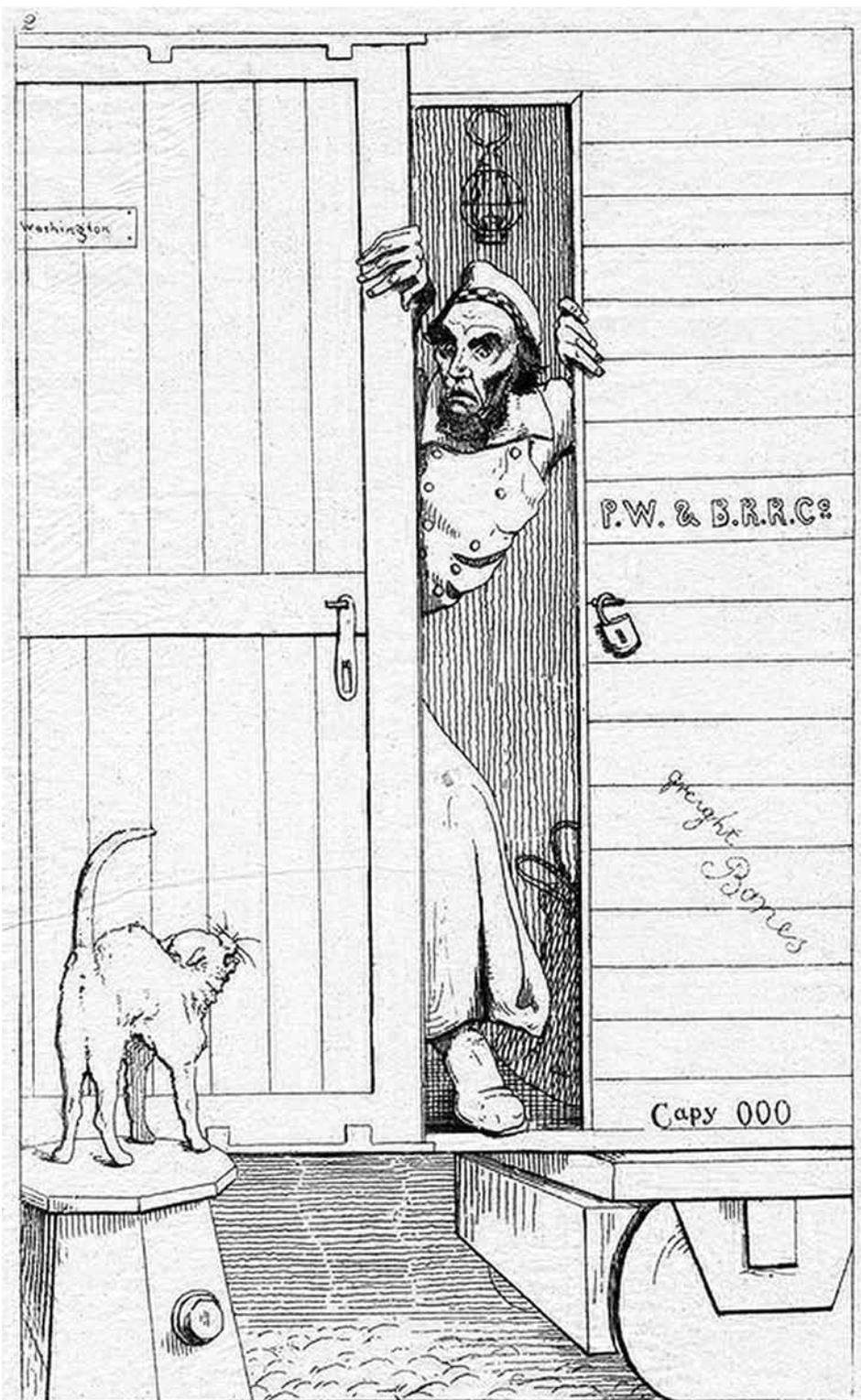
The war itself would wreak havoc upon the nation, particularly the states that formed the Confederacy. For the Baltimore and Ohio Railroad, it would be the beginning of four years of trials that would see great setbacks for the railroad but ultimately position it to attempt to radically expand its lines past the Ohio River.

Lincoln's election was the first part of a process that repeats itself every four years that takes the nation from a presidential election to Inauguration Day. In the 1860s, Inauguration Day was in March, not January 20th as it is today. This left four months for the winner to get from home to the steps of the Capitol in Washington, D.C., to take the oath of office.

The process of actually getting to Washington had evolved over time so that it now involved a railroad trip. In this case, at least part of that trip had to be on the Baltimore & Ohio Railroad. This required a stop in Baltimore, Maryland, and a transfer from either the Northern Central Railroad or the Philadelphia, Wilmington and Baltimore to Camden Station on the B&O.

