



# THE SWITCHSTAND

*Byesville Scenic Railway Newsletter*

*Volume 4 Winter edition - January 1, 2010*

The mission of the Byesville Scenic Railway is to preserve, restore, maintain and operate historic and vintage railway equipment and to provide scenic train rides featuring a living history of the local coal mines. To promote, create and maintain a railroad and coal mining museum and display site for the education and entertainment of the general public, to assist in the economic development of the area and to operate same as a non-profit 501-c-3 organization.

The Byesville SwitchStand

A publication of the  
Byesville Scenic Railway, Inc.  
[www.bsrw.org](http://www.bsrw.org)

Publication Schedule is April, July,  
October, January

If you have anything that you would like to put in the SwitchStand, articles, features, notices, photos, etc...., the deadline for submission is March 15, June 15, Sept. 15, and Dec. 15.

[switchstaneditors@bsrw.org](mailto:switchstaneditors@bsrw.org)

## WESTWARD HO !!

Well, we finally made the curve, and the gate westward to Cumberland is finally open. Oh, we do have a monumental task ahead of us in getting the line in condition to safely run on, but getting the curve at C&M Junction fixed was huge.

On a beautiful and warm for November evening just prior to sunset, we took the train through the curve. As I just said, that day Friday Nov. 13<sup>th</sup>, was sunny and the temp. was about 67 degrees that day, quite unusual for November. We eased up to the curve, stopped, and Dave Adair then proceeded to grease the tracks in the appropriate places, and then we eased her through. Everything went smooth on our first trek on to B&O track. We ran on down to SR 821, then stopped.



Three days later on Monday November 16<sup>th</sup>, with enough flaggers to do SR 313 and 821, we went across the crossing. This was the first passenger train to cross SR 821 on the B&O since the early 1930's, keeping in mind that back then the road was known as Ohio US 21. Our

good friend Mike Neilsen of the Cambridge Daily Jeffersonian was there to photograph this event which was noted on the front page of the next days edition. So now we are able to run up past Banner Mine switch to a small trestle just beyond and approximately one fourth mile short of the first crossing on SR 146. There are a few timbers in that small trestle that need to be replaced before we are good to go over it. We are close to being halfway to Cumberland.

Other events noteworthy of mention; one is the completion of our series of meetings for our strategic planning goals that lie ahead. A big "Thank You" to Dr. Walter Huber and his students of Muskingum University who so very ably set us on a course of operation, management, future projects, advertising, education, recruitment and other things, that none of us could have envisioned. They will have for us a final and detailed outline of every thing we covered in those meetings, near the first part of February. Also thanks to all our people. Thanks to Bob Oess, Sam Salupo, Mayor Gadd, Rob from the Wilds, Deb Robinson of the VCB, Professor Kerrigan of Muskingum University, Jerry Jacobson and John Kornes who attended. If I missed anyone, I deeply apologize. It is certainly positive to sit down and talk, plan, and discuss with individuals who know how to strategically guide a fledging organization such as ours, I know that we will be much better off for it.

At our November meeting, we had a guest who approached us about putting on a Wild West Show. Mr. Art Postelthwait, well known throughout Ohio and the East Coast as a Saddle Bronc Champion in the Mid-States Rodeo Association. He has been in the Rodeo business since 1960. "Wow"!! what an opportunity for us!! I forsee a great show and a large crowd. It will not be an easy thing to put together what with the liability and making absolutely certain that everyone is kept safe. That will be the most difficult thing, and the responsibility is square on OUR SHOULDERS. We need a plan and

sufficient people to ensure this. I know that we can do it, and the benefits will be great. I hope this can be the start of an annual event, and in a couple of years, maybe we would be able to have a steam engine for this occasion. Also, an idea to have a "Blue Grass" train was discussed.

Sounds great. To get music groups to play on the train annually would be a boon for us. I believe that "Annual Events", as many as we could put on would greatly increase our ridership and our integrity, perhaps in time, all over the East Coast. Briefly re-touching the Wild West Show, the key will be "ADVERTISING" repeat "ADVERTISING"!!!

