



THE SWITCHSTAND

Byesville Scenic Railway Newsletter

Volume 3 Issue 2 Spring 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

Publication Schedule is
January, April, July, October

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.

switchstandeditors@bsrw.org

Two of our new members receive awards at the BSRW annual banquet



Jim Daugherty receives an award at Annual Banquet – January 23, 2010



Wayne Stottsberry receives an award at Annual Banquet – January 23, 2010

Awards Recipients

Byesville Scenic Railway, Inc. 2009 Award Recipients

IRON HORSE
Tim Brown

GANDY DANCER
Aaron Chicwak

HOGGER
Dave Michael

LAPLANDER
Monica Chicwak

LANTERN OF KNOWLEDGE
Denny Jones

GOOD NEIGHBOR
Marty Thompson

PRESIDENTS AWARDS

William "Bill" Stolarik & Jerry Jacobson

Past Years Award Recipients

2008
IRON HORSE; John Warne

GANDY DANCER; Bill Stolarik

HOGGER; Mark Chicwak

LAPLANDER; Fred Gerdau

LANTERN OF KNOWLEDGE; Jake Davis

GOOD NEIGHBOR; Jim Lestock

JR. BRAKEMAN; Aaron Chicwak

PRESIDENTS AWARDS
Dave Michael, Jerry Jacobson

2007
IRON HORSE; Steve Stolarik

GANDY DANCER; Cliff Ball

HOGGER; Jim Phelps

LAPLANDER; Reggie Gerko

LANTERN OF KNOWLEDGE; Jake Davis

GOOD NEIGHBOR; Fred & Ruth Gerdau

JR. BRAKEMAN; Wesley Michael

PRESIDENTS AWARD; Jerry Jacobson

2006
IRON HORSE; Steve Stolarik

GANDY DANCER; Bill Stolarik

HOGGER; Jim Phelps

LAPLANDER; Monica Chicwak

LANTERN OF KNOWLEDGE; Dave Adair

2009 Outstanding Volunteer Certificate Recipients

Charlee Bender
Corporate Secretary

Jim Daugherty
Brakeman

Reggie Gerko
Corporate Treasurer

Paul Sharpe
Conductor

Wayne Stottsberry
Flagger

Denny Swingley
Engineer

John Warne
Conductor

2009 Outstanding Support Awards Recipients

Cambridge Eagles Aerie 386

Country Coach Adventures
Carol Glessner

Jonett Haberfield & the Dickens Village Crew

The Crew of the CGCVCB

Dave Stahovec

2009 Byesville Scenic Railway Life Members

Grant & Patricia Hafley

Jim Phelps (06)

Robert "Bob" Sears (07)

From The Order Fork

by Jake & Louise

Well, as we get into 2010, I believe that all of us first and foremost are most certainly glad to see the approaching end of a gut-wrenching, slobber-knocking winter. For the most part we were blindsided. I for one, never expected the lambasting we took. I know that something like 24 inches of snow was measured at the Cambridge water plant, according to the newspaper. That is a difficult claim to make because locally some areas received more snow, others maybe less. I know where I live, I measured more like 29. Maybe some snow was missed between the big snows, the 1 or 2 inch "snow showers" that we got.

Now I remember the big snow of 1950. Granted, that was another time. I was just a little thing at 9 years old. The snow was over my head, and bear in mind this storm started the day after Thanksgiving. Shortly after, we had a warm-up, and some serious melting took place, followed by an Artic cold front and a subsequent ice storm. The main thing I remember was one bright morning going to the door and opening it and looking out, for that day was crystal clear and sunny. The brilliance of thousands of reflected prisms of ice, which was coating everything made it extremely difficult to even look at, let alone focus on. That is about all I remember. Can't recall what the rest of the winter was like. By the way, they did not close the schools. I was a 5th grader at the old Central School on Meek Ave. I remember walking to school as the policy was "whoever could get there". Only the rural students didn't make it. Now I have to mention this because it is so ridiculous it is comical, and Dave Adair who was present at the time also remembers this because we joked about it for years. One older man whom we worked with at Phillips Products told us in the 1970's that he could remember when the snow was at the top of the fence posts in July. He maintained this was true and he was talking about around here. That is still ridiculous and comical to this day. Now we

fast forward to the blizzard of 1978. Most memorable to me was the shrieking of the wind, as that is something you never forget. Again it would have been difficult to ascertain the exact depth of the snow due to the wind. Some places around here had huge huge drifts and other places were swept clean. On the day prior to the blizzard of 78 which was 27 Jan., the day was sunny with high clouds. I remember being down on Byesville Curve taking pictures of trains. I took a really nice photo of a WM GP9 high nose, in the "circus scheme". Wouldn't you know it, I am still looking for that photo, as I have misplaced it. However I do believe that Feb. 2010 was worse than 50 and 78 because the weather was so bad virtually every day.

Now, to our railroad. What an awesome Banquet we had on Jan. 23rd. That was so enjoyable and the food was "outstanding". And as always, Dave's presentation was "outstanding". It was just a fun time. Thank You to all who put this together. So now, all of a sudden, things are about to start to happen. The weekend of April 10 is the ORTA meeting, and we have 3 rides that day and also there are seminars, a silent auction, a visit to one of Ohio's largest HO scale model train layouts, and also an opportunity to visit Dave Adair's caboose collection. Then we have Art's Wild West show to look forward to. I shall finalize this article after our March 15th meeting. Due to the "nuclear snow attack" we took, there was no way we could have met in Feb., so I anticipate there being a lot to cover at our March meeting. And there was.

