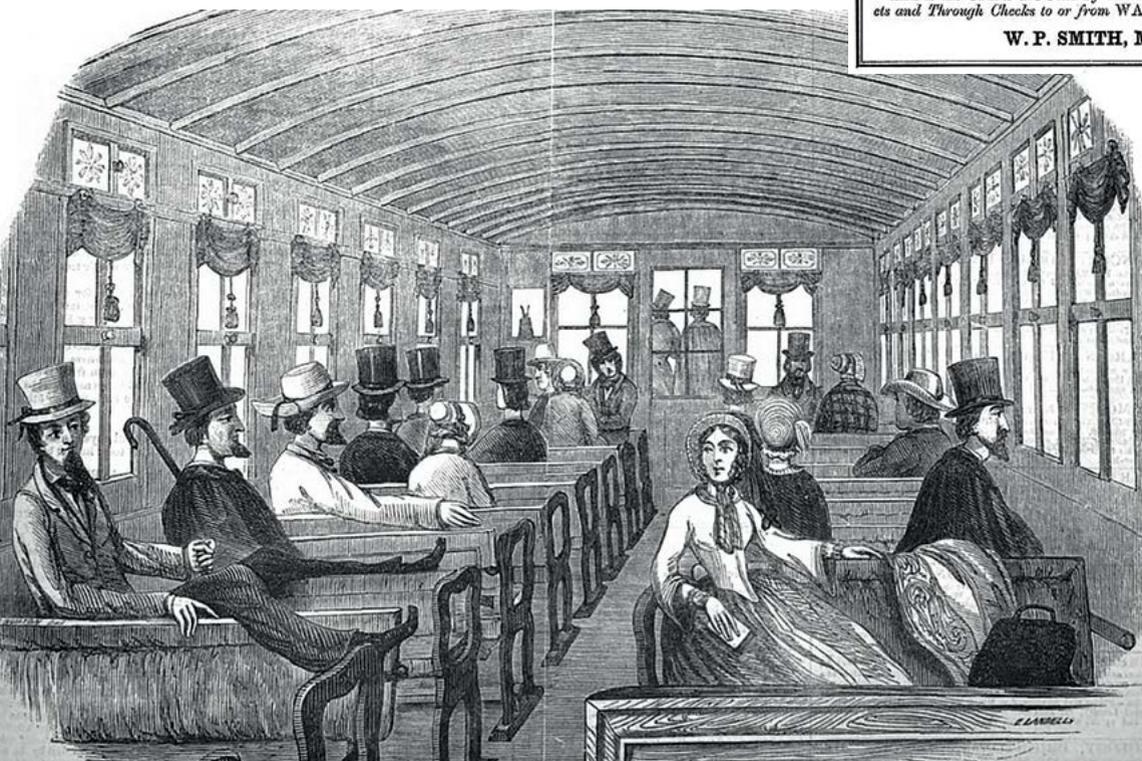


THE B&O RAILROAD

Construction of the Baltimore and Ohio (B&O) Railroad began on July 4, 1828 in Baltimore. By 1837, B&O trains ran to Harpers Ferry, and by 1843 the B&O had pushed their Main Line 97 miles west of Harpers Ferry to Cumberland, Maryland.

The B&O Railroad transported passengers and freight, an innovation in American railroading. In 1842, the B&O had 65 passenger cars in service. The B&O was also the first company the federal government contracted to carry mail. Lines operated west to Ohio, north to New York, and south connecting with southern railroads.

With its expansion, the B&O needed property rights-of-way for their tracks and depots. Until the late 1800s, the B&O commonly paid landowners a lump sum for a right-of-way. The B&O hoped landowners would in turn purpose-build a depot to support the railroad, or make use of an already existing structure, like a hotel or store, to meet railroad needs. By the late 1800s, though, the B&O began building their own depots to profit from their now well-established rail traffic.



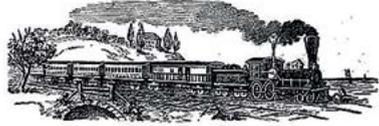
▲ The B&O described Confederate raids in 1864 as “recent Troubles.”

