



THE SWITCHSTAND

*The Official Newsletter of the
Byesville Scenic Railway
Volume 4 Issue 1*

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.

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



2010 Fifth Annual Membership Meeting & Winter Awards Banquet

It gives us great pleasure to invite all our members, their guests and our friends to the Byesville Scenic Railway, Inc's fifth annual awards & membership banquet.

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

Hors D' Oeuvres' of Veggies and Cheese will be served at 5pm

Buffet style dinner of Roast Beef & Chicken, Buttered Red Potatoes, Green Beans, Assorted Dessert Pies, and Beverages will be served at 5:30pm

A program will be presented by our own Dave Adair

Please join us on Saturday 22nd of January at 5:00pm at the Eagles Aerie 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. Phone for the Eagles is 432-7851

Please RSVP Membership Secretary, Dave Michael @ 740-630-1198 or e-mail membership@bsrw.org by January 15th to make you reservation.

The cost is \$15.00 per person

FROM THE ORDER FORK

Well, we are on the verge of completing another year, and another season, as we will wrap it all up on Jan. 6th. We really did particularly well all year with the exception of our ill fated Wild West Show and the Blue Grass Music Event. I guess that we have to be sure that people buy tickets and get on the train before they hear any music. I don't know, but just maybe in any future event of this type, that we could arrange for a small makeshift stage to be set up at Seneca Lane, and then we stop there for a musical show. Just a suggestion.

But most certainly, one great fact emerges from this season, and that is that the BSRW and the Dickens people compliment each other nicely. This is one relationship that we certainly do need and want to maintain, while always looking for ways to improve for both parties involved. And most emphatically, did we ever have a large increase in income from October

thru to the end of the season. Now if we could just figure out a way to generate a similar amount of income in the months of June thru September.

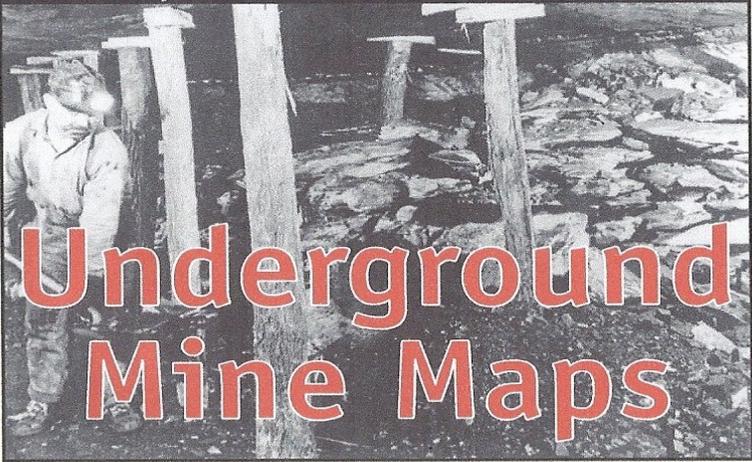
I feel confident that we will do well enough next season to be able to have the bridge where we have to stop now (on the B&O portion) brought up to standards, which will then give us approximately one-fourth mile more running distance clear to the first crossing on SR 146.

Now on Sat. Jan. 22 at 5 P.M. at the Eagles on E. Wheeling Ave., Cambridge will be our annual Banquet. Please keep this date in mind and try to attend. You'll be glad you did.

Merry Christmas and Happy New Year to all !!!!

Jake & Louise

WANTED BY THE
Ohio Department of Natural Resources



Underground Mine Maps

ODNR is seeking historic, abandoned underground mine (AUM) maps in an effort to expand its existing database of abandoned underground coal and mineral resources mines throughout Ohio.

Visit www.OhioGeology.com for more information.

For those of us who do not take the Cambridge Daily Jeffersonian, I want to publish the article in the Mailbox section written by our own Dave Adair concerning the "Sinkhole" which recently opened in the Byesville City Park. This thing appeared during the second half of November (exact date unknown) and was large enough to swallow a small automobile.

I am sure that each one of us realize how talented Dave is in writing articles of both fact and fiction. Certainly, this one is fact:



THE SAGA OF JOHN KEENAN-----Part Two, continued from the previous issue.

By Dave Adair

Well, that wasn't the last of John. He returned to Cambridge on a freight that night and the next morning showed up for work, again with his dinner pail.

Said he spent the first night on a store porch in Ava, oiled 38 switches along the way and did it all to prove he wanted the job, and could he have one ?

In short he was hired as a section man. The other men chipped in and John made \$1.90 for his trip to Caldwell from Cambridge.

One of the coins, a standing liberty quarter, he always kept as a lucky piece of his first day on the job, he showed it to me, and carried it every day.

John left the section after three years and went to firing the steam engines which he did for twelve years until promoted to engineer.

He then worked all over the PRR system for over ten years on account of not enough seniority to hold a steady job in Cambridge. In 1957 while in Cleveland he ran the very last PRR steam engine from there to Conway yard where it would probably be scrapped. It was an I 1 (eye one) 2-10-0 Decapod.

While firing in Cambridge in the 40's, he was overcome with heat twice while passing through tunnels. He became a strong advocate for the the rear end crew walking toward us on old 21 road with their lanterns for we thought they were buried alive."

He worked for the railroad a couple of years after the branch line was abandoned in 1976 but was again bumped to Cleveland.