In normal cases this change was an inconvenience. At this time, for Lincoln, it was dangerous. Baltimore, and for that matter a good portion of the state of Maryland, was at least anti-Lincoln in sentiment or at worst violently opposed to his taking the oath of office. Talk of killing the president-elect was free-flowing in the various saloons and meeting halls of Baltimore to the point that Baltimore Republicans were sending Lincoln messages warning of fears for his safety if he attempted to pass through the city.

In addition to the threats, there was some concern over the reliability of the B&O Railroad in conveying the president-elect to Washington. Railroad President John Garrett was on record stating, "It is a Southern line. And if ever necessity should require—which heaven forbid!—it will prove the great bulwark of the border, and a sure agency for home defense." This, coupled with the fact



The Adalbert Vlock cartoon depicts a frightened Lincoln sneaking through Baltimore to avoid feared mobs or individual Southern sympathizers. The nighttime trip gave newspapers, especially the Southern-oriented ones, something to write about until they got a new bone—the real war—to chew on. (Library of Congress collection)

that the line at the time passed through Virginia, a hotbed of anti-Lincoln sentiment, made it an unattractive option for travel.

Because of these concerns, Garrett and the B&O were passive players in this

drama. In fact, Garrett's loyalty to the Union was in doubt until he was called to the White House to discuss the ability of the B&O to support the war effort. That doesn't mean that Lincoln was completely without allies in Baltimore.

These allies, however, were rather few and far between.

But Lincoln wasn't completely on his own in this journey. He brought a coterie of advisers and friends from the west. Notably present were future Civil War Generals John Pope and Edwin Sumner. Along with these officers were David Davis, and Ward Hill Lamon, friends from Lincoln's days as a lawyer. Outside of the train, Lincoln had an important ally in Samuel Felton, the president of the Philadelphia, Wilmington and Baltimore Railroad.

Felton went to the trouble of planting an agent in Baltimore, on his own payroll, to gather information on the various plots being formed to force Lincoln back from Baltimore, kill him, or just prevent his passage through the city. This information was continually passed to Felton, who then forwarded the information to Lincoln's party in transit. Felton's avowed support of the president-elect and personal interest in his safety would result in his being trusted with a critical role in getting Lincoln through Baltimore.

While Felton was working to gather information for the president-elect's party, Garrett was getting left in the dark. The mayor of Washington inquired of President Garrett if the rumors were true that Lincoln's party had opted not to take the B&O Railroad directly across Virginia, Maryland and then into Washington, instead opting for a more circuitous route through more firmly Republican states.

Garrett in turn had to perform some fast public relations dancing in a response that was reprinted in the *Baltimore Sun* on February 7 of 1861—"I can only regret that the purpose of the President elect to travel by another road should serve to give countenance to the stories which are in every effect unfounded."

The route of Lincoln's train did allow for the president-elect to enjoy something of a victory lap and begin the onerous negotiations needed to form a coalition of the various factions within the Republican Party for his administration. After stops in Illinois, Indiana, Ohio, western Pennsylvania, western New York and a run along upstate New York, he came down the Hudson to



Samuel Felton, president of the Philadelphia, Wilmington and Baltimore Railroad, was an avowed supporter of Lincoln and planted an agent in Baltimore, on the road's payroll, to infiltrate secessionist groups and report what he heard. Felton forwarded the information to the Lincoln party in transit. (Smithsonian Institution)

Manhattan and then into New Jersey and Pennsylvania. It was in Philadelphia that the Lincoln party began to become extremely concerned over the last part of the trip, the run from Philadelphia into Baltimore and thence to Washington.

Lincoln spent nearly two weeks crossing the country by train, making speeches and being feted by dignitaries and politicians looking for patronage from the new administration. Mary Lincoln spent part of the trip shopping for her next four years in the White House and the boys just enjoyed the attention. Other members of the party who were most concerned about Lincoln's safety were far less relaxed.

As the train made its way east, intelligence about the situation in Baltimore was reaching the party via agents planted by Allan Pinkerton and Samuel Felton. Both men were monitoring pro-secession and pro-Southern groups who were talking about killing Lincoln. As these men attended various meetings,

they would pass their findings to their employers, who would then give the information to Lincoln's close friend Ward Hill Lamon. A choice had to be made soon about how to deal with the passage through Baltimore.

It was in Harrisburg, Pennsylvania, that the decision was made to split the party and send the president through Baltimore with just his inner circle of protectors and private detective Alan Pinkerton. This train would arrive nearly 12 hours ahead of the scheduled train carrying the president-elect's party. Ideally this would allow Lincoln to slip through unnoticed and defuse the situation.

