

**THIS ISSUE'S HIGHLIGHTS****Spring Meeting Recap****1****Larry Hampton****2****2017 Events****3****Frederick Area Freight****4-11****Membership Form****12****Society Contact  
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**Spring Meeting Recap**

by Reuben Moss

The first meeting of the Society for 2017 took place on May 13, with 14 members and one guest present. Many in attendance were new members. The gathering took place at Mt. Lena UMC's pavilion along the former H&F main line near Boonsboro Junction and followed a cookout style meal.

The meeting began with a moment of silence and a discussion regarding the passing of Larry Hampton in February. Larry had been a member of our Society and had acquired a large collection of H&F items. The discussion touched on the fact that a large portion of that collection has been placed on eBay and that President Alex Postpischil and others have been investing personal funds into acquiring as many of the more rare items as possible.

Topics returned to the table included a recap of upcoming events, Society apparel, proposing to TransIT that a Frederick city bus be wrapped to look like an H&F car, and Alex's assisting the Easterday family regarding car 150.

A large portion of the meeting discussion involved the proposal to add regional chapters to the By-Laws so that organized groups can form under the Society name. After some additional wording the proposal was passed.

Other new business included a brief discussion on the Survey in the newsletter to which there were only two replies, the purchase of banners to display during events and activities, volunteer opportunities, and the formation of an acquisitions fund, and improvement of the Society's collections management. Take the survey here: <https://surveyplanet.com/59277c62ec7b3e5728548b28>

Following the meeting, several members traveled to Boonsboro and toured the preserved H&F station there.

The next society Business & Planning meeting will be Thursday December 28, time TBA.



This log is most likely one end of an original tie from Myersville - circa 1896. The distance from the left end to the spike is about 2 feet, the main part of the tie would have been on the right. To the left of the spike is a spike hole the correct distance away to hold a piece of rail. It was uncovered on Main Street a few years ago. Courtesy of Myersville-Wolfsville Area Historical Society.

# Larry Hampton

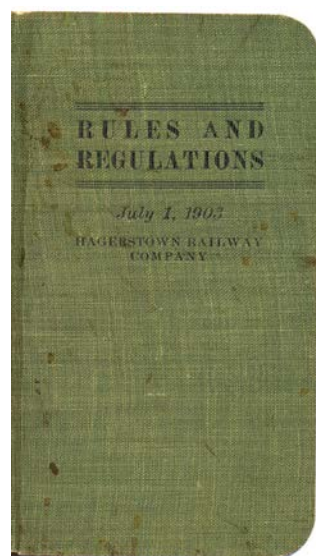
by Alex M. Postpischil



The past year has been a bit of a trial for me, so many events have been pulling me in different directions. Between aging parents, fatherless cousins, a volleyball team I love but a community I tolerate, and the Socieity and freinds in Maryland, I have found myself trying to stay sane while accomodating everyone. But I think the biggest thing I am beating myself up over is Larry, his death, and his collection. This little story has two tales.

Larry was one of those railfans who could talk your ear off and it is rare when you can get a word in on him. He was one of those guys who you sometimes cringed when you saw him, but you also appreciated for his love and knowledge of the things he was interested in. I've been spending the last three days looking through my computer for a picture of him. Oddly, I don't have one. I may have a picture in my film prints, but that will take some time for me to dig through. Perhaps I'll have time before this goes to press... I first met Larry at the Myersville Trolley Festival. He was with his (and my) friend Frank Tosh.

Larry's collection follows the story of Frank's collection. Frank had wanted his H&F collection to go to the Society when he died. The problem was that he died without a will and his family was about to throw away his collection when Larry was able to intervene and purchase it. In December I visited Larry and he indicated (as he had in several emails) that he wanted his (and Frank's) H&F collection to go to the Society. I asked Larry if he had a will and he said no. I asked if he had a list of where he wanted his collections to go and he replied that he had a folder with that info (that folder was in his stack of binders and not easy to find). In early February I visited Larry when I was on a brief trip to MD. I was looking through his collection and taking pictures of a few things to use in this issue's article on Frederick freight. In the middle of his rambling he asked if I wanted Frank's collection. I was stunned a little at the question and asked if he meant right that minute. I said that I would wait until spring when I had more time to make trips from his place to Frederick.