So now, what lies ahead in getting to Cumberland? ASAP we will be applying for grants. Tim estimates that it will take from 2.5 to 3 million, yes that's million to get us to Cumberland. That just made it seem a lot farther away doesn't it? I have absolutely not the remotest idea how many ties that would take, not to mention spikes, creepers and fishplates. And very possibly, the greatest expense will be the trestles, around 12 of them to be inspected and brought up to standards. Maybe, and I say maybe we should consider doing this "Johnny Cash" style, "One Piece At A Time". By that I mean, estimate the cost to go from where we are now, 1<sup>st</sup> crossing on SR 146 to say Blue Bell crossing. Arrive at a figure, then apply for a grant for that amount. Might we be more apt to be successful in getting a grant for a lesser amount? And then do another phase, like from Blue Bell to Iowa Rd., while all the time be applying for a grant to do the whole thing. I don't know.

As we close out 2009, we accomplished a lot this year as we look back, but each one of us need only take just a few seconds, reach back, and allow ourselves one single "pat on the back", then dive into 2010. Much remains to be done, but if there wasn't, we'd become complacent. I wish you all a very, very prosperous and Happy New Year!!! I love you all, and it is an honor for me to be associated with you. Also it is an honor

to edit this newsletter. Quite an about face from earlier this year when Tim asked me to do it, and I thought to myself “Is that me he’s talking to”? GULP. I hope that I can continue to serve

you all well. Keep the articles coming!! God bless you all, and now lets do some RAILROADIN in 2010. Jake



Beautiful Sunset – Marker Lights on Caboose  
Friday, November 13, 2009

Cumberland straight ahead

## Station Master Reports – 2009

### 4 th. Quarter 2009 Report

The 4<sup>th</sup> Quarter 2009 BSRW Train, Rider and Income Reports saw the month of October with the best monthly number of riders for the year with 1496 riders.

We had progressive quarterly totals for 2009 with a highlight in the number of riders (3374) in the 4<sup>th</sup> Qtr. The month of October was again exceptionally busy with Fall Foliage and Halloween trains.

December's operation, of only two weeks, was a buy period for the BSRW staff and Santa in which we had two good weekends opened to the public and with 13 private buses for a total of 1018 passengers.

The 2009 4<sup>th</sup> Quarter consisting of 3374 riders, 69 trains, and 30 buses were significant achievements and are quarterly milestones for BSRW.

**Report by Cecil Carlson**

## Invitation from Tim Brown, President BSRW

Byesville Scenic Railway, Inc.  
100 Tolliver Trail  
P.O. Box 254  
Byesville, Ohio 43723  
www.bsrw.org



### Fourth Annual Winter Awards Banquet

It gives me great pleasure to invite you to the Byesville Scenic Railway, Inc's. Fourth annual awards banquet.

Several organizations and individuals have been selected to receive awards for outstanding service to our organization.

Buffett style dinner provided by the Eagles Arie 386

A program will be presents by our own Dave Adair

Please join us on Saturday 23rd of January at 5:00pm at the Eagles Arie 386 Lodge 1930 East Wheeling Ave. in Cambridge.

Exit I 77 West on Wheeling Ave. just before the third light the Eagles is on the left. Look for the Eagles sign.

The cost is \$15.00 per person

Please RSVP charlee@bsrw.org

# All Aboard.....

by Dave Adair

One summer day back in 1917, engineer Berry, conductor Wagstaff and myself, as fireman, were given orders to run an H class freight locomotive light (engine and tender only) from the shops at Cambridge to Marietta as it was due for a monthly boiler wash. We made pretty good time and got there in just over three hours. As soon as we had spotted the engine on the pit (service track) we were handed orders to immediately return to Cambridge with another H class locomotive and engine we were to run light. The only difference between the two locomotives was that they had different tenders. The tank on the one we took to Marietta was a standard rectangular, while the tender on our return trip was a "slope back" and held considerably less water and coal than the others in use. The reason for a slope back tender was because it was used for switching cars in the yards and it afforded the engineer better visibility while running in reverse.

Well, none of us were regular "yard rats" (men who worked in the yards switching the cars -- these were men with a lot of seniority) and we had no idea how small it's water capacity was.

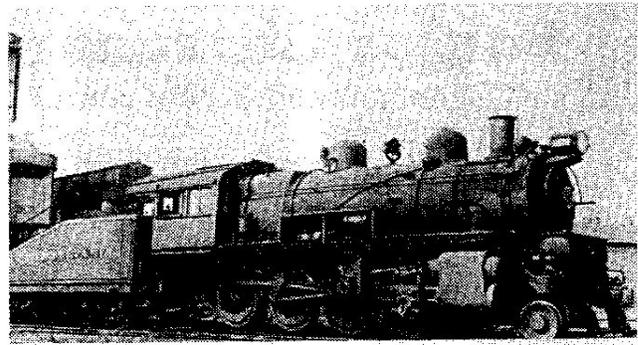
Anyway, before we left Marietta, we gave her a drink at the tank (filled the tank up with water) and then headed north. The engine was steaming well and we were using very little coal. I suppose we just thought we were using little water too. We passed the water tanks at Whipple and Caldwell (Florence) never thinking to take on more water.