It was believed that Lincoln's family was not a target. Mary and the rest of the family and several of Lincoln's lesser political operatives would stay behind and follow the next day on another train on the announced schedule.

The Pennsylvania Railroad would take Lincoln from Harrisburg to Philadelphia. The trip from Philadelphia to Baltimore

would be handled by Felton's PW&B. It was here that the railroad president was able to directly assist Lincoln on his journey to Washington.

Felton directed an employee, George Stearns, to work through his brother to tell the B&O personnel in Baltimore that an important package was to go out on the 11 p.m. train to Washington. In addition to advising them of the importance of the package, he further requested that the B&O delay its train's departure until after the PW&B's train had come in from Philadelphia, as a "personal favor" for President Felton.

After a 100-mile dash from Philadelphia, Lincoln's train, with the president-elect in the last car, finally arrived in Baltimore at 3:30 in the morning of February 23, 1861, at President Street Station. Now came the most dangerous part of the journey.

Lincoln's car was to move the four blocks from President Street Station to Camden Station pulled by a team of horses. This was the part of the journey where there would be little chance for escape if a mob were to surround the car and attempt to harm Lincoln. But the journey down Pratt Street took place without incident and his car was coupled to the waiting B&O train for Washington.

"The Package" had been delivered and thanks were proffered for the courtesy extended to President Felton. After a

scream of the whistle, the train was off to Washington. Lincoln's journey was nearly complete.

The rest of the party took the announced route that Lincoln would have originally, from Harrisburg to Baltimore. Mary, the sons and the rest of the politicians rode the Northern Central into Calvert Street Station in Baltimore, where hundreds of citizens along with the official delegations from the city, other civic organizations and the Baltimore and Ohio Railroad were awaiting the president-elect's party. Instead of receiving the president-elect, they were greeted by the Lincoln family and their baggage.

President Garrett, along with William Prescott Smith of the B&O, escorted the Lincolns from Calvert Street Station to Camden, where the normally scheduled 3 p.m. train to Washington waited. The family arrived in Washington that evening and rejoined the president-elect at the Willard Hotel, where he was already meeting with William Seward, his future secretary of state, and his closest Washington confidant, Congressman Elihu Washburne of Illinois.

The night-time trip through Baltimore, though considered necessary at the time, would haunt Lincoln politically until the war started in earnest. Newspapers, particularly Southern papers and especially the Baltimore

papers, excoriated the president-elect for sneaking through the city. There is a frequently reprinted cartoon by a Baltimore cartoonist, Adalbert Vlock, showing a frightened president-elect peering out a boxcar in a tam-o-shanter and overcoat.

In the end Lincoln made it safely to Washington in time for his inauguration and the beginning of the negotiations to fulfill patronage commitments to create his cabinet and fill hundreds of federal jobs held by individuals put in place during the Buchanan administration. Two cabinet appointments would directly affect the B&O Railroad. Simon Cameron, the pet senator of the Pennsylvania Railroad, and Tom Scott, vice president of that road under John Edgar Thompson, would end up in the War Department. Cameron would be shipped off to Russia after the extent of the corruption that existed under his tenure was laid bare in 1862. Scott, however, would stay on as an assistant secretary of war and be extremely effective at the post.

But those stories are for another time.

Sources:

- *The (Baltimore) Sun*
- *The Baltimore and Ohio in the Civil War* by Festus P. Summers
- *The Baltimore Plot: The First Conspiracy to Assassinate Abraham Lincoln* by Michael J. Kline. 

Letter from the Editor

(continued from page 2)

But the drama is absolutely full-sized.

One thing I have learned from re-enacting is that by participating directly in the experience you learn far more than might ever be derived from books. If you stand on a battlefield in a tight line firing at (actually without bullets and over their heads, but that's not on your mind as you're doing it) another army as fast as possible, you can easily imagine how much courage (or discipline) it took to be such unprotected targets.

I wonder what it felt like to be transported long distances (in the measurement of that era) in a shaking wooden passenger car or box car; to guard a railroad line or bridge day and night trying

to stay alert, with the idea that an attack might come at any moment even as weeks and months passed in mundane boredom.

Or what was it like to be an engineer or fireman peering down the track not just for an oncoming train (no effective signaling system, and single-track lines) but for an ambush. Did the troops enjoy setting fire to those ties and bending those rails around trees in the fun of youthful vandalism?