Little did I know that four days later he would be dead. In fact, it wasn't until I saw the Employee Timetable on ebay a month or so later that I became worried - I tried emailing and calling and wasn't able to get in touch with him. I April I was in MD again and drove by his house and was met with a for sale sign. It was then that I learned of his death. I was able to get in touch with his sister to get the details. Luckily, she kept a lot of boxes that were Frank's collection and some of Larry's. However, the more valuable items she sold at an estate sale. I was able to identify the sellers, contact them, and show them Larry's emails to me indicating that he wanted his collection to go to the Society. In general, the sellers have been accomodating, allowing me to have first shot at timetables, badges, and a few other items. Granted, they weren't free, so it was a big hit for me to have to buy these items. I know there are still hundreds of photos remaining, but I'm not certain about hardware or railroadiana. I would like to encourage everyone to create a will or attachment to your will that will explain to your heirs what you would like to have done

with your H&F collection. My final documents are set for the Society to receive my collection.

## **2017 Events**

by Reuben Moss

### **Spending time in 168**

The Society was invited to take part in Hagerstown's Railroad Heritage Days event on the weekend of May 20<sup>th</sup>. Our display that weekend was inside interurban #168 so that it could be open to the public. This was the first time that 168 had been open to the public in at least two years, and I spent about ten hours in the week before the event helping to clear out and clean up the interior of the car. While the event didn't have as strong a turnout as projected – perhaps only about 150 people - the weekend and our efforts may lead toward great future opportunities.



Several weeks before the event, the fact that the car was going to be open began a discussion within the staff of the Hagerstown Roundhouse Museum, which owns car 168, as to what the future of the car was to be. With the encouragement of a resolution passed by the Society Board of Directors, and having been presented with a brief overview of their trolley's current physical condition, the Museum now intends to put together a formal plan to restore the car to some degree yet to be determined, and seek grants to fund the work.

During the weekend event, we were able to raise approximately \$80 toward that effort for the museum. While a small amount, it shows the interest in seeing the car preserved. Steve Johnson and I attended both days, accompanied by an exhibit of Society artifacts and information, two video screens, and looped audio recordings of cars 171 and 172 which drew positive attention. During the event we were given the opportunity to use an actual H&F car to present visitors with an immersive glimpse into a ride on the Hagerstown and Frederick, and show museum staff a little of the untapped potential their car has.

We now have an open invitation to be scheduled to host 168 on any days that the museum is open. If you would like to volunteer 4 hours one weekend to spend time in an H&F car and talk to museum visitors, please get in touch with me for more information.

### **Upcoming Community Events**

The following are the next four public outreach events we can take part in. If you are able to participate in any of these, or have questions, please let Reuben know as soon as possible. Look for late October through December events in the next issue of the Trolleywire.

**September 9:** In The Street - Frederick's primary street festival! Much of Downtown Frederick is closed to traffic as up to 70,000 visitors mill through several blocks worth of music, food, art and organizations.

**September 9 & 10:** Boonsborough Days - Boonsboro's heritage festival. Shaefer Park near the Trolley Station Museum is filled with entertainment, food, and displays about local history and organizations.

**September 30:** Middletown Heritage Festival - This festival celebrate's Middletown's history and community.

**October 14 & 15:** Catocin Colorfest - Thurmont's premier event and a well recognized fall arts festival.

### **Upcoming Member Events**

David Zwolak has offered to host a meeting every two months or so. For more information please contact David at 301-903-6846 or [LDSoar@msn.com](mailto:LDSoar@msn.com). If you have suggestions as to where or when you would like to see meetings held or what you would like to see done or discussed at regular membership meetings, please feel free to contact any member of the Board of Directors and let us know!



# Frederick Area Freight

by Frank Tosh & Alex M. Postpischil

Portions originally published in The Headway Recorder, June 1958

The idea of discussing freight operations in and around Frederick seems very ironic to me. When rail lines were first being surveyed and franchises were being requested, the Frederick city government wanted nothing to do with mainline railroads running through their *town*. Herb Harwood covers this in "Blue Ridge Trolley." Despite their efforts, Frederick may not have had a mainline running through town, but the town was full of rail lines.