◀ Interior of an American passenger car of 1852. This English image contrasts the classless informality of train travel in America with three-class compartments of English trains. ILLUSTRATED LONDON NEWS, APRIL 10, 1852, P. 5.

52 ADVERTISEMENTS.

Baltimore & Ohio Railroad

RE-OPENED.



THIS GREAT NATIONAL THOROUGHFARE
IS AGAIN OPEN FOR
FREIGHTS & TRAVEL.

The Cars and Machinery destroyed are being replaced by
NEW RUNNING STOCK,
With all recent improvements; and as the
Bridges and Track are again in Substantial Condition,
The well-earned reputation of this Road for
SPEED, SECURITY and COMFORT
Will be more than sustained under the re-organization of its business.

In addition to the *Unequaled Attractions of Natural Scenery* heretofore conceded to this route, the recent *Troubles upon the Border* have associated numerous points on the Road, between the Ohio River and Harper's Ferry, with painful but instructive interest.

CONNECTIONS

At the Ohio River, with Cleveland and Pittsburg, Central Ohio, and Marietta and Cincinnati Railroads; and through them with the whole Railway System of the Northwest, Central West and Southwest.
At Baltimore with Five Daily Trains for Philadelphia and New York.

TWO DOLLARS ADDITIONAL ON THROUGH TICKETS
To Baltimore or the Northern Cities, give the
Privilege of Visiting WASHINGTON CITY en route
This is the **ONLY ROUTE** by which Passengers can procure *Through Tickets and Through Checks to or from WASHINGTON CITY.*

W. P. SMITH, Master of Transportation, Balt.



The Jefferson County Historic Landmarks Commission owns Duffields Depot and plans to rehabilitate the building as a small museum. Reinstalled doors, windows, and a handicapped access ramp all work to promote local interest in Duffields Depot, while honoring the original form and importance of the structure. Projects are funded through private donations, community, state and national grants, and hundreds of local volunteer hours. Research continues on the use of Duffields, the personalities involved, and its place in local and national history.

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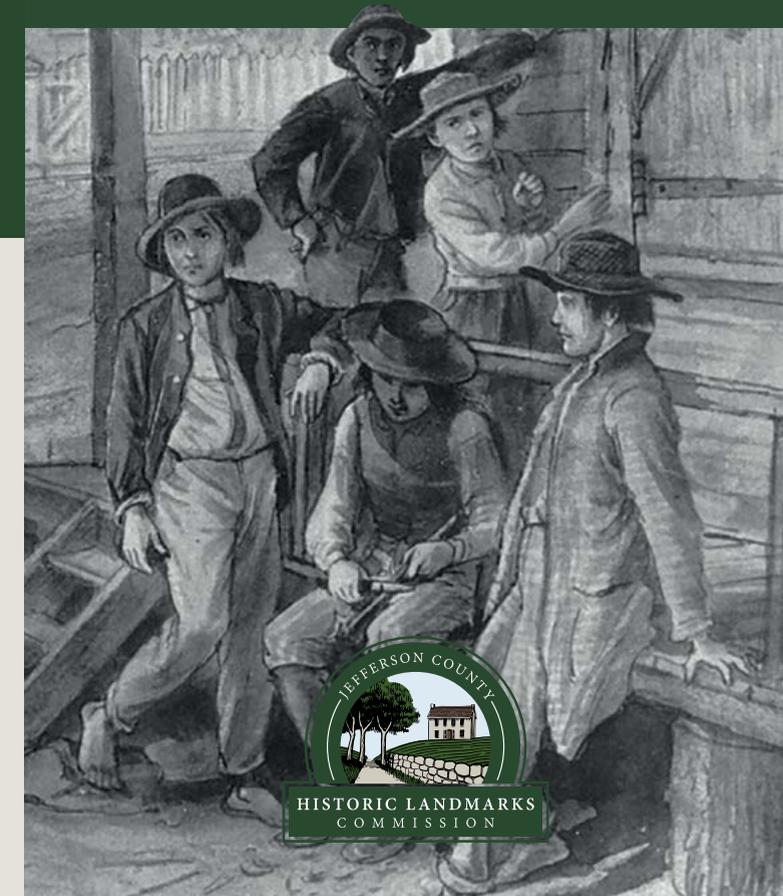