If you've ever read any Civil War books about the importance of rail lines, you know that the entire war can be understood largely as a battle for railroad lines or advances down the tracks. The generals and soldiers had to know that supplies (including vast amounts of hay for the horses as well as food for the

soldiers and ammunition) were going to reach them quickly.

Actually, that's a neglected area of our railroad history: to try to feel those emotions and experiences. There were so many: striving to become a locomotive engineer as one of the supreme working class achievements of that age; the dangerous life of a brakeman at a time when the B&O had an employee a week killed in accidents; the salesmen dealing with freight customers to try to persuade them to close a deal.

These were often mundane experiences, but they were the stuff that human existence and history were made of. That's a whole new dimension to our hobby, interest, and research.—BARRY RUBIN

RUNNING LIGHT



CSX is reported planning to close WB Tower in Brunswick, probably the last manned tower in Maryland, sometime in October. Its operations will probably be transferred to Halethorpe. The eventual fate of the structure is unknown, but at least externally it is in good physical shape, as this 2006 photograph by John Teichmoeller shows.

Running Light is designed to provide a forum for amplifications of articles, corrections, updates and late news briefs. Mail them to Harry Meem, or e-mail them to Barry Rubin or Harry. We also steal from the Yahoo! chat room.

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Once again, the Society is beginning the process of electing officers and directors for 2012 and urges your participation.

We are seeking candidates to run for each office—president, vice president-operations, vice president-finance, secretary, treasurer and two directors at large. The candidates will appear on the ballot that will be mailed out prior to the annual convention and the new officers and directors will take office at the annual business meeting at this year's convention.

Please consider running for one of these offices. You will get to learn about (and help with) the day-to-day operations of the Society, and it is a way to give something back to the Society, which has provided so much to all of us.

If you would like to run for office or

just learn about what is required of each officer, please contact us. You can write to us at:

Elections – B&ORRHS
P.O. BOX 24225
Baltimore, MD 21227-0725
Or send an e-mail to:
info@borhs.org

Either way, we will get back to you. And thank you to everyone who is willing to help the Society by running for an office.—**Bob Hubler, president, B&ORRHS**

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FYI, members who upgraded their membership from Regular to Sustaining after the mailing list for the 2011 calendars was formed will, per the policy set by the Board of Directors, receive the 2012 calendar and not the 2011 calendar.

This policy was adopted to deter members from switching back and forth between the two memberships from year to year, thereby receiving a free calendar every other year.

With many members not being aware of this policy, the Membership Committee has had to answer several inquiries

as to why the member did not receive the expected calendar. Once the policy has been explained, most members have elected to purchase the calendar from the Company Store

—**Bob Fry, Membership Committee chairman.**

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One more bit of business: For a number of years, the Society has maintained one post office box for membership operations and another for general operations. As a cost-cutting measure, we have decided to maintain a single post office box. On or about May 1, 2011, P.O. Box 24068 will go out of service.

In order to ensure a smooth change-over, please begin sending all mail to P.O. Box 24225, Baltimore, MD 21227-0725. All other operations remain the same.

—**Chris Winslow, treasurer**

◆◆◆

Wauseon, Ohio, is 30 miles west of Toledo and was never a town the B&O went through. But it has B&O cabooses Number C479, purchased from a nearby quarry about 30 years ago. The local historical society had repainted it in a

scheme representing the Lake Shore and Michigan Southern Railroad.

The group plans during May to repaint the caboose, an I-1a that last worked for the B&O out of Toledo, back into Baltimore & Ohio C479.—K.C. Wittenmyer.



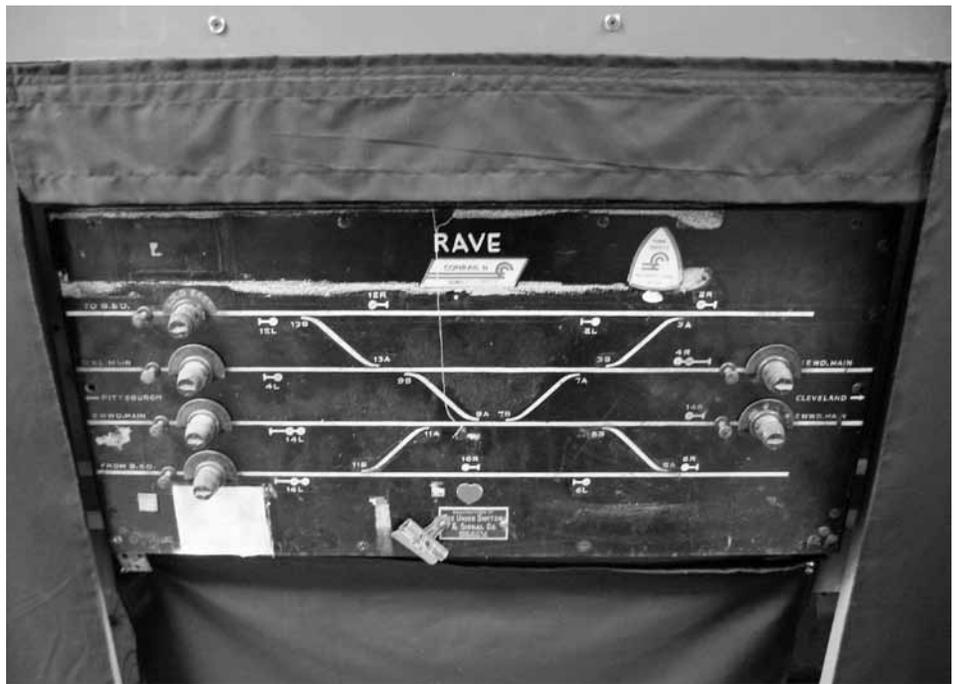
Bob Rathke sent along photographs of some of the B&O memorabilia he's collected, after seeing references to other collections in recent *Sentinels*.