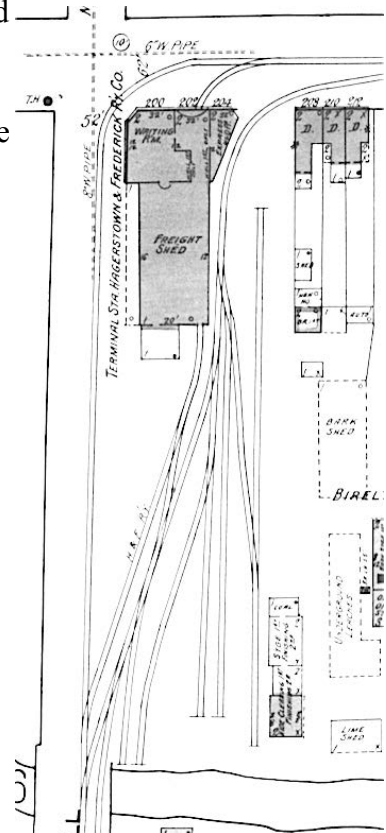
The photo to the left, one of the earliest I've seen showing freight, is the epitome of why the trolley line was started in the first place. Farm to market was the first priority of the line. Frederick & Middletown Freight Motor #3 is pulling a gondola of goods and a flat car with bales of hay. Exact date and location of photo unknown.

In the past few months, as I've been reading through Larry & Franks collections - or seeing them on eBay -

I've had a lot of questions answered about trackage and industries served in Frederick. We tend to think (or at least I tended to) that when the H&F was in operation that track laid for industries early on was where track would be in later years. For instance, the Sanborn map below shows the Depot with all switches and curves diverging from the east. However, all the photos I've seen have the lead into the building and Carroll Streets turning the opposite direction.