After we passed through Ava and headed up the grade toward the tunnel, (Glenwood) engineer Berry tried the injectors ( water pumps) several times but could not get them to work. I crawled out onto the tender top and opened the hatch to check the water level but to my surprise, it was empty. Engineer Berry told me to "kill the fire" (extinguish the fire by shaking the grates so the heat within the firebox would not warp and ruin the boiler crown sheet which by then had no water covering it). As I did so, we lost all steam and drifted to a stop. We then drifted back down the grade to the old Detroit Mine switch and I ran ahead of the now-in-reverse drifting locomotive and threw the switch so that we could clear the main track and be safely on the mine track. We all then walked back to the depot at Ava and had the operator telegraph Cambridge for another engine. Eventually, a second engine arrived, coupled onto our dead engine and drug us on to Cambridge.

We knew that an investigation would follow

so we all got our story fixed. Engineer Berry said, "listen here, we have to come up with a good story and stick to it. We'll tell them that we took water at Caldwell and that we did run out of water, but that somehow the coupling between the engine and tender came apart and all of the water ran out of the tank and onto the tracks. It seems reasonable and they'll believe it."

In three days an investigation was held in the Superintendent's office at Cambridge. We were all called in, one at a time, and quizzed.



This view of a Pennsylvania Railroad H class freight locomotive is shown on the ready track in Cambridge. It could be the locomotive described in the story for it has the noticeable slope back tender. In the background are the sand and gravel storage bins of the old Cambridge Lumber and Coal Company located on Woodlawn Avenue.

Later the Super called us back into his office. As we stood in front of his desk, he stated that no harm was done to the locomotive, nevertheless, we should have seen the water pouring out of the broken connection, as it was our responsibility to inspect the train while it is in motion, and especially at a water stop. We were docked five hours time which the Super said would pay the relief crew who retrieved us.

Just as we were about to leave the office and feeling that we had pulled a fast one, the Super leaned forward in his chair, folded his fingers in a grasp on the desktop, looked at us over the top of his glasses and stated matter of factly, "the tender didn't hold as much water as you thought, did it!"

We never did admit to him our goof but we knew that he knew, and I suppose it showed in our eyes, for after that he knew that we knew he knew.

*This is taken from an interview on October 3, 1984 with the late, Bill Danley of Kimbolton, Ohio. Bill worked for both the B&O and PRR in his youth.*

# Trains in Guernsey County: 1955-1964

by John Wheeler

This article will relate some of the railroad experiences that I remember from the first nine years of my life when my family lived in Byesville.

One of the earliest memories that I can remember any specifics about is from the summer of 1960. That summer, the Byesville Schools got all new school furniture. The furniture was delivered to Byesville by the Pennsy in a boxcar. The car was spotted on the coal dock siding near the O. B. Scott Hardware while it was unloaded. My dad cannot remember where the furniture came from, but as I remember, it was there for several days while it was unloaded. You can see from the lettering in one of the photos that it was a CB&Q boxcar. I can also remember going with my dad to the freight house in Cambridge to tell them that the car was empty and that they could pick it up. My dad has several photos of me playing on the car while it was being unloaded. Some of these photos are included with this article.

My most vivid memories are of B&O passenger train #245 that stopped in Cambridge every evening around 8:00 PM. There was seldom a week that went by that my parents didn't take me to the depot at least once to see the train. I don't remember any lengthy waits, so it apparently was almost always on time. This train featured an RPO, sleepers and food service until it was discontinued on July 1, 1961.

Most of my interest in trains was cultivated by one person, Pete Barnett. Pete and his wife Shirley were friends of my parents and Pete and my dad were Masonic Lodge brothers. Pete always saw to it that I saw everything when we were at the depot.

I vaguely remember one visit to CB Tower, located next to the viaduct. All I really remember of that visit was the dispatcher's phone that was mounted on an old accordion bracket.