Bob's oil can is of the sort that comes to mind when folks refer to an engineer "oiling around" his locomotive during a stop. "I purchased mine at the B&O museum in 1975, in the era when the B&O was selling off its artifacts (among other items including china; I also bought a spike maul stamped 'B&O'; but I asked the museum to ship it to my home via the U.S. Post Office). The B&O name plate was brazed to the oil can and then painted black before being sold.

"I have a collection of printing cuts including logos—attached is a photo of



Bob Rathke's collection of B&O memorabilia includes an oil can with a B&O stamp brazed to it; printers' cuts for letterpress images of PRR and B&O images, and a milk can still bearing a tag from when it rode the B&O.



The Pennsylvania Railroad's RAVE (Ravenna, Ohio) Tower (see the first quarter 2011 *Sentinel*) is no longer in service, but its model board serves a model railroad operated by a friend of John Teichmoeller, who took the photograph.

my B&O and PRR cuts from 1955-60; the B&O cut hardly looks used.

"And I bought a milk can in Ursina, near Confluence, Pennsylvania., about 40 years ago. Besides the dairy farm owner's brass name plate, it still has the original tag from the last time it was shipped on the B&O."



The B&O depot at Bremen, Indiana, having been moved from trackside and restored inside and out, will be rededicated as a town historic site on May 1, 2011 in an open ceremony.

The volunteers at Bremen have put down a base for 160 feet of track in front of the depot. The project managers are now seeking about 100 crossties and volunteers to move rails and ties to the site.



The Cincinnati Railroad Club is undertaking a Rail History Preservation project to organize collections donated by railfans and their heirs.

Patrick Rose writes that the club, "founded to ride trains as a group," made a lot of friends while participating in the Southern Railway (later Norfolk Southern) Steam Program, and many "sought us out specifically to entrust us with their or a loved one's most prized possessions, their railfan collection."

"What began as a few items here and there became a huge mountain of stuff 70,000 things high. And it ranges from personal mementos and photos taken in childhood of a favorite locomotive to virtually the entire set of construction and corporate records for The Cincinnati Union Terminal Company.

"And there's more—much, much more. From the complete photo roster of B&O motive power to development and operational records for all seven railroads that served Cincinnati (B&O, L&N, C&O, SOU, N&W, PRR & NYC) going back to the mid-19th century."