Photo Courtesy of the B&O Railroad Museum

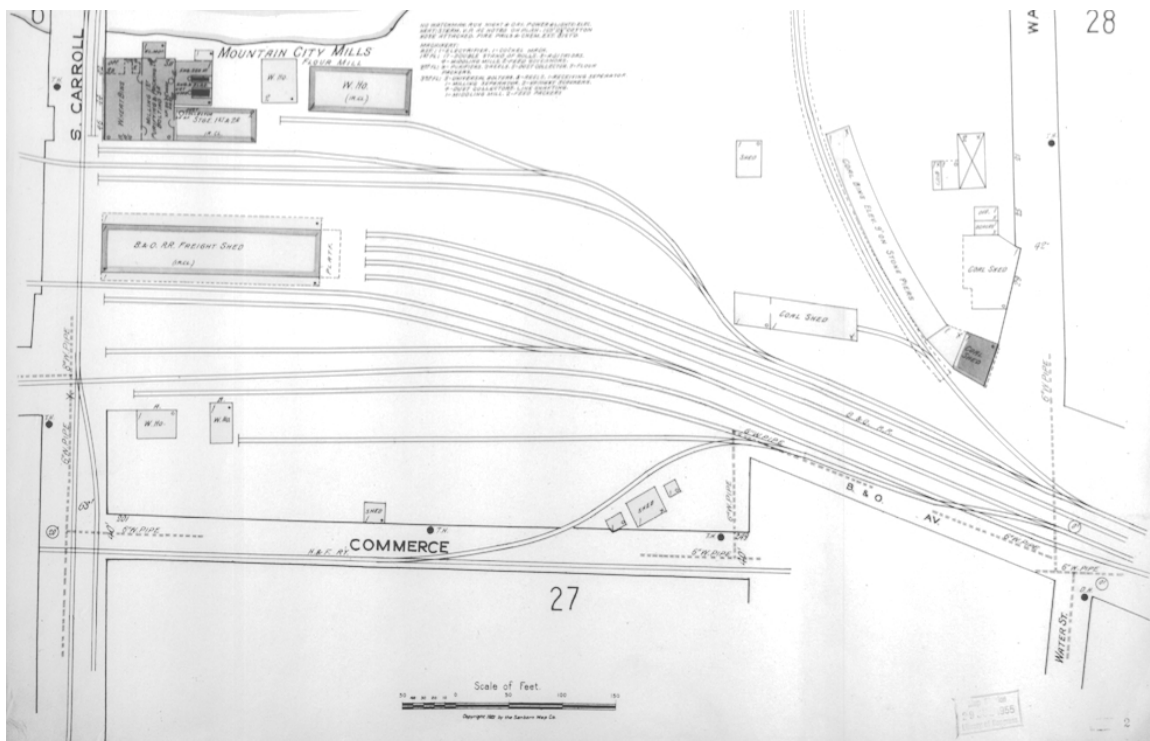


While Frank's notes indicate the direction change may have occurred around 1939, the B&O's ICC reporting photo from on the previous page is from the 1920s. Oddly, the Sanborn map is circa 1921.

Getting back to our topic at hand, the Depot is what today we would call an inter-modal facility. In addition to company offices and the passenger waiting room, the northeast triangular corner was the Railway Express Agency office. Roll-up doors on the east side of the room allowed cars to unload express freight directly from car to office or vice-versa for delivery. In later years, the company also had a number of trucks to deliver express freight. The rear of the building was the main freight shed. The Carroll Street side was used to load or unload from buggies in early years and trucks in later years. Freight cars could be spotted inside the building for loading and unloading. Here we see #5 at the rear platform. (Larry Hampton/HFRHS Collection).



What we do know about track around the depot is that in 1946, when Patrick Street was made one-way, the track was removed from inside the depot and the portions of street track that allowed operation against the traffic flow were removed. It was at that time that the H&F received permission from the Pennsylvania Railroad to electrify East Street trackage. Freight no longer went through the depot, but was handled at the barn & yard on East Patrick Street. This gets me back to my point about the permanence of track...it's not. We need to think of it as a fluid part of the infrastructure the was installed or removed to meet the needs of the railway and the industries it served.



Here we see another section of the 1921 Sanborn map. On the upper left is siding coming from the yard behind the depot. In the photos on the next page you will see two variations of the Carroll Street track, one showing the Mountain

City Mill siding on the east side and no siding on the west side of the street and a later shot showing a siding on the west side, but none on the east.



Photo Courtesy of the B&O Railroad Museum, circa 1920s

The H&F siding in the photo above is just above the number “20”. Also note the small 4-wheel freight carriages on the siding. The man at center is the B&O’s flagman to notify trolleys and road traffic of moving B&O equipment. He is standing on the siding that serviced the B&O Passenger Station.



Larry Hampton/HFRHS Collection, circa 1940s

In the photo above we see the H&F siding on the right (west) side of the street, but not on the left. The track in the lower left corner is a B&O track crossing Carroll Street. As for B&O crossings there were 3 or 4 sidings that serviced industries west of Carroll Street and the passenger station, all in the two block section shown in the photo above. However, the H&F did have a number of actual interchanges with the B&O. A search of B&O documents revealed in the 1929 Form 6 the following interchanges:

1. At the Frederick Brick Works and Sinclair Refining Co. tracks, 0.5 mile east of Frederick station,
2. At the Blue Ridge Fruit Growers Association, 0.9 mile east of Frederick station, and
3. At Grove, Md., 1.2 miles east of Frederick (the M.J. Grove Lime Co.)

Unfortunately, these location are not shown on Sanborn maps, but some of the B&O ICC photos show the first and third locations (indirectly).



Photo Courtesy of the B&O Railroad Museum, circa 1920s

The trolley line runs straight back to South Street. In later years, South Street would extend to this location and further east. The track in the lower left corner is the B&O siding. In the lower right, just past the road crossing is a set of switch points. I can't tell from the photo if the tracks actually go into the brick works, but it's clear there is no overhead trolley wire. The interchange for this location would be built approximately where the photographer is standing, perhaps a few yards to the right.



Photo Courtesy of the B&O Railroad Museum, circa 1920s



The bottom on the previous page shows the actual plant at Grove Lime. Again, this was the B&O track, but would later become part of the trackage on the property that was serviced by the H&F.

Moving to the northeast side of Frederick, the PRR serviced many of the industries along East Street. That continued even after trackage rights were granted in 1946. As evidenced here, the overhead wire was only above the main track and not above the sidings servicing the PRR's Freight Station. The freight station was on the west side of East Street, about a half block north of East Patrick Street. The PRR passenger station is hidden by #9 and was at the corner of East Church Street and East Street.