Said he was reprimanded twice in his career. Once for talking back to a smart alec younger than he official who claimed John was faking it when he passed out from the heat while firing through Post Boy tunnel.

union and fought for and got gas masks for engine crews while heading north with coal trains.

Said they were just a helmet with face mask and goggles fastened with canvas to cover your neck and shoulders and a hose also attached near your mouth on those masks. Air was supplied in the hose from the train.

"We were the only line on the system to use them".

John also fought for and got a second fireman on all engines if running north with thirty five or more loads of coal with a hand fired engine of H8 or H10 Consolidation 2-8-0 type. The Pennsy did their darndest to bring in all stoker fired engines and eliminate the second fireman. By 1954 all steam was gone from Cambridge.

John took the last loaded PRR train across the Muskingum River bridge to West Marietta and return the day before Penn Central was born. No trains ever crossed the bridge (which is still there) again.

In 1966 after just exiting the north portal of Glenwood tunnel his train went into emergency. "It was dark when we (engine crew) walked back to find that the north end of the tunnel collapsed in on the train. It was a relief to see John said he used a lot of four letter words and invited him to take a trip through the blankety blank tunnels. "Never saw that official again", said John.

"The second time I ran over a derail at night while switching cars and put our engine on the ground, (got 15 days off for that one)".

After retirement John Keenan and wife moved to Byesville on High Avenue, and yes, next to the track. Unfortunately he never got to see our Byesville Scenic for he went to the roundhouse in the sky before we got started in 2003.

Collection of Dave Adair

THE PENNSYLVANIA RAILROAD
NOTICE OF DISCIPLINE FOR OFFENSE OCCURRING

G-32 Rev.
5-60

ON Lake REGION

No. _____ February 26th 19 63

Name J. W. Keenan Occupation Engineman

Home Seniority District or Headquarters Lake

Discipline Suspension 15 Days (Time held out of service to apply.)

Date of Occurrence Feb. 7, 1963 Engine 9026 Train Yard Crew 301

Place Akron, Ohio

OUTLINE OF OFFENSE:--

"Failing to stop short of derail at southend of siding Barberton of P.R.R. track while in charge of Engine 9026 February 7, 1963 resulting in derailment of Engine 9026 at approximately 4:15AM."

EMPLOYE MUST SIGN THE FOLLOWING: Asst. Supt. Transp.-Motive Power

This certifies that I was notified _____ 19 ____ that I would be disciplined in accordance with the above order, and I understand that same will be put into effect:

10 days from the date of receipt of this notice or as soon thereafter as may be arranged.

_____ immediately.

Date _____

Put into effect _____

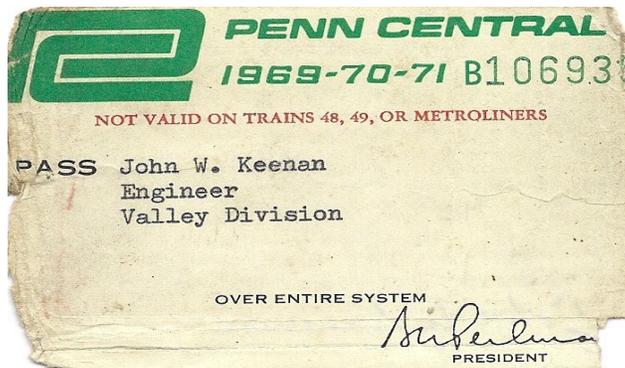
Forwarded to _____ by _____ Date _____

Forwarded to _____ by _____ Date _____

Original to be returned to _____

Copy to be retained by employee.

If discipline is for employe of another region, forward Superintendent of Personnel of that region three copies of this form



THAT FIRST TRAIN RIDE

By Dave Adair

While living in Columbus, one summer day back in 1952 my mother expressed the desire to visit her mother in Cambridge. While discussing the trip with my father he stated to her that she should take the train, as the boys (myself and brother Roger) liked them so much.

I can still remember Dad taking us to the Union Station in Columbus and buying the tickets, then walking us through the concourse and down the stairs to the waiting train that day

Upon standing along side the passenger train I gazed forward and saw the engineer who was also standing on the platform but checking the large driving wheels on the locomotive. Steam was escaping near him and he seemed almost invisible. I then noticed on the top of the coal tender the dirty fireman who was shoveling coal from the top of the pile down toward the locomotive cab. The third car back was a United States Mail and Express car and two men were busy loading canvas bags of mail into the doorway while standing on a four wheel cart which was about four feet high and painted green. A man inside the car was pulling the bags toward the center of the car and I remember he had a pistol in a holster around the waist. "Boaaaaard"! a man shouted behind us and as we looked around I saw that he was in a blue uniform with brass buttons and a hat. As we scurried toward our coach I asked Dad if the man was a soldier, but he told me "no, he is the Conductor of the train". The conductor had already placed a metal step on the concrete platform to aid us in climbing into the car. As we did he held mother's elbow with his finger and stated "watch your step Ma'am".

We quickly settled down into a coach seat which like everything else was also blue. I remember that the cloth made me itch. We were waving out the window to Dad but it was hard to see him

because the windows were dirty in our car. Wishing to change seats to one where a window was open mother said that we would get soot and cinders all over us if we did, so we remained seated and all too soon the train started to move east toward Cambridge. I quickly observed a water cooler at the end of our car and can remember drinking cool water out of a Dixie cup.