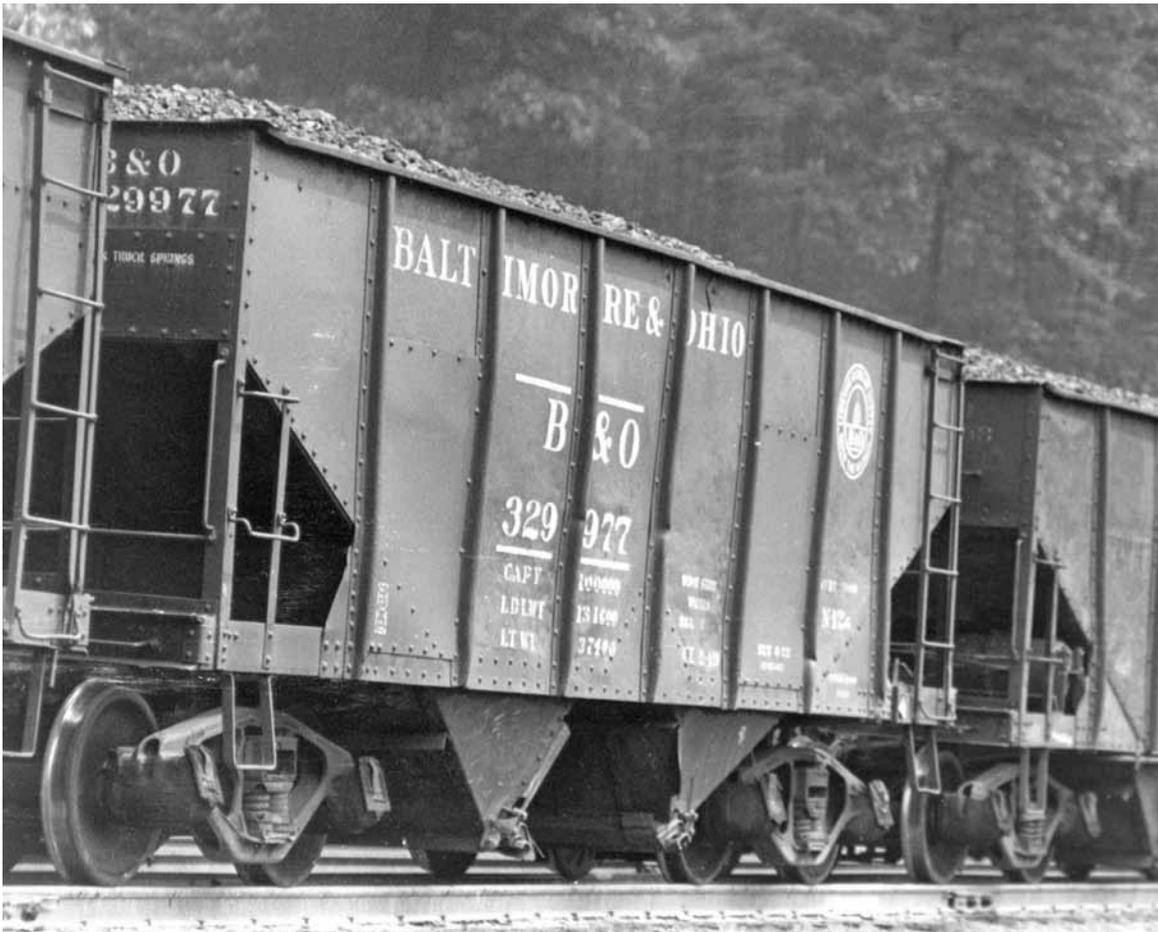
The Club wants to catalogue everything, scan it for preservation, then make it available electronically so "anyone can graze, peruse, research or even buy a copy of something for their very own—all from the comfort of their own pajamas."

Needless to say, an effort like this takes volunteers. Interested parties should contact the club at

www.cincinnatiirclub.com.



The Berkeley County Roundhouse Authority in West Virginia has, over the last decade and under the auspices of the "Martinsburg Roundhouse Center," raised close to \$6 million to acquire,



Editors and wordsmiths everywhere rely on good proofreading to prevent “Oops!” moments, but railroad paint shops have never been known to employ same. Obviously the one (unknown) that let this hopper car back on the road lettered as shown did not proofread its work. Ed Kirstatter provided the picture from his collection. As the modelers say, there’s a prototype for anything.

stabilize, and beautifully restore the historic B&O shop complex, including the sole surviving Albert Fink-designed covered roundhouse. Even today, the buildings look very much like they did in 1866, just before B&O forces began moving machinery into them for use as the division point shops.

Every year, the city has its annual Martinsburg Heritage Day, celebrating local history and heritage. This year, it roughly corresponds with National Train Day, an Amtrak effort to promote railroad passenger heritage, linked to the anniversary of the Golden Spike ceremony on May 10, 1869. This year BCRA was able to make the site available for public access.

Members of the Bunker Hill Model Railroad Club will conduct tours of the roundhouse complex during the Martinsburg Heritage Day on May 7, 2011. BCRA is soliciting local corporate and private support to get the buildings ready. The local Budweiser beer distributor has donated a floor sweeping machine to the effort (the interior area of the roundhouse alone exceeds 30,000 square feet), and the

city has pitched in to help. B&ORRHS member and historian **John P. Hankey** will help train the docents from the Bunker Hill club and will lead a special tour of the property for the D.C. Chapter of the National Railway Historical Society.

This will be the first time in a few years that the complex has been accessible to the public, and it is hard to tell when it will be available again.

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The B&O Railroad Museum will open its commemoration of the sesquicentennial of Civil War railroading, “The War Came by Train,” on Friday, April 15. Maryland historian and author **Daniel Carroll Toomey** (*The Civil War in Maryland, Baltimore During the Civil War, et al.*) will be guest curator for the exhibition.