Different circumstances prevented all the board members from attending. We were able to pretty much finalize our election of board members and officers. Thank You everyone for your support in electing me to the board. I pledge that with me, it will be the love I have for this railroad and the intense desire I have to keep this great tradition

going and going and going that began in 1870-71 as a dream of entrepreneurs of that time. That will always be No. 1 on my mind as a board member.

We also had 3 visitors who expressed a desire to be members !! Yippee!! It is becoming more and more apparent all the time that we certainly do need more people, especially engineers, car hosts and narrators, and I think that we all can now see that we are steadily growing. What with our highly successful wine tasting trains, and now our Wild West Shows beginning this year, and also our "Blue Grass Train", both of these should be a virtual lock-in to be a success. Its all about "ADVERTISING".

So now as the 2010 season is drawing near, let us reflect back on 2009 and use it as a springboard for 2010. We wish to express our thanks to Woody Biggs, Carol Glessner of Country Coach Adventures, Jonett Haberfield from Dickens Victorian Village, Debbie Robinson from the Cambridge & Guernsey Count Visitors & Convention Bureau and all other tour operators for helping to make 2009 our best season yet.

Thank You so much !!.

This is why we are growing, dedication and effort from all BSRW members and volunteers, which has resulted in a 30% annual growth in ridership since we started our own organization. Also, thanks be to the Buckeye Central, for it was they who showed us how to start a railroad in the beginning.

We are pleased and indebted to Dr. Huber and his students for all the meetings that took place toward the end of 2009, as they have showed us the finer points of learning to be a more efficient operating organization by long range strategic planning and goals. Their report was issued at our March meeting. Each member will have an opportunity to examine this report and come back with our recommendations soon.

As we anticipate the start of our 2010 season, our facilities are being readied, and with our additional special events on the schedule we look forward to a fun season in 2010.

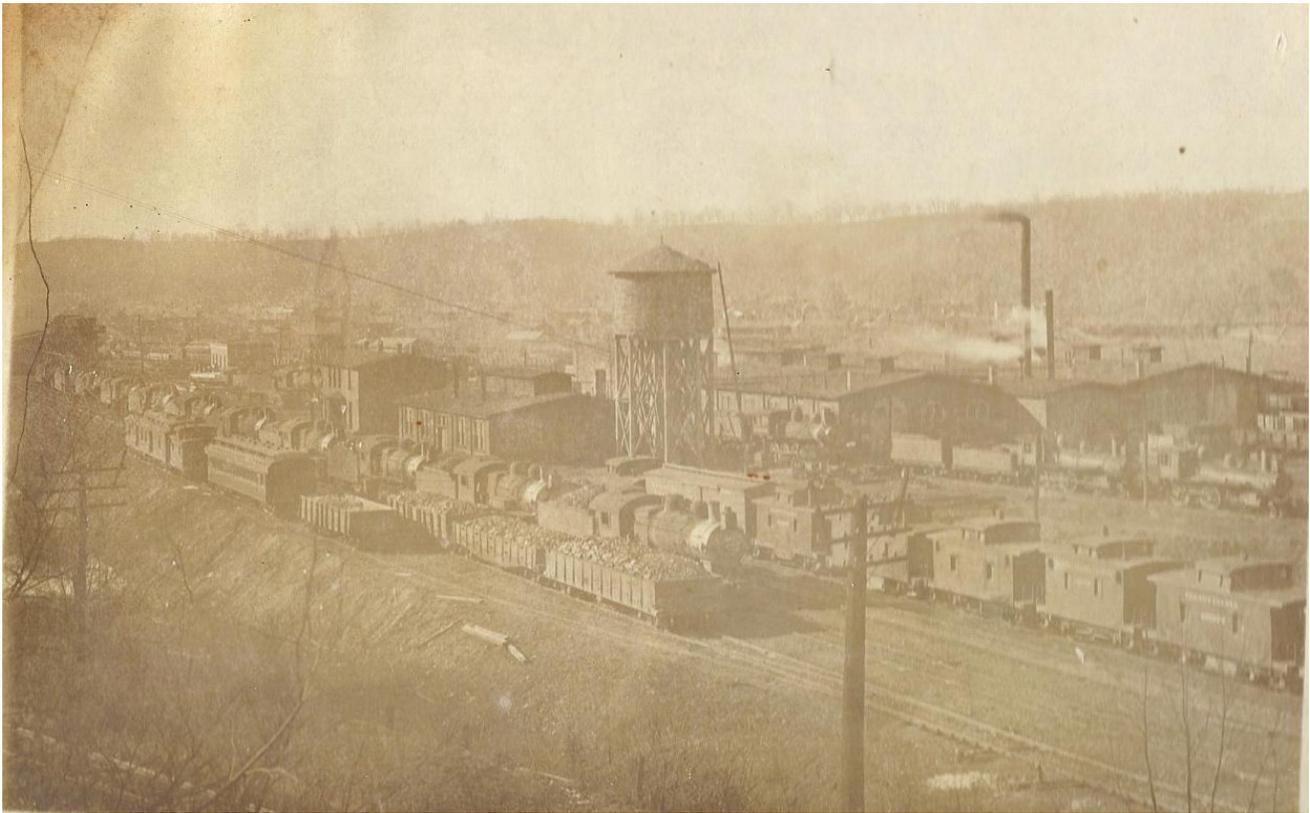
Happy Rails!! Jake & Louise



Photo BSRW

"Members of the Byesville Scenic Railway hold the required "safety meeting" prior to donning their vests and grabbing their orange trash bags and hitting the highway. (If you want to list names go ahead.) Also helping out & not included in the photo was Dave Michaels, Marguerite Stolarik, Mark and Monica Chicwak. All together 35 (55 gallon size) trash bags were filled."