"Tickets, tickets please", announced the man in uniform as he entered the car. Mother handed him what looked like a piece of paper about the size of a baseball card. This was our ticket and he made a hole in it with a paper punch, then handed it back to her. After punching a few more tickets of other riders, he exited out of the car at the opposite end of which he entered. At times he would reappear in our car and announce the next stop for the train. "Neerrrrrk (Newark) NerK, next stop", was one I remember well.

Soon after leaving Newark I noticed high cliffs on either side of the train as if we were going through a tunnel but had no top. At that time we could very clearly hear the exhaust bark of the steam locomotive. The name of the place I would eventually learn was the "Black Hand Gorge" at Toboso. Beside the exhaust one could feel as well as hear the six axle cars as they crossed over the rail joints click, click, click, clack, clack, clack, click, click,click, clack, clack, clack.

"Zayneville, (Zanesville) Zayneville next stop" we heard the conductor say and as the train slowed down it was quite a thrill to cross the Muskingum River and see the water far below the train. After a few minutes stop in Zanesville where more passengers, U.S. Mail and a drink of water for the locomotive tender was taken on, we left heading northeast. At

about that time I asked Mother if I could go to the restroom, so she accompanied me to the appropriate room where I found out, with much humor, that whatever was flushed down the toilet fell onto the tracks below and took delight in tramping on the pedal beside the toilet to view the tracks whizzing past under my feet. Upon leaving the restroom (I think I washed my hands) Mother asked if I would like a snack over in the snack car and naturally I said yes. With some difficulty in keeping our balance we walked to the opposite end of the car and opened the door. Here a wide eyed kid of five was scared to pass from one car to another one. We had to walk on a metal plate, which was directly over the couplers on the cars, but through the various cracks I could see the tracks and stones below, no danger of falling through or off of the train but it made us alert while crossing from car to car.

Into the snack car we soon sat on stools around a bar. There may have been tables and chairs also, but I don't remember them. Mother drank a coke and ate Buckeye Potato Chips, while I had a small bag of Cheezit square crackers and I tell you they were good. Little brother began to choke on a potato chip that Mother had given him and all in the car were pretty concerned but he hacked it out and soon all was again normal.

Upon returning two cars forward to our coach and again standing between the moving cars I can remember the smell of coal smoke from the locomotive as well as listening to the whistle as

Post script to this story, by the author in 1985 after all through trains ceased to operate on the old B&O between Columbus, Ohio and Wheeling, West Virginia the Cambridge station was closed or rather abandoned by the railroad.

Within weeks vandals were within causing much destruction and all seemed doomed. If anyone had thrown a match on the paper strewn floor the structure would have surely been destroyed.

So under less than honorable conditions the oak bench which I had knelt on 33 years before and the enamel station sign CAMBRIDGE disappeared one night.

Fortunately, the brick station was eventually purchased by a private company and completely rebuilt to

the engineer was blowing for a road crossing ahead. When we entered our coach I noticed on the threshold raised lettering and asked what it said, Baltimore and Ohio was the treply.

“Concord, New Concord next stop” we heard the familiar voice say but we did not linger long there if we even stopped.

“Came-bridge (Cambridge) Came-bridge next stop” we heard while Mother was gathering our belongings it became dark inside the coach. “We’re in a tunnel” she stated and just as quickly it was light again as we exited the east portal slowing for the station stop, our destination.

Upon arrival of the train our conductor placed his metal step on the concrete platform and helped us get down off the train again stating “Watch your step”. We then entered the station where Mother would call a taxi to take us to Grandmothers and I recall kneeling on an oak bench and looking out the east window toward the viaduct as our train of eight cars left Cambridge.

Eventually we moved to Cambridge where Dad was transferred by the Ward Baking Co. (Tip Top Bread) and even though more train rides would be taken I recall that first trip so well. Thanks Mom, for taking the train.

suit their needs and is in excellent condition.

But all the tracks from East Cambridge to Wheeling had been removed by the summer of 2000.

THE NATIONAL COAL COMPANY

By Jake Davis

Back in the coal mining era of the Cambridge coal field from in the 1870's to 1954 were many concerns who were involved in removing the black diamonds from Mother earth. You see, that in those times, the USA did enjoy a system of true free enterprise, and anyone who had the knowledge, and the capital, no matter how small was free to give it a go.

In the Cambridge coal field this most truly was the rule as mines that employed less than 10 men, to the small size, such as the mine that recently opened a sink hole in what is now the Byesville City Park, to larger ones such as the Byesville Coal Co. (Little Trail Run) and the Puritan Coal Co. (White Ash and Puritan), to the very largest such as the Cambridge Collieries Co., and the subject of this article, the National Coal Co.

The National Coal Co., was headquartered in Cleveland and had mines in various other counties in addition to Guernsey Co.

The general manager of the National Coal Co., was the colorful and flamboyant Harry Loomis who was also very cost conscious. We were told about Mr. Loomis, that in 1907 when the 5 mile switch that was constructed from near Stop 8, Byesville to the company's new Minnehaha mine at Dogtown, that Mr. Loomis was upset at the cost of the railroad ties required in that switch. So Mr. Loomis, they say, walked from Stop 8 clear out to the new mine counting every single tie. (I'll bet that we would be tickled pink to get the 1907 price for our ties).

So, in the Cambridge coal field, it seems that if it could have been sliced into 3 portions that the Wills Creek Coal Co./Cambridge Collieries Co. had pretty much the center portion, the Akron Coal Co., the eastern portion (Lore City, Senecaville ...etc...)