After the tower was removed, Pete was the operator working at the Cambridge depot. I can remember holding the kerosene lantern standing next to Pete while he hooped up orders to the incoming passenger train. (I'd love to have a copy of one of those orders today!) I'm sure that many company rules were violated during my visits, but Pete was more concerned that a young boy saw everything that he wanted to see.

I remember being boosted up the ladder into the cab of a passenger F unit to visit the crew. I also remember being terrified when I was taken through the engine room of the same unit. It was so loud!

Pete also saw to it that I saw the inside of the train during its brief stop. Of course, the RPO was off limits due to the Post Office regulations. One thing that I remember in the baggage car one night was a dog in a crate. I have no other recollections of anything else that was in the baggage car, but I suspect that on numerous occasions, human remains were shipped on #245. I was not aware of these movements until about 8 years later when Dad and I watched a casket being loaded on southbound Train # 53 (The Cincinnati) at Deshler, Ohio. The casket had come in to Deshler on one of the Akron Division trains and was placed in the REA Building until #53 arrived. Over the years, the Cincinnati hauled many people from the south to Toledo and Detroit in search of automotive jobs. Conversely, it also did a good business hauling them home on their final trip.

Several weeks before the passenger train was discontinued through Cambridge, my parents and I made a day trip to Wheeling on the train. As far as I can remember this is the only time that I saw #246, the eastbound train. I remember being surprised that the train backed several miles from Benwood Junction into the Wheeling depot.

On July 1, 1961, my aunt, uncle, cousins, mom, and I rode the last train from Cambridge to

Zanesville. My dad chased us in the car. The attached photo was taken inside the Cambridge depot that night as my dad waited in line to buy our train tickets. One of the things that I remember about that trip was the New Concord High School band which was playing at the depot as we passed through. I remember riding in Lunch Counter Coach # 3052. This car has reclining coach seats and a lunch counter in one end. In my collection

today, I have a menu from that car which my uncle Harold "liberated" from the car as we got off the train in Zanesville that night.

I have ridden many trains since that July evening almost 50 years ago, but those early memories of trains in Guernsey County are my fondest memories.



# LARGE CROWD SEES PASSING OF "INTERURBAN"

## Final Trip Was Made To Pleasant City Monday Night

Veteran Employees, Some of Whom Were On First Car to Go Down the Guernsey Valley More Than Score of Years Ago, Were Guests of Supt. Herbert Doughty at "Farewell Party"

*Crowded with young people, city officials, councilmen, businessmen, and representatives of the Ohio Service Company, the last two interurban cars to leave Cambridge before the trolley service was abandoned in this city were piloted from the Ohio Power Company's street car station Monday night at 11 o'clock down the valley by Clarence W. (Daddy) Hall and William McCulley, pioneer motormen of Cambridge, with Conductors Harvey Bagent and Robert Knouff in charge.*

The occasion was one of good fellowship, yet not unmingled with sadness. A number of employes and citizens who were members of the first party to cover this route were present. Others have passed on. Reminiscences from those who more than a score of years ago saw the struggling line go forward, recalled how the greatest industrial development of the Guernsey Valley and of the towns along the line followed in the wake of this enterprise. Cambridge was the center of all such activities and the prosperity and social life of all were fostered by the means of transformation thus provided.

Honorary motormen and conductors on board the two cars last night were:

William Albright, motorman on the first street car operated over a regular route in Cambridge; Charles Aduddell, first conductor to go into Byesville on an interurban car; R. L. Campbell, conductor on the first street car operated in Cambridge; James Cowden and Jess Strahl, among the first motormen and conductors.

Veteran motormen and conductors served on city and interurban cars as follows: McCulley, 25 years; Hall, 23 years; Bagent, 16 years; Albright, 8 years.

Passengers on board the last cars run over the interurban line will long remember the occasion. Although there was considerable delay due to oiled rails and other minor inconveniences, the trip was made in four hours and thirty minutes which was record time considering the invasion by "the oilers", who were entitled to the fun derived from their successful efforts-----especially at Byesville. There was some oil, or grease, on the tracks in East Cambridge too. And then, the front trucks on Daddy Hall's car were off the track at the glass house for one hour. Fortunately there was a supply of sand on both cars---it took lots of it. Cross ties were said to have been an obstacle also, just beyond East Cambridge. The cars reached Pleasant City---finally, and through the courtesy of the host, H. C. Doughty, and the Ohio Service Co., the passengers were given a most refreshing luncheon, served by Pat Lainer, proprietor of Pat's restaurant, Cambridge and assistants. The menu consisted of ice cream, cake, coffee, sandwiches and soft drinks. While at Pleasant City the occasion was made more brilliant by Sam Schlup, who provided a splendid display of fireworks, and Mr. Doughty distributed souvenirs.