" Next scheduled dates for the pick-up will be sometime in June, Sept. and late November. We will try to notify members with an exact date/time by email if others want to help. Hopefully ODOT will have our name plate on the highway signs by then which we will include in the next newsletter".



Dave Adair Collection

C&M Shops – Cambridge, OH 1911

The following article was written by Dave Adair in 1992

Reprinted with author's permission

When the Marietta and Pittsburgh Railroad was completed between Marietta and Canal Dover in 1872, the principal repair shops were located in Marietta. Nine years later, new repair shops were built in Cambridge because that town was conveniently located half-way between the two terminals of the road. The fact that many new coal mines were being opened near Byesville assured the location.

By the time the new shops were completed, the railroad's name had been changed from the

Marietta and Pittsburgh to the Marietta, Pittsburgh, and Cleveland, then changed to the Cleveland and Marietta, and again changed to the Wheeling and Lake Erie. The C&M was the name most popular with all, and C&M can still be referred to the line by many at this date.

Up until 1900, all railroad cars were made of wood and hundreds were built or repaired at the Cambridge Shops, using native hardwoods. The painting or varnishing of the cars was also finished there.

A seven stall roundhouse with turntable was the hub of activity at the shops. Here the many locomotives could be serviced and light repairs made prior to the long trips.

At the time of the W&LE takeover, all trains ran to Toledo north from Cambridge or south to Marietta. Wheeling, West Virginia, had not yet been reached by the grading crews of the W&LE.

By the mid-1890's, the Pennsylvania Railroad took over all control of the old C&M line and trains no longer went to Toledo. Instead the coal trains went north to Cleveland or northwest to Mansfield, using various other PRR lines to reach these places.

Eventually, the Cambridge shops grew in size and work force. Besides the already 200 men working in and around the shops by 1910, 65 five man crews were dispatched out of the shops on trains north or south. At that time, it was not uncommon to see between 30-35 steam locomotives there regularly. With more than 30 deep coal mines along the railroad, some producing as many as 125 loaded cars a day, the many trains can now be imagined.

In the first 18 years of this century, the coal trains were many times dispatched from the Cambridge Shops every 20 minutes northbound toward the lake. A train usually consisted of two locomotives, 30-35 cars, with a caboose and a pusher locomotive on the rear. At a place known as Post Boy grade, an additional locomotive was kept, sometimes to be placed on the rear to shove

the heavy trains over the steep grade, through a tunnel, and down into Newcomerstown.

Pennsylvania Railroad men often stated that the section of track between Marietta and Dover made more money for the PRR stockholders than any other line on the PRR system. Here it should be noted that the PRR was the largest railroad in the world.

By 1920, locomotives had grown in size and strength, and coal cars were no longer made of wood, but steel, and still being repaired in Cambridge. The coal trains never exceeded 40 cars, but the larger locomotives meant that three and sometimes two could make the grades instead of four. By the late 1920's, the coal fields of Guernsey and Noble rapidly closed down, and fewer trains left Cambridge to head for Lake Erie. By then a new type of mining had become popular. Strip mining meant that millions more tons of coal would eventually be shipped over the old C&M.

The Cambridge Shops remained the nerve center of the line and repairs to the many railroad cars were conducted up until the 1970's. By then, diesel locomotives had 20 years since replaced the steamers, but even the diesels were dispatched out of the shops. On April 1, 1976, the last official train left Cambridge Shops, and the 103 mile line between Marietta and Dover was then officially abandoned. Soon after, vandals burned the shop buildings remaining, and the once proud, neat place became overgrown and forgotten. The property reverted back to the city of Cambridge, and it now appears that a new county jail will be erected on the old shop site. Times change, and progress moves on.

The following is a short hypothetical story that could have very easily happened back in the days of common sense, but today there is absolutely no way on earth that it could happen. This is a lead-up to the main article.

JOHNNY TAKES A TRAIN RIDE

by Jake Davis

Picture yourself as a 11 or 12 year old living in the hills of southeastern Ohio. The time is about 1895, and you had just the previous day finished another school year, and the whole summer is ahead of you. Now admitting, this is much more likely to be a boy's story than a girls, simply because in that time, probably you didn't find a whole lot of girls who liked trains, so this is all about "Johnny".

Johnny jumped out of bed with a "Yahoo, no school". He quickly dressed, and bounded down stairs to the kitchen and super quickly washed his freckly face and brushed his teeth, and by then his mom was lifting golden pancakes off the stove. "Just one today mom" Johnny excitedly said. "I got places to go and things to do". "Right you are young man", replied his mom. "You know that you have chores to do each day now that you are out of school, such as, feed the chickens, gather the eggs, milk the cow, and feed Leo the horse his oats". "I know mom" declared Johnny, "but today is the day I'm going to ride the train"!! "You know that I can run over across our big field, across the brook and up the hill and down the other side to the tracks, and Dad told me that old "Clem" the engineer, would stop for me anytime, and I could ride the 3 miles into town with them, cause Dad and Clem are real good friends, and riding the train, now there's something that's important, right Mom"?