The National Coal Co., had mostly the west-southwestern part.

The National Coal Co. developed and operated six mines in Guernsey County.

They were: Little Kate No. 1, Little Kate No.2 (Black Diamond), Minnehaha, Harryette, Murray and McFarlin. The National Coal Co. was by far the most "innovative" of all the companies that operated here as we shall see as we cover what is known about each one.

LITTLE KATE NO. 1

The Little Kate No. 1 mine was situated at Lucasburg but was always called Little Kate, even today on a switch of the PRR, that came off the mainline just before what is today Bartholow's Auto Wrecking and ran south across today's SR 821 and through what is today the middle of the lake of Lakeview Terrace before swinging abruptly due west and a practical straight shot out to the mine site. Little Kate No. 1 was an 87 ft. shaft into a nice field of No. 7 coal which was 5 ft, thick at that point. Little Kate No. 1 was the only mine in the Cambridge coal field that used "third rail motor haulage". While at the other mines, the electric motors ran on a power line above the motor itself attached to the roof of the mine, at Little Kate No. 1, the power line was between the rails the electric motors ran on. There are no records to indicate that this was any less safe than overhead lines. Mules were used to haul the coal to

the main lines, and electric pumping and machine undercutting were used. With the advent of the 1920's, unrest began to occur throughout the mining industry culminating in a large national strike in 1927, when John L. Lewis became president of the UMWA, and many grievances were addressed which improved the working conditions and the wages for the miners, however the Little Kate No. 1 mine did not survive the strike, as the mine was abandoned in 1927.

LITTLE KATE No. 2 (BLACK DIAMOND)

Was situated on a switch of the B&O (eastern Ohio) RR that switched off the main line behind the Bethel Church. This switch ran approximately 3 miles to the community of Helena (Black Diamond) where the mine was situated. Opened in 1907, Little Kate No. 2 mine was a 300 ft. slope into the No. 7 seam of coal which was between 5 to 5 1/2 ft. thick. Innovations at this mine were an "endless chain" haulage system which brought the coal from the bottom of the slope up into the tippie. No mules were used at Little Kate No. 2, as it was an "absolute electric" mine just as was it's sister mine Minnehaha which was 2 miles to the north at Dogtown. The new-fangled steel tipples at both Little Kate No. 2 and Minnehaha resembled mythological monsters straddling over the switches on spindly legs. However, in 1925 the surface activity at Little Kate No. 2 ceased, as the tippie and endless chain were removed, and set up at the company's new mine in Harrison County. Coal at Little Kate No. 2 was then taken out through Minnehaha, as the two mines were connected.

MINNEHAHA

Was located at Dog town (Buckeyeville) on the aforementioned switch that came off the mainline near Stop 8 Byesville. Opened as was it's sister mine (Little Kate No. 2) in 1907, Minnehaha was a 147 ft. slope into the No. 7 seam which was 5 to 5 1/2 ft. thick. It was said that Minnehaha enjoyed the purest coal in the whole field, as there was virtually no impurities (horseback, stone etc...) in Minnehaha's coal.

Minnehaha's innovation was an immense boiler complex that utilized 10 boilers that in addition to itself furnished power to Little Kate No. 2, Harryette and Murray. A very ingenious small homemade electric locomotive that was designed and built by electrician Howard B. Potts, was used to haul the heavy amount of ash from the boiler room to a dump outside. This locomotive was dubbed the "Minnehaha Flyer".

As previously mentioned, the year 1927 was the year that the National Coal Company pretty much ceased operations in the Cambridge coal field. Minnehaha, Harryette and the McFarlin mines were worked after that, but on a much smaller basis, as the ultra-modern days of the National Coal Co. were gone for the time.

HARRYETTE

Harryette was an 85 ft. shaft located at the community of Harryette about 1 1/4 miles east of Dogtown on the same RR switch. Opened in 1913, this mine had the latest modern steel tippie, and received it's power from Minnehaha, although it was not an absolute electric mine. After the 1927 strike, this mine re-opened on an "open Shop" basis. It was worked on and off amid worsening economic conditions until the very end came in 1933.