More oil was encountered on the return trip, but the passengers were entertained by G. C. Bowersock, who rendered several old fashioned solos in a pleasing manner, all joining in the choruses.

Torpedoes and other noise making devices were heard along the route. The cars arrived in Cambridge at 3:30 Tuesday morning, the trip having been recorded in the history of Guernsey County, and were met by City Transportation Co. busses, which under the direction of W. M. Hannan took all passengers to their homes. The souvenirs presented by Mr. Doughty were paper cutting knives made from wood of the first street car operated on this system in 1902. Mr. McCulley, motorman on one of the cars, was motorman on the first interurban car running out of Cambridge. The last city car, "The Owl," was in charge of Clyde Berry.

The following passengers were on board the last two interurban cars: H. C. Doughty, H. W. Amos, Sam Schlup, W. M. Hannan, W. H. Hartley, Carl Rech, Fred Duff, Mayor Earl Henry, Service Director Walter Turner, Senator James R. Barr, John J. Neilley, C. C. Weave, Herman Lucas, John Peters, Pat Lainer, James Fordyce, William McCulley, C. J. Woodside, Roy Frame, William J. Lewis, John H. Morgan, R. L. Campbell, Carl H. Robins, Reed Wilson, H. Sheets, E. E. Stevens, D. S. Rose, W. A. Albright, Charles Aduddell, Newton Argabrite, T. W. Gorman, C. S. Woodside, Oliver Baxter, Erven Carpenter, Edwin Johnson, Cecil Harper, Frank H. Wilson, Dr. Samuel G. Austin, John Briedenthal, William Kelley, Wm. Callihan, G. C. Bowersock, K. F. Horner, Forester Miller, Walter Stage, Otis Miller, Stewart Pattinson, Charles Wharton, C. D. Kendrick, A. O. Sill, Carl Baker, Henry Graham, Jule Collart, J. A. Thompson, William Call, Alex McFayden, Ralph Watkins, Charles Wheeler, Hanson Ewers, John Wiley, Bob Rose, Royal Noe, James Pearson,, Felix Wentworth, Stephen Brill, Paul Kulick, H. D. Flanagan, Cecil Wiley, Bill Hoey, Frank Gillespie, Leonard Vandenberg, Pearl Tarleton, Chester Thatcher, Frank Elliot, Ira Bond, Harry Sperier, Frank Stefik, John Hydock, William Robertson, Charles Bagent, William Keith, Floyd Mackley, Halley Morris, Sam Potts, Gus Vandenberg, Frank Gaston, Homer Towner, Walter Nichols, Cyrus Scott, Edgar Henen, P. C. Thompson, Roy Thompson, Earl LaFollett, Clifford Woods, Alfred Daugherty, Bert Grubbs, George Hill, Russell Craig, Roger Adair, Paul Lerner, Charles Henen, W. J. Morgan, Fred Horton, Casey McKee. Ladies: Chris Morris, Irma Dubois, Edith Crow, Helen and Elizabeth McManaway, Mrs. Ed Wells, Mrs. Nancy Stevens, Mrs. Lena Bulger and daughter, Elizabeth, Mrs. Ross Wilson, Mrs. Lena Carpenter, Virginia Carpenter, Vera Graham, Margaret Lucas, Anna Orahoske, Mrs. Cecil Wiley, Mrs. Chester Geller, Mrs. Fred Moffett, Mrs. Harry Young, Mrs. William Lewis, Mrs. Tom Ellis, Joan Young, Beatrice Bishard. A. O. Sills and C. D. Kendricks, passengers Monday night, were also passengers on the first city car. Mr. Sills was councilman in Cambridge when street cars were first placed into operation. Rodney McHugh was also conductor on the car driven by Daddy Hall, Monday evening.