"Well then Johnny, why doesn't your sister think that ", his Mom said suppressing a smile. "Cause she's a girl, they don't know how to really have fun". "Well", she said, "just so you do them chores, so your Dad won't have to do them after a hard days work at the mill". I'm already on them Mom", said Johnny as he rushed out the screen door and across the yard toward the barn. So after a good 45 minutes, Johnny hurriedly kissed his mom and said "I'll be back later this afternoon". Have fun said his mom and "be careful". Johnny ran out the gate, and across the dirt road that runs nearby, then he skipped across the field amid the colorful wild flowers and waded across the bubbling crystal watered brook that gaily dances

along, and the pretty waterfall that dumps into a deeper pool where Johnny knows there's some nice ones in there, but that's another time, today is train day. So he ran into the heavily wooded area and then uphill amid large trees, oaks, maples and other hardwoods. Near the crest of the hill, he again came back into open field and past a couple choice hickory nut trees that he will remember in the fall.

Now its down the other side by more trees and wild raspberry and blackberry patches, then Johnny saw the glinting of the bright sun off of his aim. The twin rails of steel 3 foot apart were in sight further down near the base of the hill. And off in the distance he could hear the high pitched shriek of a train whistle. That is music to my ears he said to himself. In just a couple minutes Johnny was near the tracks, then he saw about a half mile away coming around a curve the little engine and it's trail of dark gray smoke and the choo-choo-choo-choo, the sound that he loved so much. At one fourth mile, now in plain sight, he waved his arms, and received a short toot-toot in reply, then the little engine and it's train slowed and in a short time came to a stop. Clem the engineer, in a wide toothy grin says "Want a ride Johnny"? Johnny replied, "I'll tell you after I get on", Clem now grinning from ear to ear extends his hand and swings Johnny up into the cab. Johnny, this here's my fireman Burt", and Johnny looked up into another smiling face of a big raw-boned man, who bent over and extended his hand, "Glad to meet you Johnny", you know me and Clem, we get lonesome, so we are glad to have you ride with us." "Gee thanks", said Johnny as Clem pointed him to the engineer's seat. "You can set there Johnny, and you see that cord up there"? "When I tell you, you reach up and pull that cord and you can be the whistle blower till we get to town". "Wow" exclaimed Johnny, "Can I really do that". "Sure can " said Clem, "when I give you the sign". In a few seconds when Clem pulled out on the throttle, he gave Johnny the OK and the young lad smiling from ear to ear gave a big blast on the whistle as the train lurched forward.

“Do the passengers care that you stopped and picked me up”?, Johnny asked. “Naw, not really” said Burt, “heck, we are all the time stopping at the darndest places, choice fishing holes, berry patches, apple trees, you name it, we’ve stopped there, it keeps the passengers happy, and there really are some delicious apple trees along the line certain times of the year”. Johnny tugged on the whistle cord at a farmer they saw working in his field, but all much to soon for Johnny, he was blowing the whistle as the train was approaching

the ornate depot in town. After Clem brought the train to a stop, and Johnny’s ride was over, Clem said “It was our pleasure having you along Johnny, I hope we see you again soon”. Johnny replied, “You can bet you will.” As Johnny stepped onto the same dirt road that ran past his home, he turned and gave Clem and Burt a last hearty wave, and received a toot-toot in return. He thought to himself, I’ve got a three mile dusty walk ahead of me, but I don’t care. It was certainly worth it !!.

NARROW GAUGE BATTLED ODDS & DOUBTERS IN COLORFUL CAREER

The following appeared in the Journal-Leader, Caldwell, Ohio on Monday, August 6, 2001
Article provided by Wayne Stottsberry

For 52 years its trains rolled along its yard-wide track, hauling a diverse assortment of passengers and freight over and around the hills of southeastern Ohio.

Its existence was always tenuous, and so was its timetable, but for half a century, the Bellaire, Zanesville, & Cincinnati Railroad provided a valuable service for residents of the five counties it linked.

It began with the Bellaire and Southwestern Railroad, the brainchild of a group of Monroe County capitalists. Begun in 1876, the line reached Woodsfield three years later. As this was happening, businessmen in Zanesville were attempting to organize a fourth railroad for their city. The plan for the Zanesville & Southeastern was to run a line along the Muskingum River to Beverly. Construction of the B&SW soon diverted their attention. In 1882 the two companies merged. They named their new road the Bellaire, Zanesville, & Cincinnati, but the expansion beyond Zanesville promised by the name was never to be.

By the time the merger was consummated, the B&SW had begun expanding westward toward Noble County. Local residents had subscribed

\$100,000 to finance the project and had granted the right of way.

Soon another crew was working southeastward from Zanesville. They met at Caldwell on Nov. 27, 1883. It was a rainy day, and the turnout was small as the village’s mayor drove the final spike.

The mayor’s brief labor signified the fact that Bellaire and Zanesville, 65 miles apart as the crow flies, had been linked by 112 miles of twisting, three foot-wide track.