Larry Hampton/HFRHS Collection, circa 1940s

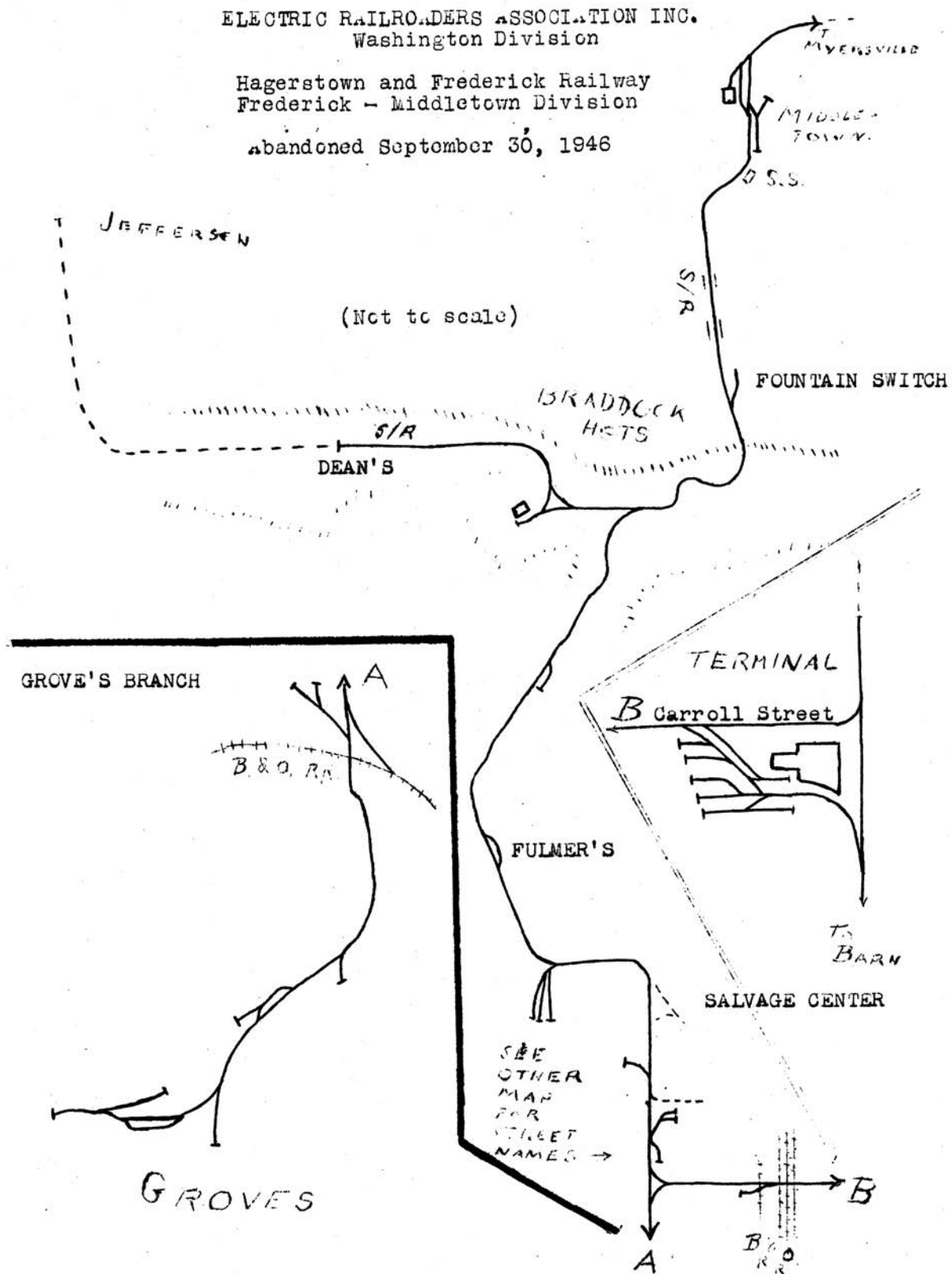


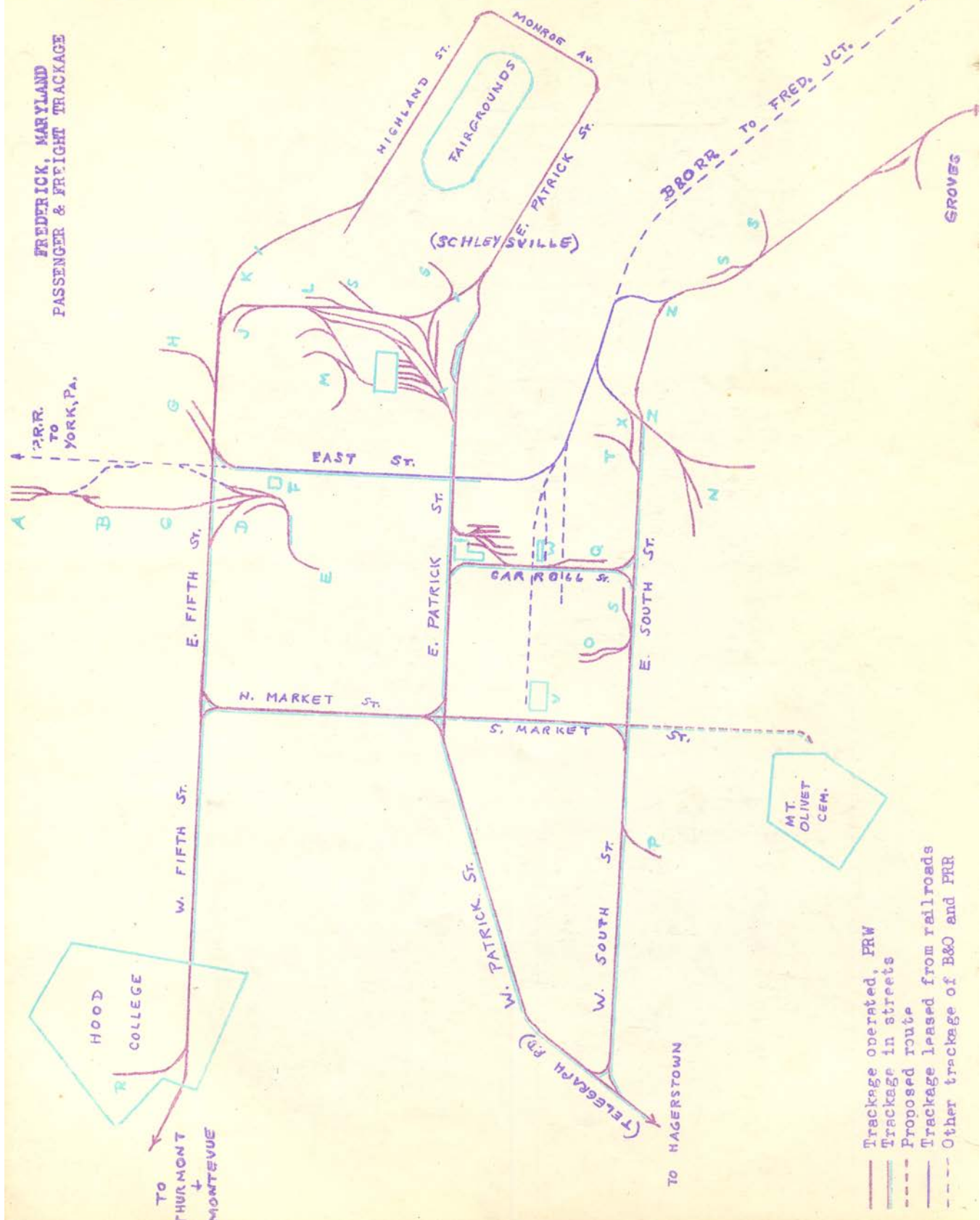
Cliff Scholes Photo, Alex M. Postpischil Collection

Note that the east end of the trestle was a coal trestle. The trestle connected the B&O and PRR.



Most of what I've shown so far is circa 1920s, but how about in the later years? Below are a few maps from Frank Tosh. This first map is circa 1946. Note the track arrangement around the depot.





