

Timeline of Columbus, Ohio Railroads

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Introduction

By 1952, fifteen railroad companies building trackage into Columbus had become five railroad systems and the Union Depot company. This listing links historical details with their sources, and borrows heavily from Chris Baer's expertise – in fact, many items are direct quotes from his online chronology of the PRR at prrths.com. I have attempted to add items and notes helpful to understanding the history of these lines.

Notes:

1. With a few exceptions, I have ignored initial incorporations and “paper railroads” in favor of lines built and dates of operation.
2. All cities and towns referred to below are in the State of Ohio unless otherwise indicated.
3. A key to references cited is at the end of this timeline.
4. This timeline was originally constructed as a historical framework for the book *The Pennsylvania Railroad in Columbus*, to be published in spring 2011 by the Pennsylvania Railroad Technical & Historical Society. An annotated bibliography covering references to all chapters will be included in the appendix of that book.
5. I expect to update this timeline as more material becomes available. Please send additions and corrections to ricketipton@bellsouth.net -- but be sure to cite your historical sources, preferably "primary sources".

Rick Tipton, August 25, 2010

PRR Panhandle from Pittsburgh (including Columbus & Newark)

- Nov. 29, 1852 - PRR reaches Pittsburgh PA via Portage Railroad (Pittsburgh Gazette)
- Feb. 1, 1853 - Central Ohio Railroad extends revenue service from Newark to Columbus (Marvin). As a comparison, on April 11, 1853, the Ohio & Indiana Railroad Company (later Pittsburgh Fort Wayne & Chicago, PRR, PC, CR) completes its line from Pittsburgh to Crestline OH – roughly north of Columbus).
- Feb. 15, 1854 - Pennsylvania Railroad open Harrisburg PA to Pittsburgh PA with changes of cars at Dillerville and Altoona (Ann Rept) (B&K p81)
- Apr. 1855 - Steubenville & Indiana completed 117 miles Steubenville to Newark. (B&K p 188, Ohio Comm. p73, Watt p27, MB). Lacks financing to continue to Columbus.
- April 17, 1857: Steubenville & Indiana RR contracted for the use of the Central Ohio RR between Newark and Columbus. It subsequently built a physical connection at Newark (Church, vol. 3 pp 23-24). PRR advanced the money for the connection (B&K p189).
- Nov. 25, 1861 - Sleeping car service established between Pittsburgh PA and Cincinnati via Wellsville and Steubenville. Note: takes the “long way around” via the north bank of the Ohio River to Steubenville.

- 1863 - PRR Board of Directors authorizes “Steubenville Extension” at Pittsburgh PA. This addition runs from Pittsburgh’s station, through a tunnel and across the Monongahela River on what will later be called the Panhandle Bridge, to reach the south bank and join the Pittsburgh & Steubenville, still abuilding toward what has just seceded from secessionist Virginia to become the Northern state of West Virginia. (B&K p191)
- March 14, 1864: Steubenville & Indiana RR agrees to purchase an undivided half interest in the line between Newark and Columbus Newark (Church, vol. 3 pp 23-24).
- August 31, 1864: The agreement is consummated by a deed of sale from the Central Ohio RR to the Steubenville & Indiana RR for \$775,000 (Church).
- Jan. 1865: The Steubenville & Indiana and Central Ohio RRs execute a contract for the joint operation and maintenance of the “Columbus & Newark Division.” (Church) 33 miles between Newark and Columbus.
- Sept. 15th 1865 - The last spike was driven on the Pittsburgh & Steubenville Railroad. With Ohio partner Steubenville & Indiana, this meant the Pan Handle route was open, 191 miles from Pittsburgh PA to Columbus, including Ohio River Bridge at Steubenville. (B&K p192, Simons p218)
- Apr. 11, 1868 - Pittsburg Cincinnati & St Louis Railway (PC&StL) consolidates lines between Pittsburg PA and Columbus, nicknamed the Pan Handle Route. (B&K p192, Church). Note that the spelling of Pittsburg later became “Pittsburgh”, and Pan Handle became Panhandle.
- 1870 to 1873 - Ownership and leases of Lines West companies transferred from PRR to Pennsylvania Company, with Pennsylvania Railroad the sole stockholder. Lines northwest of Pittsburgh generally operated by Pennsylvania Company, lines southwest operated by PC&StL. Biggest problem will prove to be operations at Pittsburgh under three semi-independent operators. (B&K p220-221)
- 1874 - PRR's Southwestern Lines (including non-controlled Terre Haute & Indianapolis) have 1732 route miles, Pittsburgh PA to Columbus and on to Chicago IL, Effner IN, Indianapolis IN, St. Louis IL, Louisville KY, Madison IN, and Cincinnati.
- August 1, 1878 - Pullman "Hotel" cars with both sleeping and dining facilities are placed in Jersey City to St. Louis service on the Pennsylvania Railroad. "Hotel" cars will be used on several lines until the invention of a vestibule that will allow safe passage between moving cars.
- Mar. 1880 PC&StL Railway completes relaying with steel rails between Pittsburgh and Columbus. (RyW)
- Apr. 1, 1880 PRR, PC&StL, Pennsylvania Company, Northern Central Railway and GR&I restore all wages and salaries to pre-June 1877 levels; leaves intact cuts imposed on trackmen and shopmen in 1874-75. (LC, AR, RRG) Note that this restored most wages to their levels before the violent 1877 railway strikes.
- June 14, 1880 PC&StL Railway puts on daily fast livestock train from Indianapolis to Pittsburgh in 29:00, a savings of 6 hours; connects from fast stock train on Vanderbilt lines, so St. Louis-Pittsburgh time is 45:00 or average 18 MPH. (RyW) Note that the Pennsy will not have firm control of the Vandalia