MURRAY

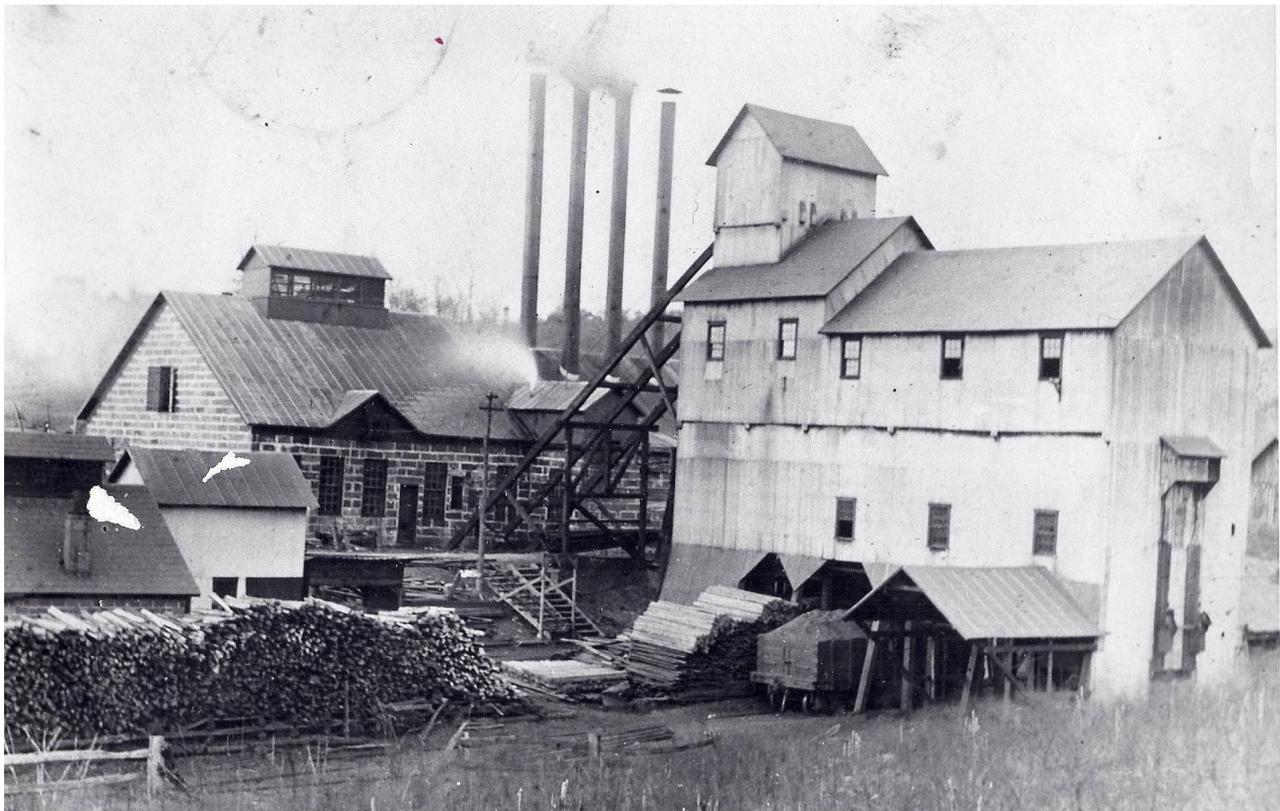
The Murray mine is one that we know next to nothing about. It was a small mine located less than one mile north from Harryette. It is not clear why there was a second mine so close to another operated by

the same company. We can only speculate that possibly between the two mines was massive horseback which made another opening necessary. Murray was a slope mine opened in about 1916, which also had it's power furnished by Minnehaha, but it too fell by the wayside in 1927.

McFARLIN

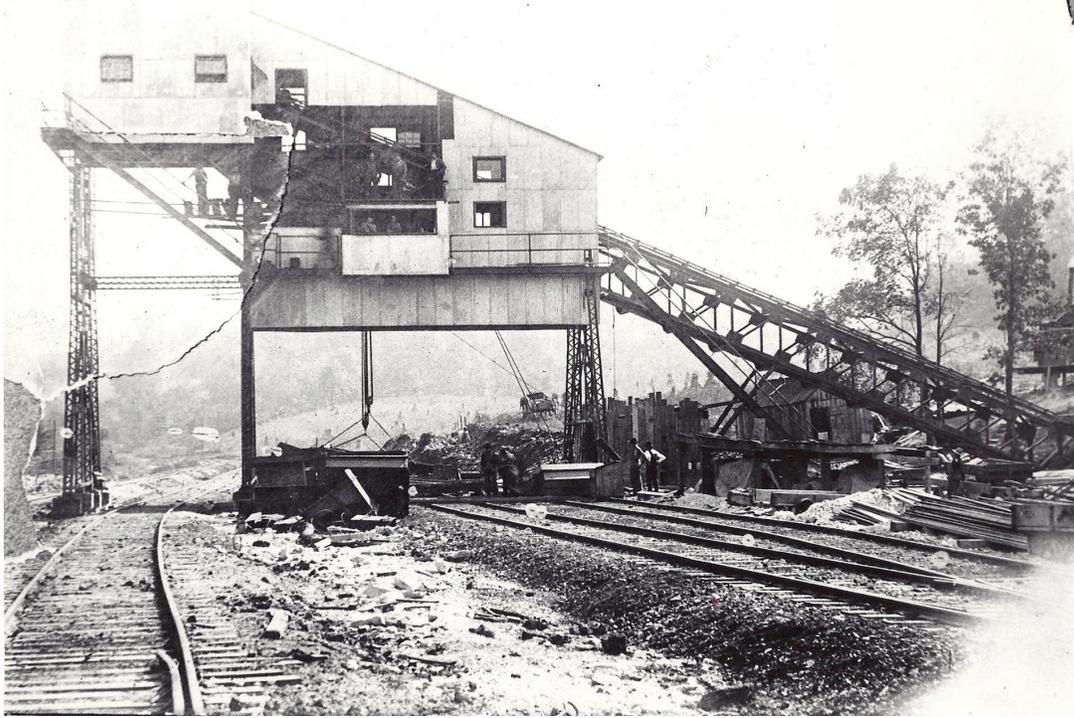
McFarlin was the last mine that the National Coal Co. opened in the Cambridge Coal field. McFarlin was situated about 1 mile south of Little Kate No. 2 on the same B&O RR switch. Opened in 1920, McFarlin was also a slope mine into a large field of No. 7 coal. With the demise of the National Coal Co. in the Cambridge coal field in 1927 following the large strike, McFarlin was re-opened on open shop by a smaller concern. They did procure from the National Coal Co. by sale the tippie and endless chain that had formerly been at Little Kate No. 2, and more recently in Harrison County. McFarlin mine had the distinction however of being the very last of the "early day" deep mines served by the railroad to be abandoned as McFarlin closed in 1954. I can remember when I was maybe 9 or 10 years old, anytime we went by the Bethel Church seeing lines of loaded B&O hoppers sitting on the siding. Now, 56 years later, some of the tracks remain in place for a short distance. - Jake Davis