Thus began the checkered career of the BZ&C Railroad, soon dubbed the “Bent, Zig-Zag, & Crooked” by its critics. Those critics were numerous but largely genial as they grew used to a line offering a quirky combination of friendliness and unreliability.

The BZ&C began with 69 stations and flag stops, a number that eventually grew to 83. Frequent as they were, those stops were a mere formality. Anyone wishing a ride had only to flag down a passing locomotive and climb aboard. If your favorite fishing hole was along the roadbed the conductor would gladly stop the train to let you off. One old timer recalled several years after the line’s demise this story: He had been a passenger

aboard a BZ&C train that suddenly stopped “right out in the open country.”

The passengers stared out to see who had flagged the train, but neither a person nor a house was in sight. Soon the fireman came running back. “The engineer says to tell you there’s a mighty good tree of apples up there on the bank,” he announced. The passengers and crew detrained, filled their pockets and hats, then returned to continue their journey.

Despite such amenities, life as a passenger on the narrow gauge could be frustrating. For one, trains were notoriously slow. The official schedule put the speed at 16 mph, but even at that rate the trains were seldom on time. A popular legend told of a female passenger complaining to the conductor. “Can’t you go any faster?” His immediate reply: “Lady, I could go faster, but I must stay with the train.” That story is likely apocryphal, but in 1890 the following item appeared in a Caldwell newspaper: “Squire Danford of Summerfield arrived at the depot in that village too late to take the eastbound train on the BZ&C and had to walk 5 miles before he overtook it.”

Occasionally sharp curves upset the potbelly stoves that heated the passenger coaches, throwing hot coals around the wooden cars. Passengers sometimes simply opened the door to ditch the wayward stove. Passenger’s nerves were likely not eased by the company’s 1887 decision to place tools for clearing wrecks in the coaches. The action was sound, however, as derailments were common. Thanks to the slow speeds, most wrecks along the BZ&C were not serious. There were however, some tragic exceptions. All 30 passengers were injured, 9 seriously, in 1880 when a coal car and 2 coaches went off a trestle near Jacobsburg. One of the injured passengers later died. The collapse of a trestle near Woodsfield in 1894 sent the engine, tender, and a box car down 45 feet into a ravine. Both the engineer and the fireman were killed. The railroad’s worst accident occurred in Noble County. On April 5, 1895, the only car of a westbound passenger train left the track while

crossing a trestle a few miles west of Summerfield. The car pulled the engine and tender down with it. The engineer was killed as were 3 passengers in the front end of the car, which the engine crushed. Among the dead was a mother and her 4 year old daughter.

Other accidents only added to the line’s reputation for comic incompetence. One took place in 1899 as the crew of a work train threw ties from a flat car the engine was pushing. One of the ties fell across the track, upsetting the car and throwing 2 men into the creek.

In 1913, flood waters weakened the roadbed, derailing a passenger train near Caldwell. A wreck train arrived, cleaned up the scene, then headed back toward Woodsfield. As it returned it collided with a train hauling material to rebuild the track.

Passenger service accounted for almost two-thirds of the lines business, but a variety of freight rolled over the line. Coal, wool, tobacco, and lumber made up much of the BZ&C’s freight load. A number of oak and black walnut logs began their journeys to European shipyards over the line. Fredericksdale store owner Levi Miller remembered many years later purchasing rabbits from local hunters for a dime apiece. He then shipped them to Pittsburgh via the narrow gauge.

Despite the traffic, the line was seldom in the black and often was in receivership. In 1902 realizing that expansion was a hopeless dream, the directors changed the name of their line to the Ohio River & Western. The move did not sidetrack the wags along the route. As “OR&W” replaced “BZ&C” on rolling stock, “Bent, Zigzag, & Crooked gave way to “Old, Rusty, & Wobbly.”

In 1912 the owners gave up and sold their modest line to the Pennsylvania Railroad Company. As rail historian Edward H. Cass has pointed out, there was much more to the sale than met the eye. In his 1997 book, “Hidden Treasures: The story of the Ohio River & Western Railway,” Cass noted that 25,000 acres of extremely valuable coal land

came along with the struggling railroad. The sale price for the whole package was \$3 million.