#### SOME HISTORY

Romance and sentiment are attached to the birth, operation, development and passing of the street railway service in Cambridge and the interurban line between Cambridge and Pleasant City. The first car was operated in Cambridge on Thursday, April 25, 1902, by the Cambridge Consolidated Company, composed of Cambridge capital. Prior to that time electric service was furnished in this city by the Cambridge Power and Electric Co., but when the streetcar franchise was granted and the electric line was installed, this concern was absorbed by the Cambridge Consolidated Co. In conjunction with providing electric service and operating the street railway system, the Cambridge Consolidated Company produced and delivered ice. In 1910 the Cambridge Consolidated Company was purchased by The Midland Power and Electric Co., composed largely of Dayton capital. W. A. Gibbs was general manager of the company. For four years the Midland Power and Electric Co. conducted the business and in May 1914, the Ohio Service Company purchased the property and later L. H. Slocumb, now of Bridgeton, N.J., was made general superintendant. The American Gas and Electric Co., parent company of the Ohio Service Co., secured control of the holdings here. The salvage work on the streetcar and interurban

lines and equipment will be started Wednesday by the F. P. Gaynor Co., of Wheeling, W. Va. Mr. Gaynor arrived Monday in Cambridge and formulated his plans for removing the interurban tracks outside the corporate limits of Cambridge and Byesville.

The following of the first cars operated over the line from the Jeffersonian on Friday April 25, 1902. The Cambridge street railway was formally opened for the use of the public Thursday night, April 24, 1902, and that date will long be remembered by the large crowd that turned out to see the cars. The first trip over the line was made about 7:30 o'clock, the passengers being invited guests of the company. The start was made at the Colonial Theater going east to eleventh street and return to the power house in the west end and then back to the Colonial building. When the car on this trip reached the power house the passengers made an inspection tour through the company's big plant which was enjoyed by all. After inspecting the machinery of the light plant and ice plant the passengers returned to the Colonial building where the start was made. The car was in charge of Power Chief Richard Bevington who acted as motorman assisted by Fred

Breasock as conductor. At the west end of the line John L. Locke Esq. in a few brief words presented a paper as an expression of appreciation and record of the occasion. The paper was signed by all the passengers and was unanimously adopted. The second trip the start was made at the Colonial Theater and the car was run to the court house square where the band was playing. In a few minutes a second car decorated with flags and banners came along. This car was in charge of Superintendent of Construction Eads as motorman and W. A. Albright as conductor. The second car also stopped at the square and was soon filled by members of the Union band. Both cars then proceeded east as far as Eleventh street and then returned to the power house where the passengers were given an opportunity to inspect the machinery after which the cars returned to the starting point. The band played all along the route and the music was much enjoyed. After this the public was invited to ride on the cars and it was after 13 o'clock before the last trip was made. Tonight (Saturday) the cars will run again over the line at 6 o'clock and the usual fare of 5 cents will be charged. At present no schedule has been prepared and probably will not be until May 1<sup>st</sup>.

#### NEWS YOU MAY HAVE MISSED

June 23, 1898----The C&M Rwy. Has established A new station about 1 and ½ miles north of Pleasant City to be known as Derwent. M. L. Spaid is to be the new station master.

Jan. 6, 1898---The caboose of a coal train caught Fire near here, Sunday evening, and was brought Here and placed on the siding. It was all consumed But the trucks. (Byesville)

March 27, 1902---Reference made to Albin, the small Depot at C&M Junction on the B&O, being called Cumberland Junction.

July 10, 1902---The high waters reached 3 feet in The Main St. in this city Thurs. night. All the

miners

About the town are idle on account of high water. (Byesville)

Sept. 1902---John Murgatroyd, 66 years of age, and Claims to be the oldest active working miner in Ohio.

He has spent the last 58 years of his life underground

Working in the mines. Each morning he walks from Byesville to Trail Run, a distance of 3 miles, then puts

In a full days work.

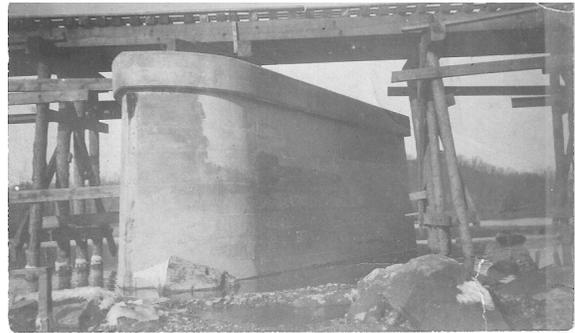
Oct. 1902---The Pleasant City bottle works will be Ready for operation within a month. It will be Operated by Cincinnati capitalists and will employ About 75 persons.

Actually began operation on Tues. Nov. 4, 1902, And made some insulators.