National Coal Company Photos



LITTLE KATE #1

Jake Davis collection



LITTLE KATE #2 (BLACK DIAMOND)

Jake Davis collection



COMPANY STORE AT HELENA (BLACK DIAMOND)

Jake Davis collection



ENDLESS CHAIN AT LITTLE KATE #2

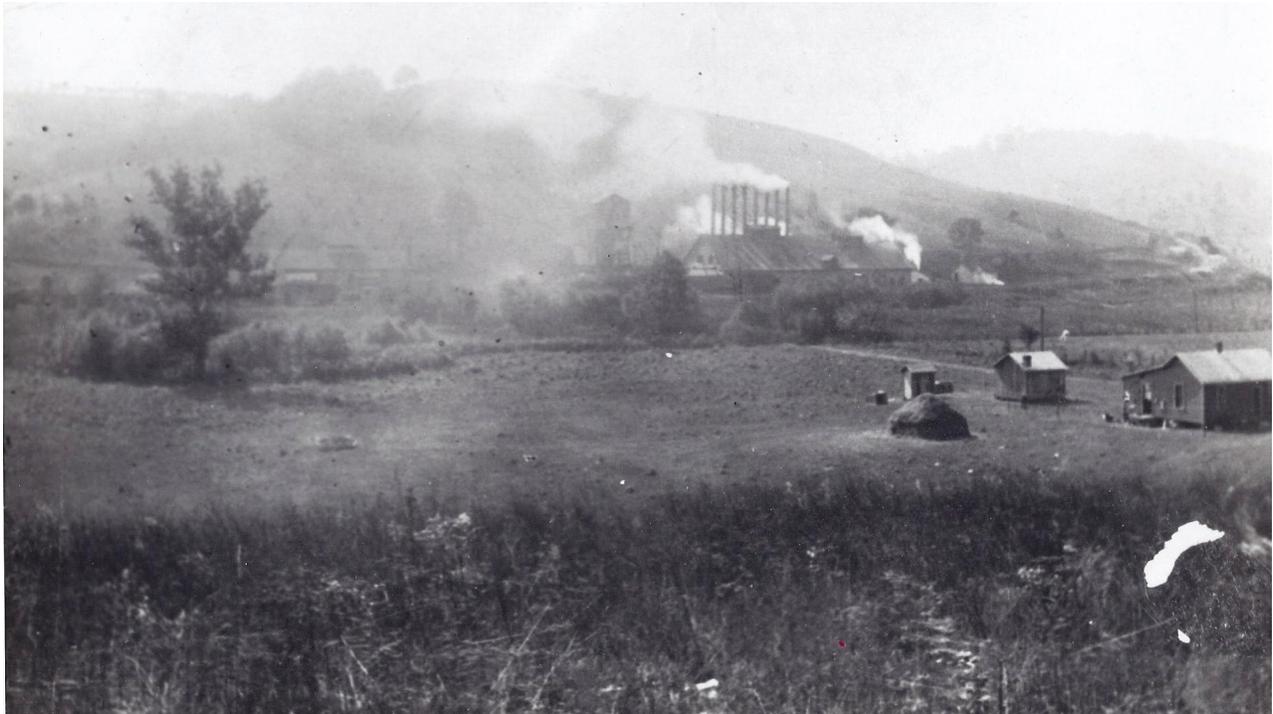
Jake Davis collection



COMMUNITY OF HELENA (BLACK DIAMOND)

Jake Davis collection

The B&O RR switch is in the foreground. The mine is out of sight to the left.



MINNEHAHA MINE

Jake Davis collection

Take note of the immense boiler complex at Minnehaha. Truly the look of business and prosperity. The power line to Little Kate No. 2 ran from back of the boiler room and up over the hill for about 2 miles to Helena.



MINNEHAHA FLYER

Jake Davis collection



HARRYETTE MINE

Jake Davis collection



McFARLIN MINE

Jake Davis collection

This photo taken in 1944 shows the original tipple that was at Little Kate No. 2, moved to Harrison County, and then back to Guernsey County. Not certain of the exact year, but probably the latter 20's.

THE AKRON MINE

By Dave Adair

Located along our scenic railway was once the Akron mine.

It's location was exactly one mile south of our present depot at Byesville on Second Street then to the right or just west of our tracks.

Back in 1881 a spur track of a little more than one hundred yards long was built off the Cleveland and Marietta railroad to reach the new shaft mine. It being the second oldest mine in the Byesville area following Central mine.

Owners of this new enterprise called themselves the Akron and Cambridge Coal Co. of Cambridge, Ohio. The wealth of Akron financed the new mine, hence it's name Akron was also the destined market place for all coal taken from the mine. Cambridge was merely a billing location at that time.