The Museum Roundhouse, the largest assemblage of Civil War railroad equipment in the world, will feature interpretive signage, video presentations, life-size historic dioramas and interactive exhibits designed for children.

The Alex. Brown & Sons Gallery will change its exhibits yearly to correspond

with a war year—i.e., 2011 will focus on 1861. The exhibits will feature artifacts from the Smithsonian Institution, the B&O Museum and the collections of other institutions and private collectors.

A B&O TV network and Web site (www.borail.org) will offer on-line access to schedules of events and programming content directly related to the exhibits.

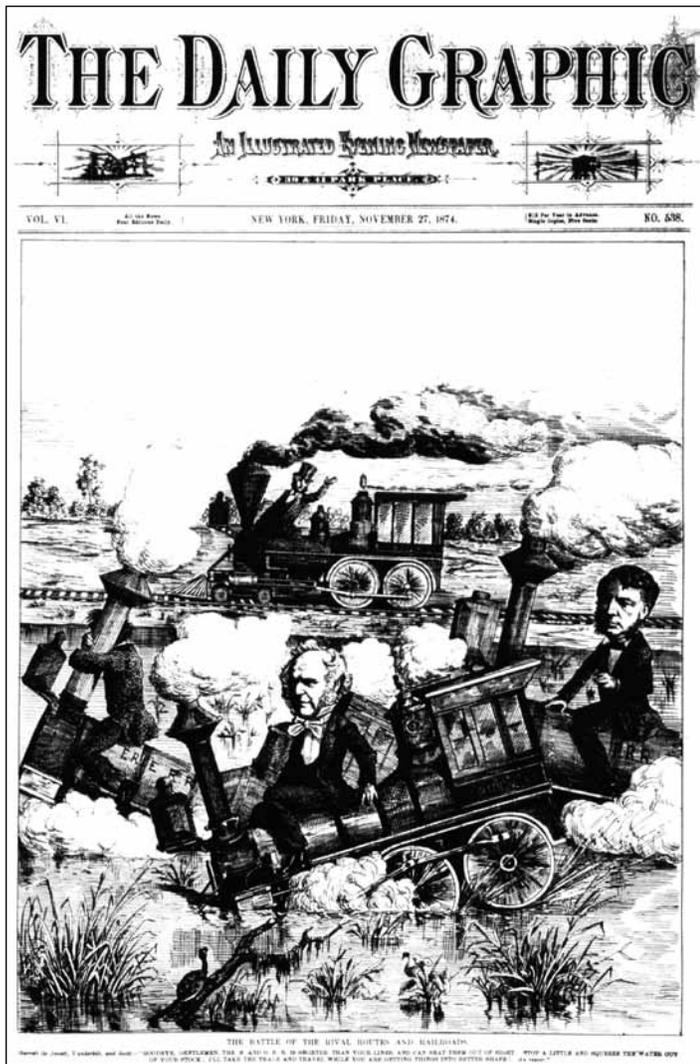
And at Ellicott City Station, there will be a major exhibit in the main gallery, monthly scholarly presentations related to railroading during the war, living history interpreters and an HO railroad demonstrating the connection between Ellicott City Station, Baltimore, and strategically transportation fixtures in the area.

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Mike Lytle writes, “All the images that were credited to the Mike Lytle Collection in the first-quarter *Sentinel’s* history of Ravenna, Ohio rail operations should have been credited to Michael Bradley as they all belonged to him. I just scanned them and submitted them.” Thank you both, gentlemen. 

The B&O Enters Chicago and the Cartoonists Respond, 1874-1881

By Mark Aldrich



November 27, 1874: *The Battle of the Rival Routes and Railroads. Garrett (to Jewett, Vanderbilt, and Scott) - "Goodbye, Gentlemen, the B. & O. R.R. is shorter than your lines and can beat them out of sight. Stop a little and squeeze the water out of your stock; I'll take the trade and travel while you are getting things into better shape: Au revoir."*

I have been developing a Web site devoted to railroad cartoons (<http://sophia.smith.edu/~maldrich/>). As a long-time member of the Society, I thought that several of these images might interest readers of the Sentinel.

They are taken from the *New York Daily Graphic* of the 1870s and 1880s, and depict the importance of the Baltimore and Ohio as a new entrant into the trunk line competition from tidewater to Chicago in 1874.

The B&O's arrival touched off a furious price war and in the image for November 27, 1874, the cartoonist has John W. Garrett, with the shortest line, leaving his competitors in the ditch. The phrase "stop a little and squeeze the water out" reflects the widespread belief that "watered stock" somehow impaired operating capabilities.