lines for some time in the future, and is experimenting with the competition (Vanderbilt's Big Four) into Indy.

- Oct. 1, 1880 Darius W. Caldwell (1830-1897), General Manager of PC&StL Railway, also named General Manager of Vandalia Line, replacing John E. Simpson, deceased; remains at Columbus; N.K. Elliott named General Superintendent of TH&I and Vandalia Line at St. Louis. (RRG, Guide, RyW)
- Nov. 20, 1880 PC&StL Railway closes bids to build tunnel at Gould, seven miles west of Steubenville. (RyW) This tunnel will replace a tortured curve following a stream around this site.
- ca. 1880 PRR adopts standard specification of its 4'-9" gauge as "limit gauge"; refuses to accept non-conforming foreign cars onto its lines; only railroad to do so; because of vast interline movements via PRR this becomes a major force for conversion of wider non-standard gauges.
- Apr. 1, 1881 – PC&StL files with the Franklin Court of Common Pleas to partition the C&N Division (RRGaz)
- Apr. 15, 1881 – PC&StL Executive Committee authorizes building 2 miles of track in Columbus Yard. (MB)
- Nov. 1, 1881 – PC&StL gives B&O notice of cancelling all contracts for joint operation of the C&N Division and calls for negotiating a new contract. (MB)
- Nov. 8, 1881 – PC&StL Executive Committee authorizes an independent track from the passenger yard to the roundhouse at Columbus and the first expansion of the yard on the north side of the main. (MB)
- 1881 – PC&StL provides steel rail for the Columbus & Newark Division. (B&O AR)
- Jan. 22, 1882 – Franklin County Court of Common Pleas grants the partition of the C&N Division; rules that the Columbus Yard belongs to the B&O. (RRGaz)
- July 22, 1882 – Ohio Supreme Court rejects the B&O's petition to have sole control of the C&N Division for operation and maintenance; also rejects the PC&StL bill for partitioning the C&N. (RRGaz)
- Aug. 11, 1882 – PC&StL Executive Committee authorizes new freight house at Columbus (MB)
- Oct. 23, 1882 – Headquarters of PC&StL Chief Engineer Max J. Becker moved from Pittsburgh to Columbus. (RyWorld)
- Jan. 25, 1883 – Ohio Supreme Court hears PC&StL petition for partition of the C&N Division; dismissed by court on Feb. 7 (RRGaz)
- May 14, 1883 – PC&StL Executive Committee authorizes new shops at Columbus (MB)
- June 1883 – Work begins on new Columbus Shops (RyWorld)
- Nov. 1, 1883 – PC&StL imposes PRR block signal rules on C&N Division (AR)
- Feb. 1, 1885 – Part of work transferred from Steubenville to the new Columbus Shops. AR)
- July 15, 1885 – First group of shop workers transferred from Steubenville to Columbus (RyWorld)
- Aug. 1, 1885 – Robert Curtis (1835-1887) named first Master Mechanic of Columbus Shops (RyWorld)