The new shaft was sunk 60 ft. down to the number 7 seam of coal which was 5 ft. 10 inches thick. The room and pillar method of mining was conducted off of a double entry system and all entries were driven in a northeastern and northwestern direction from the shaft bottom toward Byesville.

Akron mine experienced problems with faults in the coal seam and being under unstable low lying areas with no sandstone top much timbering would have been required within the mine. Eventually, Akron broke into the workings of Central mine located one half mile north. Being considered a very modern coal mine for it's day by state mine inspectors, no wrong doings were ever noted there.

Akron mine was the first mine in Guernsey County to use electricity at what we would call 220 volts, which powered a Harrison coal cutting machine to undercut the coal vein before shooting it down. Miners loaded the wooden mine cars with lump coal by hand or shovel

while mules pulled the cars to the shaft bottom where steam and cables operated the cage lifting the cars up into the tippel.

The mine was ventilated by exhaust steam from the boiler to run the fan and generator. It was also the first mine in Guernsey County to employ Slovaks. A coal camp was never established there for the miners, however there was just a very few boarding houses nearby. These structures were known as the "Akron Blocks". All other miners lived in Byesville which would become the coal mine capitol of Guernsey County with 14 deep mines nearby. No mine records or maps exist which indicate how many miners ever worked at the Akron mine. However C&M Ry. Tonnage records state that in 1884 between 28 and 32 railroad cars a day were pulled from the Akron mine, each of a 20 ton capacity.

During it's existence the mine track was simply called "Akron Switch" by the C&M Ry. Timetables of the day indicate Trains no.3 and no. 4 met and passed each other while traveling north and south. The timetable reads that southbound mixed train from Canal Dover (meaning it carried both freight and passengers but not coal) No. 3 would pull into the Akron switch and clear the main track while No. 4 also a mixed train but northbound from Marietta would pass by at 12:56 pm daily. After No. 4 cleared, No. 3 would then back out onto the main track, then continue south to Marietta..

When coal cars were switched at this and all mines, they were done by the mine run extras operating out of the new shops at Cambridge. Interesting to note here that up until the mid 1890's all C&M Ry cars were with link and pin couplers and none had air brakes. They however had hand brakes on all cars including the tenders. The locomotives had no brakes.

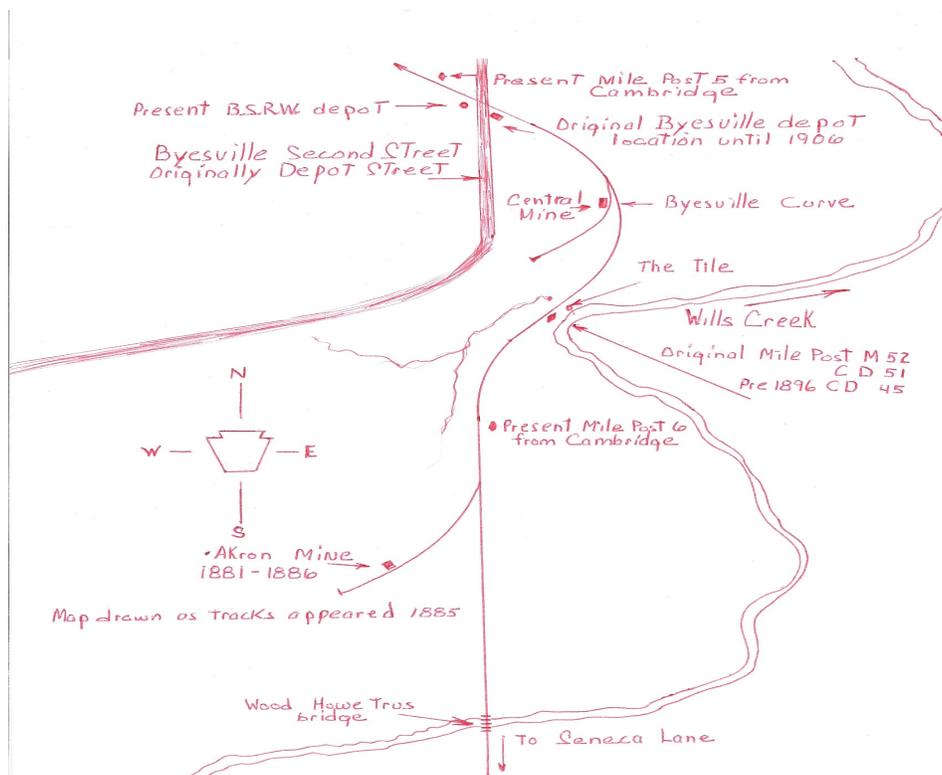
By 1884 Akron mine was sold to the Wheeling installed a new electric Butler coal cutter, perhaps to replace the Harrison cutter then four years old. Also, later in that year all available coal lands leased by the company had been worked out and only the pillars remained to be pulled which they were. In 1886 with all available coal removed and after only five years of operation, Akron mine was abandoned and it quickly filled with water. This however not before all salvageable equipment was removed and taken to their new coal camp and mine called Akron No. 2. It's location, a place we now know and call Trail Run one mile to the east of the old mine. Eventually the new mine would be known as the Trail Run No. 1 mine.

Even though Akron mine was abandoned the spur track remained. Nos. 3 and 4 met and passed there for many years afterward. When a new route between Cambridge and Newcomerstown was constructed in 1896 after

and Lake Erie Coal Co. with no noticeable changes at the mine until 1885 when the owners the Liberty tunnel fire, the original 98 mile railroad became a 103 mile line and the Akron mine switch was located exactly one half way between the two terminals of the railroad. Here work trains and camp cars would occupy the old track until after 1910.