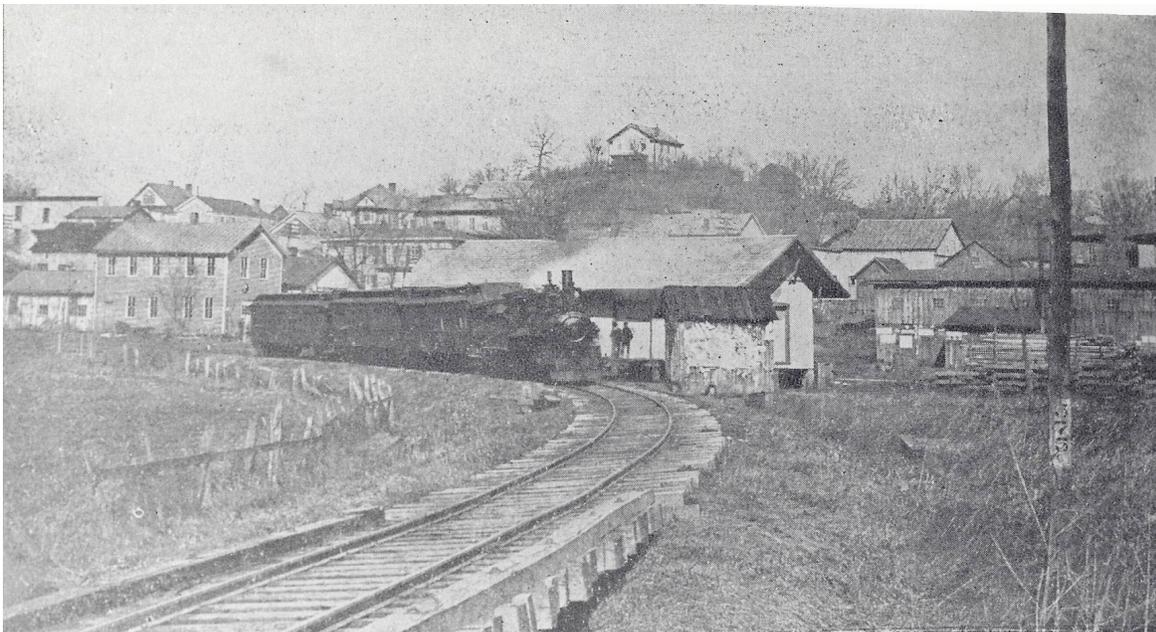
The line thrived for a time under its new management. By the early 20's however, the number of daily trains had been cut from 6 to 4. By that time the main freight was slag for building highways, an ominously prophetic cargo. Late in 1927 the Pennsylvania abandoned 60 miles of the road. Trains continued to operate between Woodsfield and Bellaire, and a 10 mile section from Zanesville to Lawton remained as a coal spur. The little trains stayed in business from Woodsfield to Bellaire for 3 more years. As 1931 began the OR&W was running 1 train a day, hauling 1 passenger on average.

The last train chugged out of Bellaire on May 30, 1931, Memorial Day. The final train was garnished with touches typical of the narrow guage, starting with the fact that the engine pulled out 5 minutes late. The final touch was a bird's nest in a corner of the baggage car. The baggage

man explained that a sparrow had built it that spring. Sometimes the bird followed the train for miles down the track before giving up the chase. But it found its nest back in Bellaire each evening, so it kept building.

The Pennsylvania could find no interested in its miniature pieces of rolling stock. The OR&W had been Ohio's last narrow guage-and one of the last in the country. Anxious to dispose of things the company offered freight and passenger cars for nominal prices. They found a few takers, and box cars soon reappeared as chicken coops or tool sheds.

Passenger coaches became homes. At least one caboose later served as a barber shop. Many more cars were dumped into ravines and burned. Today little remains to indicate that the line ever existed. A few mementos survive, fetching dizzying prices from collectors. Here and there outcroppings of road bed and collapsed tunnels serve as stark reminders. But mostly what's left behind are memories.



Jake Davis Collection

OR&W Depot – Cumberland, OH

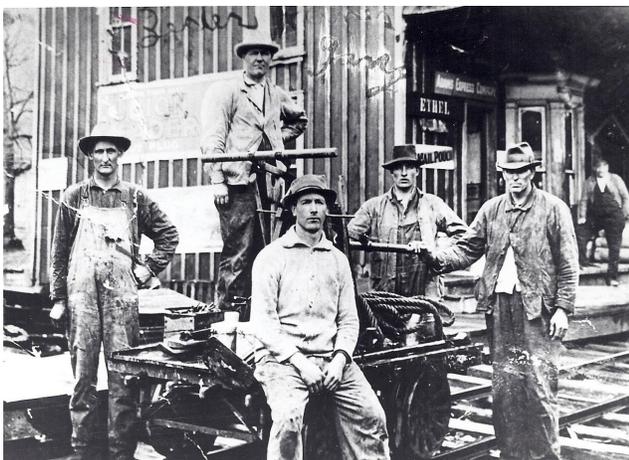


Jake Davis Collection

The "S" Trestle near Key

Photo taken May 30, 1931 last day of operations

No wonder this was such a neat railroad. Look at the magnificence of that trestle.



Jake Davis Collection

At bottom of long grade out of Summerfield was the station know as "Ethel".



Jake Davis Collection

I photographed this OR&W coach car at Adair Station in the 1970's. You guessed Dave Adair was with me.

Extra 6503 South/Extra 6503 West

John Wheeler

Reprinted with Author's permission

After moving from Byesville to Bowling Green in the Fall of 1964, we often returned to Guernsey County to spend time with family. This allowed me some opportunities to keep in touch with the railroads in Guernsey County.

One of the experiences that I remember was during the summer of 1968. Spending a week with my aunt and uncle who lived at the corner of North 6th St. and High Av. in Byesville, I had close access to the Pennsy tracks. I still referred to these tracks as the Pennsy even though in the summer of 1968 they were in the early stages of the debacle that was known as the Penn Central. Also at this point the B&O Eastern Ohio Subdivision trains were operation over the PRR (PC) tracks from Cambridge south to C&M/Albin and thence back onto B&O rails for the run to Cumberland.

During this time period I can remember seeing brand new hopper cars for the Muskingum Electric Railroad being delivered two or three cars at a time. At one point I also remember one of the electric locomotives passing through Byesville as it was being returned to General Electric in Erie, PA for repairs.