The image for June 18, 1875 has no caption but the B&O, with Garrett again on his iron horse, is now leading the Pennsylvania. The

Erie is behind, drowning in a ditch of bankruptcy, while the New York Central is far in the rear, looking winded and again carrying a huge water bucket.

The solution to price wars was some form of agreement, and the cartoons for July 12 and 19, 1881 shift the focus from price wars to pooling. The image for July 12, "Modern Pyramids," is particularly interesting and looks like it was influenced by the then-fashionable interest in Middle Eastern artifacts.

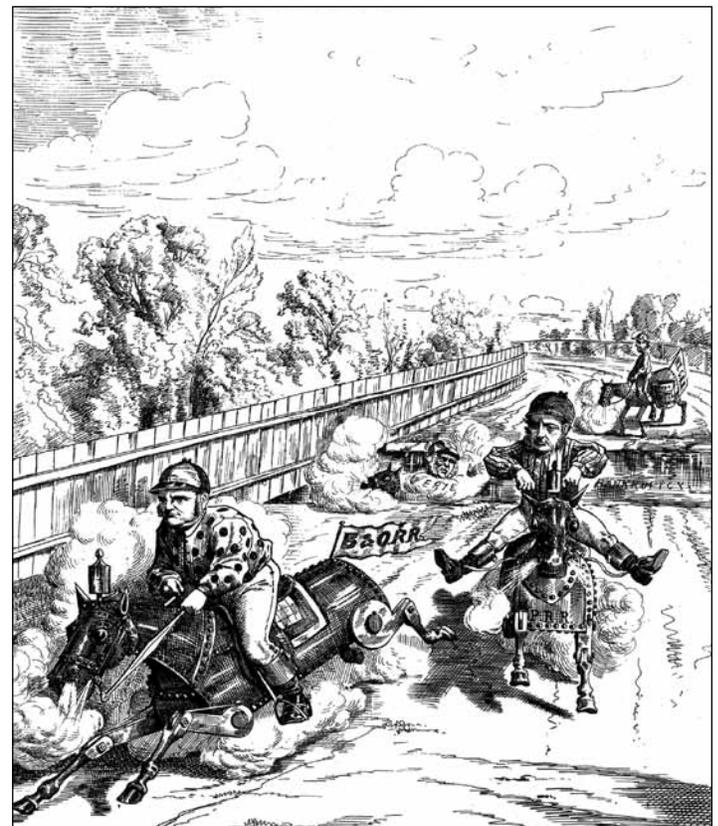
The man in the sun hat is carrying a scroll that says Fink (Albert Fink, who ran the trunk line pool). The scroll also says "no more cutting all harmony"

The object labeled "Modern Railroad Pool" looks like a stele being propped up by the B&O and other trunk lines. William Vanderbilt is pointing out that one of its props—the Erie—seems to be breaking. In the background are inverted pyramids demonstrating that stocks, bonds and the modern railroad system sit upon a tiny capital base around which graze the sheep of Wall Street.

The image for July 25 shows the five railroad presidents and Albert Fink surrounded by long freights with empty cars. The caption and the sign point out that the root of the carriers' problems was excess capacity. Fink appears to be shrugging his shoulders.

The two images for December 21, 1875 and July 19, 1881 reveal the continuing importance of urban boosterism, for the *Graphic* was clearly worried that the B&O would divert trade from New York City via the Erie, New York Central and Pennsylvania to points farther south.

The first image has William and Cornelius Vanderbilt in the front; Jay Gould is off to the right with the full beard and the man between



June 18, 1875



We're in Mt. Airy, Maryland, on the Old Main Line on August 3, 1947, and there's steam power on Train Number 47, the daily-except-Sunday run between Mt. Airy and Baltimore. It's 20 minutes after 6, and 47 and its eastbound counterpart, Number 48, are the last vestiges of passenger service on the OML. But somebody apparently tipped a railfan, for while the employees' timetable of July 6, 1947 was silent about No. 47's motive power, B&O's system public timetable of the same date showed "Motor" right below the train numbers, leading us to believe that this should be a "doodlebug." Engine 5091 is as far from that as you can get, with its glossy paint, polished rods and unfaded graphite smokebox. It's a safe bet that the beautiful P-1d is fresh out of Baltimore's Mount Clare shop and is "breaking in" on the commuter run. Rebuilt from 2-8-2 No. 4122 at the same shop in 1925, the 5091 will be shown as "retired" in 1955. Trains 47 and 48 won't last that long. They'll be dropped from the timetable just over two years later. *(Sweetland/Russell collection, B&ORRHS)*