# ***PHOTO GALLERY***



***VIEW OF No. 5 Bridge under construction looking north in 1898. When finished, concrete abutments will be poured.***



***View of No. 4 Bridge under construction looking southwest in 1907. Center concrete pillar with point is facing upstream to deflect log jams. Parts of old wood piling at right can still be seen in water today. Wood deck bridge eventually removed and now has through side deck girder (two). Note the present deck side bridges are askew as one side is longer than the opposite side when compared.***

***As most everyone now knows No. 4 and No. 5 bridges are so named as they are the 4<sup>th</sup> and 5<sup>th</sup> time the Pennsylvania RR crossed Wills Creek into Guernsey County traveling north rebuilding bridges.***

***Remember – Not called Bridge No. 4 bridge No. 5, always has been No 4 bridge, No. 5 bridge.***

***Dave***

***Photos courtesy of Dave Adair***



***PRR Coal Train Derailed on Byesville Curve in 1948***



***1948***



***1948***



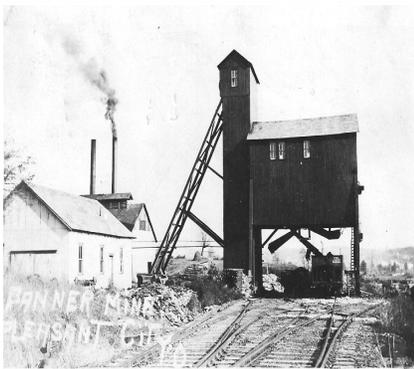
*Joe Berilla's Fleetwing Service Station about 1950-1951. Today occupied by Peoples Bank. Directly across Watson Ave. was the old opera house. The shadow of that building can be seen in center of picture.*



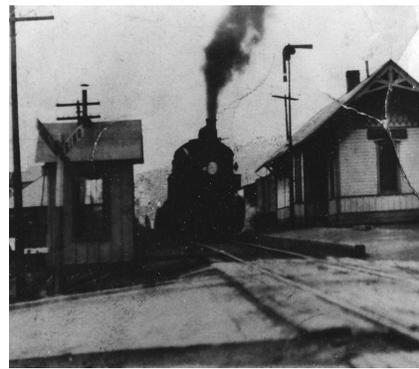
*Race Ave. looking west - 1928*



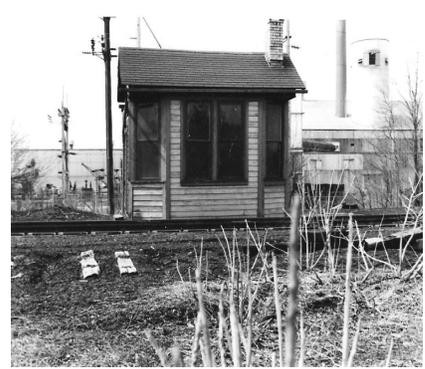
*South 5<sup>th</sup> St. Byesville from Main St. - year unknown*



*On our new section of B&O track, we pass the switch to Banner Mine. Shown here in its heyday. 1911-1932 The PRR switched this mine*



*The King of the Rails thunders past Byesville Depot in 1922.*



*PRR Scale House with Vanadian Corp. in background - 1972 The scale house was removed later that year.*



*Aftermath of fire in Byesville – Sept. 22, 1904.*

*In the foreground can be seen Seneca St. with the streetcar Y-track.*

*In the background is the Odd Fellow Lodge Building which still exists today. The empty lot where the buildings were burned today is occupied by the Anderson Block which today is owned by Tim Brown.*



*3 guys caught by lens in Hibiscus Swamp  
Facial expressions: Dave – “I didn’t think I would ever get caught again.” Paul - “Who me, surely not?” Mark - “I’m just an innocent bystander.”*



*Sunday, December 13, 2009  
Train on new section B&O track*



*December 5, 2009  
Lining up for Christmas parade in Cambridge, OH  
with our float*



*December 5, 2009  
Christmas parade*

**CORRECTION PLEASE**

In the October edition, the photo of C&M Junction in the 1907 flood, I erroneously labeled the structure in the center of photo as N cabin. Actually, it was the small B&O station called Albin, and also at times Cumberland Junction.

Send articles and photos for publication in the Byesville Switch Stand to:  
[switchstaneditors@bsrw.org](mailto:switchstaneditors@bsrw.org)  
 Jake and Louise Davis, editors