One day while PC crews were cleaning up a derailment near the Number 5 Bridge, the B&O train found it necessary to stop in Byesville while the PC Crew finished up their work. I had a chance to visit with the crew in the locomotive. At this point in time, I had become interested in train orders and had started a small collection. I remembered after the train left that I had completely forgotten to ask for any old train orders!

Over the next couple of days, I tried in vain to toss a note to the crew on the caboose asking for old orders. After a couple of days, I decided to

glue a clip clothespin to a small block of wood which would allow a little extra "ballast" for throwing. Using this method, I was successful in getting a message to the crew and over the next few days, they threw off old orders to me as they passed through town.

The northbound train would pass through town around dinner time which would result in a mad sprint up High Av. or a quick bike ride if the bicycle was staged properly. This led to much family consternation when one evening I jumped from the table and ran during the dinnertime blessing!

The B&O Eastern Ohio SD trains leaving Cambridge at that time received two sets of orders, one set of PC orders for the run to Albin/C&M and a set of B&O orders for the rest of the trip to Cumberland. Even though this was six months into the Penn Central era, the Clearance Cards and Train Orders still read The Pennsylvania Railroad. Obviously they were using up old forms.

The first set that was thrown off to me was dated August 12, 1968. The PRR Clearance Card addressed to C&E (Conductor and Engineer) Extra B&O 6503 South at Cambridge states that there is one order, #425, for that day. It was completed at 12:13 PM and the operator was Taylor. Order 425 reads as follows:

Form 19 The Pennsylvania Railroad

Train Order No. 425

Aug. 12, 1968

To: C&E B&O Eng. 6503

AT: Cambridge B&O Block Station

B&O Eng 6503 run extra Cambridge Scales to Albin.

WLH

The B&O Clearance Card for that day indicates that there are four train orders, #494, #495, #431, and #60. The Clearance Card and Orders were completed at Cambridge at 12:05 PM, by Operator Hall. Train Order #60 reads as follows:

The Baltimore and Ohio Railroad Company

Train Order No, 60

Newark Aug. 12, 1968

To: C&E Eng. 6503 at Cambridge

Eng 6503 run extra C&M Albin to Cumberland and return to C&M Albin

CRW

Order 494, originally issued on July 15, 1968 reads:

Central Ohio Coal Company tracks Cumberland in service from switch located 4400 feet west of Cambridge Street to a point 500 feet south of sough leg of wye. Do not exceed 10 (Ten) miles per hour on these tracks.

CRW

Order 495, also originally issued on July 15 reads:

Trains handling excessive dimension loads will not exceed 10 (Ten) miles per hour on Eastern Ohio Sub Division.

CRW

Order 431, which was a Form 31, versus all of the others that were Form 19, was issues on Aug 9:

Main track at Cumberland blocked with work cars between County Road No. 351 and State Route 340 unprotected.

CRW

On August 13th I received the following paperwork: Train Order #55 which was a duplicate of # 60 issued the previous day, #494, # 495, and #431, the same as the previous day, and Train Order 56 which reads as follows:

Handle IC 62240 and IC 60501 in accordance with message received at Cambridge.

CRW

Along with the train order was an Ohio-Newark Division Excessive Dimension Message issued on August 1, 1968. This message authorized the move of these two cars from Parkersburg to Cumberland via Zanesville and Cambridge. They had an extreme height of 16' 2" and an extreme width of 12' 8". It also listed the following instructions:

- 1. Must use caution in yards precluding on tracks with fixed constructions.**
- 2. Must not pass other shipments exceeding 11 Ft. 4 In. wide on adjacent tracks.**
- 3. Must have adjacent track clear 300 ft. from switch before moving thru crossover or turnout precluding other movements thru crossover or turnout any time this shipment on adjacent track within 300 Ft of switch.**
- 4. Must use siding only under OH Bridge 85 New Concord, Ohio**

I do not remember seeing this over sized load, but apparently it was for construction of the "Big Muskie", or some other type of mining equipment.

While I have several other orders from several railroads, these are the only orders that I can really relate to because I can remember most of their circumstances.



Photo CGCVCB

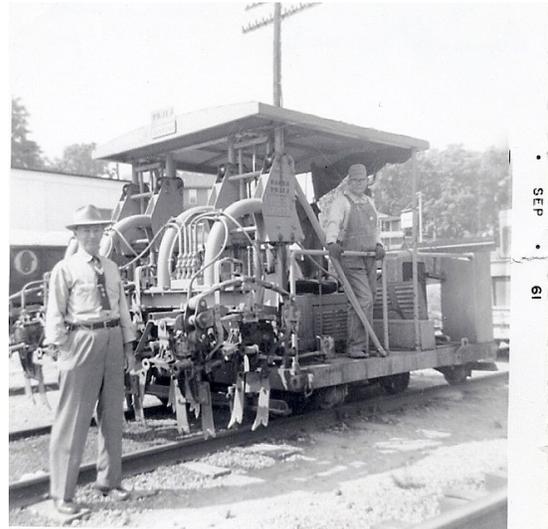
On Feb. 20-21 Byesville Scenic member Steve Stolarik attended the Heartland Travel Showcase in Columbus Ohio representing the train as a tourist attraction. Each participant had only 6 minutes to sell their venue to the tour bus operators.

Steve was able to meet with 34 different tour operators from PA, NY, GA, OH, WV, FL, IN, IL, KY, MI, as well as Ontario who were interested in the BSRW. Hopefully we will be seeing some new patrons at the train as a result of the conference.