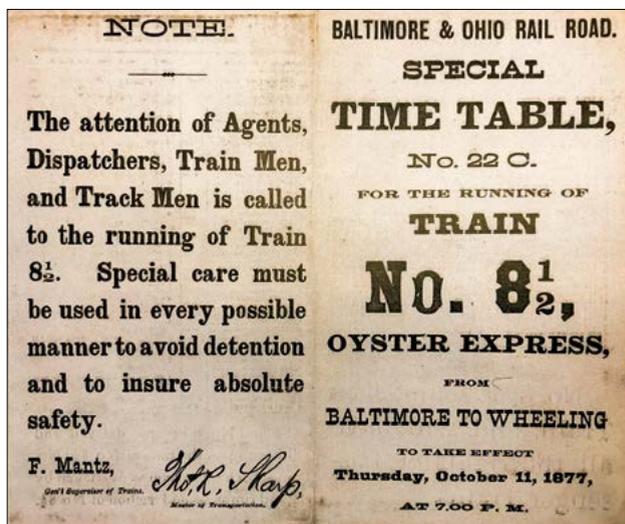
DUFFIELDS DEPOT

— on the —

BALTIMORE & OHIO RAILROAD

THE OLDEST SURVIVING
COMBINED FREIGHT AND PASSENGER
STATION IN THE UNITED STATES





In 1877 the Oyster Express carried oysters daily 391 miles from Baltimore to Wheeling!

DUFFIELDS FAMILY

The B&O reached an agreement with Richard Duffield (1789–1855), the son of Irish immigrants, who granted them a right-of-way to his land for \$2,500. In 1842 or 1843 Duffield used the payment to build a depot. He hoped his depot would profit from customers to his store, income from freight and passengers, and his service as local postmaster. The area became known as ‘Duffields.’ It grew into a thriving village thanks to the B&O and Duffield’s prosperous depot.

- 1828** B&O Railroad begins construction in Baltimore.
- 1837** B&O line reaches Harpers Ferry.
- 1839** Richard Duffield sells land to B&O for \$2,500.
- 1843** Duffields Depot opens. Alfred Duffield is stationmaster.
- 1864** Confederates launch First Calico Raid at Duffields Depot.
- 1884** B&O opens its own depot at Duffields.

CONSTRUCTION OF DUFFIELDS DEPOT

Though the stone portion of the depot is the only part of the structure to survive, the depot originally had a wooden warehouse attached to the west. The surviving stone building is two stories, with two main rooms on the first floor. The large room on the railroad side of the building likely served as a waiting room for passengers, with a large window, a fireplace flanked by bookshelves, and a door opening up onto a wooden porch. The function of the other room in the stone building is less certain, but likely it was



This camelback engine built in 1853 once plied tracks past Duffields Depot.

a ticket window and main office. Upstairs would have been small living quarters for the station master.

Richard Duffield’s son Alfred Duffield (1821–1869), was the B&O’s first agent at Duffields Depot. He is also listed as postmaster of Duffields

from 1843 to 1845. With the B&O carrying mail, post offices were a logical adjunct to rail depots.

In 1855, Richard Duffield died. James Hunter bought the depot and was listed as Duffields postmaster. As before, postmaster, stationmaster, and depot owner were the same person. Though not a depot owner, John Hillary, was postmaster and stationmaster from 1862 to 1866 during Civil War years. In 1884 the B&O built its own depot, and the stone depot closed. By 1900 Duffields village had its own standalone post office.

In 1864 James Taylor sketched Duffields Depot. The wood freight depot attached to the left. COURTESY: JAMES E. TAYLOR SKETCHBOOK, WESTERN RESERVE HISTORICAL SOCIETY.



DUFFIELDS AND THE CIVIL WAR: THE FIRST CALICO RAID

On June 29, 1864, John Singleton Mosby approached Duffield Depot while leading men from Companies B, C, and D of the 43rd Battalion Virginia Cavalry – “Mosby’s Rangers.” Mosby intended to capture a westbound train, but four captured Union soldiers told him the train had already passed. When they added that Duffield Depot itself was guarded by a small force of about 65 soldiers, Mosby decided to capture it.