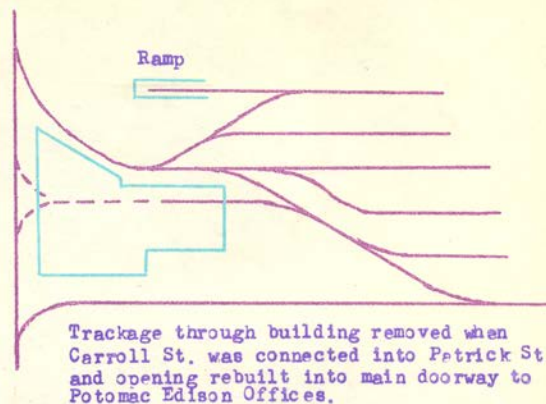
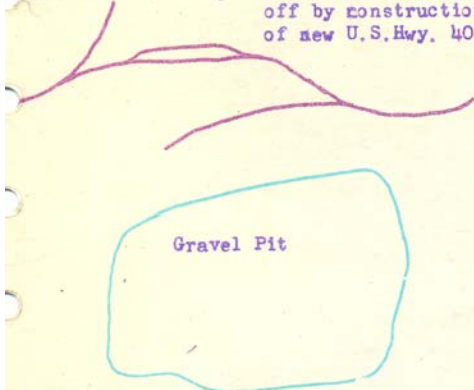
Even between 1946 and 1958 there were changes in trackage. Note the differences on South Street.

GROVES  
(contd from main map)

This portion of  
Groves trackage cut  
off by construction  
of new U.S. Hwy. 40

FREDERICK STATION - 1939

From photographs by  
Crockett and Tosh



#### LIST OF SIDINGS

- |  |                                      |
|--|--------------------------------------|
| A. Frederick Steel Company                   | M. Ox Fibre Brush Company            |
| B. coal yard                                 | N. Frederick Brick Company           |
| C. lumber yard                               | O. Farmers' Coop Association         |
| D. coal yard                                 | P. chicken hatchery                  |
| E. lumber yard                               | Q. farm machinery dealer             |
| F. Frederick RR-former freight station, now/ | R. Hood College coal spur            |
| G. Reliable Junk Company                     | S. miscellaneous or unused sidings   |
| H. Frederick Produce Company                 | T. cement company                    |
| J. Frederick Junk Company                    | V. B & O passenger station           |
| K. Gulf Oil Company                          | W. B & O freight station             |
| L. oil storage tanks                         | X. former B & O -- H & F interchange |

#### NOTES

Present trackage: Fifth St., East St., South St., Carroll St. and barn yard; six tracks in front of barn have been removed. Cross marks on siding "K" and in barn yard indicate limits of present trackage, and track on South St. removed west of siding "O".

Segment between points "Z" abandoned upon lease of B & O trackage in 1949.

Trackage data obtained by Charles Murphy and Francis Tosh; drawn by Charles Murphy, May 1958.

Text from material gathered by Francis Tosh in preparation for a forthcoming bulletin.

Somewhere in the Society archives we have a list of sidings for Frederick, circa 1920s that fills a whole page. That tells me what everyone already knows - freight traffic, especially LCL (Less Than Carload), was moving from rails to trucks. The lower right photo shows a good example of that transition - loading and unloading with an REA truck on the right and a delivery truck on the left.



Before too long, the wires came down, diesels replaced the freight motors. then in 1961 the freight business was sold off to the PRR. For a small town that didn't want a lot of rail traffic Frederick had a wide variety of freight services.



**Hagerstown & Frederick Railway Historical Society, Inc.**  
Membership Form

Name(s): \_\_\_\_\_

Address: \_\_\_\_\_

City, State, ZIP+4: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Main Interest: \_\_\_\_\_

Skills that would help the Society: \_\_\_\_\_

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**Membership Level (one year periods ending 12/31, currently through 12/31/16)**

☐ Individual - \$20

☐ Family - \$30

☐ Corporate/Benefactor - \$50

\* Please note that dues are not tax deductible.

Please remit US funds and return to:

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**P.O. Box 1314**

**Frederick, MD 21702-0314**

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Address Correction Requested