Mary Helen Green Collection

Ron and Curtis Green at Barnesville, OH depot in 1961 near the end of operations by the B&O.



Mary Helen Green Collection

Ray Gibson (father of Mary Helen Green) and the telegrapher pose by a Jordan spreader at B&O depot 1961.



Jake Davis Collection

T.F. Slay's BIG general store – 1904 Photographer was standing across Seneca St. at the ruins of the building that burned before construction of the Anderson Block.



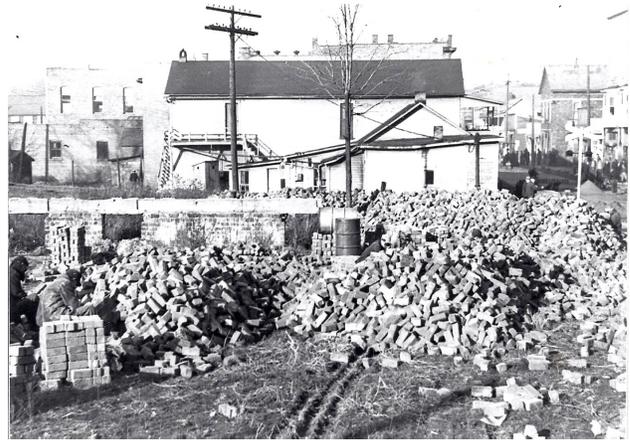
Daily Jeffersonian 1984

The same building just prior to its demolition in 1984



Jake Davis Collection

Burt Block – Byesville, OH – new 1903



Jake Davis Collection

**Burt Block after being torn down about 1935.
Men can be seen chipping mortar off the bricks.**



Jake Davis Collection

**This photo taken from old bridge at old mill site. The middle of photo is IR 77 today.
Large white house at right is the original Jonathan Bye home. At left is the
old elevated walkway people used in time of floods.**

2010 Train Schedule

January 1st thru May 14th
closed for winter season.

April 10th 11am, 1pm & 3pm

May 8th & 9th 11am, 1pm &
3pm Art's Wild West Show

May 15th @ 1pm & 3pm

May 15th @ 5pm "Wine Train"

May 22nd & 23rd 11am, 1pm
& 3pm Art's Wild West Show

May 29th & 30th @ 1pm & 3pm

June 12th & 13th @ 1pm &
3pm

June 20th @ 1pm & 3pm
"Fathers Day Ride" Fathers
ride for ½ price.

June 26th & 27th @ 11am,
1pm & 3pm

July 10th & 11th @ 11am &
1pm

July 24th & 25th @ 11am &
1pm

August 7th & 8th @ 11am &
1pm

August 21st & 22nd @ 11am &
1pm

September 4th & 5th @ 11am,
1pm & 3pm

September 18th & 19th @ 1pm
& 3pm

October 2nd & @ 1pm, 3pm &
5pm

October 3rd @ 1pm, 3pm

October 9th & 10th @ 1pm &
3pm "Fall Foliage Rides"

October 9th @ 5pm "Wine
Train"

October 16th & 17th @ 1pm &
3pm "Fall Foliage Runs"

October 22nd & 23rd @
7:00pm & 8:00pm "Spirit of
Halloween Rides"

October 31st @ 1 pm & 3 pm

November 6th & 7th @ 1 pm &
3 pm Veterans ride free both
days

November 20th & 21st @ 1 pm
& 3 pm

December 4th & 5th @ 1pm &
3pm "Spirit of Christmas
Rides"

December 11th & 12th @ 1pm
& 3pm "Spirit of Christmas
Rides"

2010 Ticket Prices

Adults are \$12

Children (ages 3-12) are \$9/under 3 is Free

Adult Tour Bus Groups of 20 or more are \$11

One Group Leader & the Bus Driver are Free

School Groups (K-12) of 20 or more are \$4

Chaperones & Aides are \$6 & Teachers are Free

Wine Trains are \$25 (age 21 or older & only 150 tickets)

All Wild West tickets are \$15

All Halloween tickets are \$8

Fathers Day Weekend, Fathers Ride for \$6

Veterans Day Weekend, Vets Ride Free

All tickets are available at our Byesville Depot one hour before the first train departs and are sold on a first come basis.

Advance regular train run tickets, Special Event runs and Wine Train tickets may be purchased advance by contacting us on our web site

Visa & Mastercard Accepted

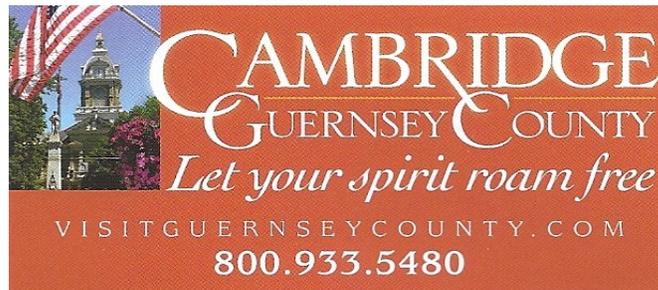


AAA Members save \$2 off adult and \$1 off child tickets

Visit Our Company Store Gift Shop



Gift Certificates Available



Send articles and photos for publication in the
Byesville Switch Stand to
switchstandeditors@bsrw.org
Jake & Louise Davis, editors