Today the remains of a portion of the Akron mine exist. Southbound from Byesville at what we call Bartholow auto wrecking yard near the present mile post 6 a large pond is seen west of our tracks. This is the result of the bad top at Akron mine collapsing toward the surface creating the wetland lake perhaps over 100 years ago.

While riding our scenic railroad today the tourist may notice the old grade to the mine and a sign on a tree "Akron Mine" giving a hint of the mine of so long ago.



Drawing by Dave Adair

ROSEBY'S ROCK

By John Wheeler

On Independence Day, 1828 a gala was held in Baltimore, Maryland to celebrate the laying of the first stone of the Baltimore and Ohio Railroad. The B & O, being the country's first railroad, was chartered to build a line from Baltimore to the Ohio River. If you visit the B & O Railroad Museum in Baltimore, you can see the first stone prominently displayed.

The original line was built as far as Cumberland, Maryland where construction stalled until 1848 when construction started on the 200 mile line from Cumberland to Wheeling, Virginia. (Remember, this was prior to the Civil War!) This line was built through some of the roughest, most desolate areas of the US. In order to reach Grafton, the railroad traversed four severe grades; 17 Mile Grade, Cranberry Grade, Cheat River Grade, and the Newburg Grade. At Tunnelton, the Kingwood Tunnel was bored, which at that time was the longest tunnel in the world, stretching approximately one mile in length.

At Grafton, the B & O then headed northwest towards the Ohio River. At Fairmont, the bridge over the Monongahela River was, at that time, the longest iron bridge in the US.

From Fairmont, construction started west while construction headed east from Wheeling. On Christmas Eve, 1852, the two construction

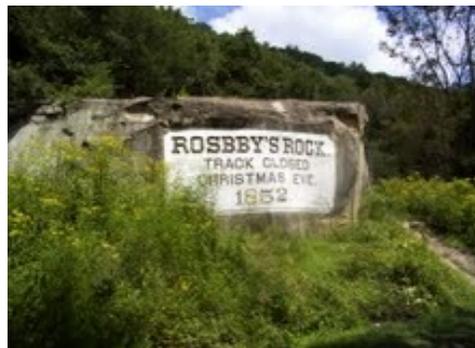
crews met southeast of Moundsville along Grave Creek in a scene that preceded by 39 years the more famous driving of the Golden Spike at Promontory, Utah which completed the Pacific Railroad. Near the point where the last spike was driven was a large sandstone boulder approximately 64 feet by 20 feet. This rock was promptly nicknamed Roseby's Rock in honor of Roseby Carr, who was the chief construction engineer for the railroad.

Then a great celebration ensued.

Unfortunately, the two stone masons who were supposed to appropriately engrave the stone in honor of Roseby Carr were "well oiled", to quote a local newspaper, and misspelled his name on the stone! To this day, the stone reads "ROSBBY'S ROCK. TRACK CLOSED CHRISTMAS EVE, 1852." Fortunately, or unfortunately, as the case may be, the two stone cutters also engraved their names on the rock: Hobbs & Faris.

The first through passenger train reached Wheeling on January 1, 1853 and another great celebration ensued. Eventually the small village of Rosebys Rock developed near the site.

Through the years the B & O continued to use the line, discontinuing passenger service in 1957, and finally abandoning the line in 1973. The rails and bridges were removed in 1974.



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The old miners hall at Helena (Black Diamond) built about 1910. I took this photo in 1973.
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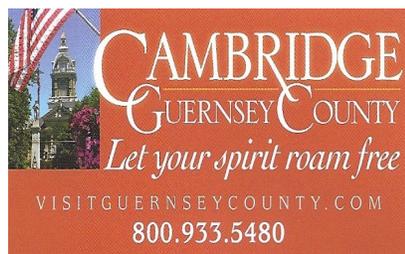
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Jake & Louise Davis, editors

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www.bsrw.org



2011 Train Schedule

January 1st thru May 13th closed
for winter season.

May 14th 5pm "Wine Train"

May 28th & 29th @1pm & 3pm

June 11th & 12th @1pm & 3pm

June 19th @1pm & 3pm "Fathers
Day Ride" Fathers ride for ½
price.

June 25th & 26th @1pm & 3pm

July 9th & 10th @11am & 1pm

July 23rd & 24th @11am & 1pm

August 6th & 7th @11am & 1pm

August 20th & 21st @11am & 1pm

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

September 17th & 18th @1pm &
3pm

October 1st & 2nd 1pm & 3pm

October 8th & 9th @1pm & 3pm
"Fall Foliage Rides"

October 8th @5pm "Wine Train"

October 15th & 16th @1pm & 3pm
"Fall Foliage Runs"

October 22nd & 23rd @1pm &
3pm "Fall Foliage Runs"

October 29th & 30th @1pm & 3 pm
"Fall Foliage Runs"

November 12th & 13th @1 pm & 3
pm "Veterans Day" Vets ride free
both days

November 19th & 20th @1pm & 3
pm

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

December 10th & 11th @ 1pm &
3pm "Spirit of Christmas Rides"

Dates, times and prices are subject to change. Please check our web site,
www.bsrw.org for the most recent schedule and pricing information.