John Singleton Mosby

Mosby was deep behind Union lines.

He hoped to seize the depot without firing a shot so he would not alert other Union forces in the area of his presence. He sent off a small group of Rangers to cut telegraph lines that connected the depot to Harpers Ferry and Martinsburg, and he simultaneously positioned his other men and aimed his artillery piece at the depot.



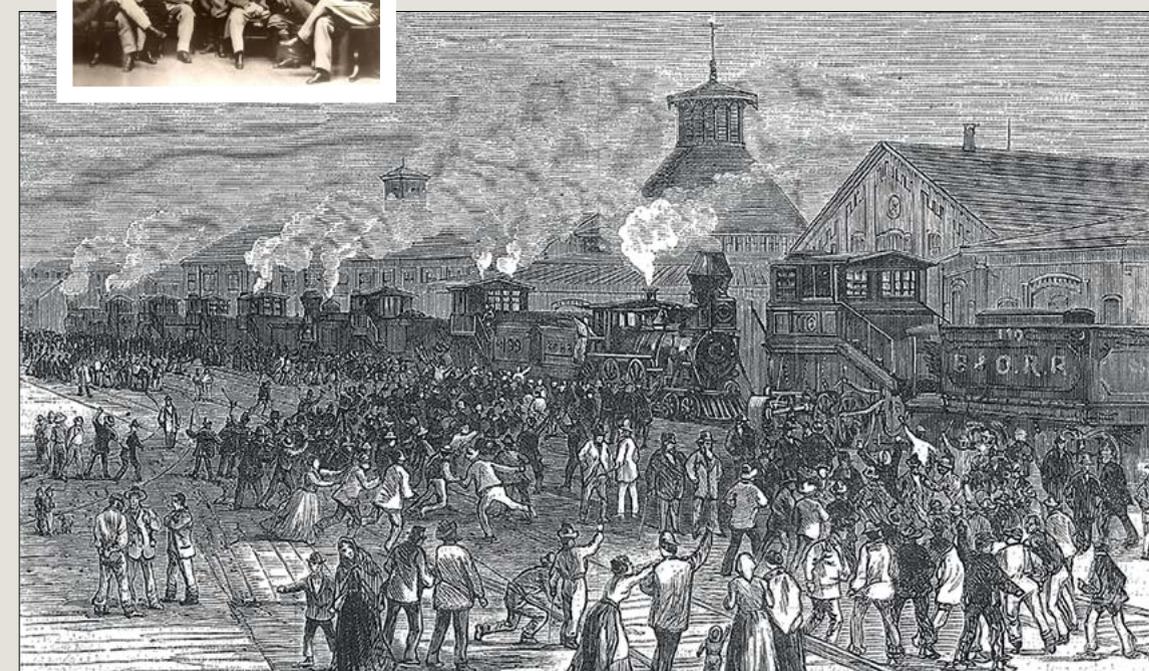
John Singleton Mosby and a few of his Rangers.



Captain Adolphus Edward “Dolly” Richards

When satisfied with his preparations, Mosby sent Captain “Dolly” Richards to Duffields Depot under a flag of truce. It took Union soldiers a few minutes to recover from their surprise at Confederate forces so nearby. Richards demanded the Union forces surrender, and he described the men and weapons arrayed against them. Richards placed emphasis on the Confederate artillery piece primed, loaded, and aimed squarely at the depot. The Union officer in command – Captain Wilbur Matthews of Company F, 1st Maryland Regiment, Potomac Home Brigade – quickly surrendered.

As Mosby’s Rangers moved in to seize the station and gather prisoners, they discovered a salesman from Pennsylvania who had a large inventory of brightly-colored fabric samples. Rangers helped themselves to his wares. They would give their booty to sympathetic southerners, especially young women eager for new cloth. The event would be known as Mosby’s “First Calico Raid.”



The B&O roundhouse at Martinsburg, WV shows a variety of engines and tenders that ran from Baltimore to Wheeling. From here in 1861 Thomas “Stonewall” Jackson captured 18 engines and dragged them 38 miles south to aid the Confederacy.