- Oct. 10, 1885 – John F. Miller (1830-1916) named to new position of General Superintendent of the PC&StL/CStL&P based at Columbus. (MB)
- Dec. 15, 1885 – New Columbus Shops completely opened; old PC&StL Steubenville Shops and CStL&P Columbus Shops abandoned; CStL&P locomotives begin using PC&StL roundhouse. (AR). Note: New shops are at Twentieth Street and PC&StL roundhouse is on east side of St. Clair Avenue. Old CStL&P (Bradford line) Columbus Shops site later became Spruce Street Yard, PRR's passenger facility.
- Oct. 8, 1886 – PC&StL grants the receiver of the Columbus & Eastern Railroad the use of the C&N Division between Columbus and Alum Creek to Feb. 1, 1887 (MB). Note: the C&E crossed the C&N at "Alum Creek" (now East Columbus) and with these trackage rights could avoid the long detour via the Fairgrounds to reach Columbus Union Depot.
- Nov. 14, 1887 – PC&StL Executive Committee authorizes an extension of Columbus Shops
- Dec. 8, 1887 – PC&StL Executive Committee authorizes a new freight yard east of Columbus
- Nov. 1, 1888 – Headquarters of Chief Engineer Max J. Becker moved back to Pittsburgh. (AR)
- Aug. 29, 1890 - PC&StL and various other Southwest System lines merged into Pittsburgh Cincinnati Chicago & St Louis Ry, again nicknamed “the Pan Handle”. (Church)
- Jan. 15, 1896 - Leonor F. Loree is promoted from Superintendent of the Cleveland & Pittsburgh Division to General Manager of Lines West. (MB) Note: Loree is a PRR man who rises to become 4th Vice President on PRR, is President of the B&O while it is under PRR control (Reynolds & Oroszi), and later becomes President of the Delaware & Hudson (1907-1938) (Wikipedia).
- Jan. 15, 1896 - PRR finally controls Terre Haute & Indianapolis electing four directors to three by the local interests; full slate of Lines West officers elected. (MB) (TH&I is key connection Indianapolis IN-St Louis MO) (Wallis).
- June 26, 1900 The Pennsylvania Company Executive Committee orders all Lines West passenger equipment to be lettered "Pennsylvania Lines". (MB)
- 1900 - Double-tracking completed between Pittsburgh and Columbus
- 1903 - New Columbus shops completed at Twentieth Street Shops. This is a major upgrade, although some shops have been here since 1883 (RRev).
- Jan. 1, 1905 - Terre Haute & Indianapolis consolidated into Vandalia Railroad (AR) (Simons p117).
- 1916 to 1917 - PCC&StLRy consolidated with the Vandalia RR and other companies to form Pittsburgh Cincinnati Chicago & St Louis Railroad, again nicknamed “the Panhandle” (B&K p555). \$84.9 million in stock was issued to retire various stocks and bonds of the predecessor companies (Mundy 1926 p 285).
- Mar. 1, 1920 - USRA returns rail properties to its owners after federalization during WWI. Eastern, Central, Northwestern, and Southwestern Regions established for operations – east of Columbus is Central Region, from Columbus west is Southwestern Region. (B&K p567)

- Mar. 18, 1920 - Fruit Growers' Express Company incorporated in Delaware for purpose of operating refrigerator cars originally operated by Fruit Growers Express, Inc., a subsidiary of Armour & Co. (Baer) Fruit Growers Express takes over PRR's freight refrigerator cars. (B&K p770) (Moody's Manual)
- 1920 - New yard and engine terminal at Dennison, Ohio, completed. (Baer)
- Jan. 1, 1921 - PCC&StLRR leased to PRR. (Church, B&K p556). Note: part of dismantling Lines West structures, consolidating ownership in and moving leases to Pennsylvania Railroad.
- 1921-1968 - Panhandle's entry to Columbus from the east continues to be the "Columbus & Newark Division", a property half-owned by PRR and B&O, although the traffic is 3/4ths PRR.
- 1926 - Third Panhandle bridge at Steubenville replaces 1888 replacement of 1865 original (B&K p191)
- 1926 - PRR east of Columbus is Panhandle Division to Big Walnut Creek. Line through Columbus and west to Bradford and almost to Indianapolis IN is Columbus Division
- November 1, 1926 The Pennsylvania Railroad begins operating a "livestock and meats demonstration train" for Ohio State University. It will tour on PRR tracks in Ohio for two weeks.
- 1927 - Completion of cab signal/train stop installation between Pittsburgh and Newark OH (Savcheck, Autumn 2006 Keystone p 22)
- May 14, 1928 – Transcontinental Air Transport, Inc. (TAT) incorporated as a joint venture to develop a transcontinental air-rail service, traveling by night and over the mountains by train and by air during the day. (Moody's Manual)
- June 26, 1929 - PRR Board approves enlargement of Panhandle A & B Yards at Columbus (MB). Note: this will lead to downsizing at Bradford, Dennison, Richmond IN, and other points.
- July 7, 1929 First run of AIRWAY LIMITED leaves New York for Columbus as one leg of combined rail-air two-day service to Los Angeles; name is applied to the first section of THE AMERICAN between New York and new airport station at Port Columbus, Ohio. Prior to departure, Ford Tri-motor "City of New York" is placed on display in Penn Station and christened by Amelia Earhart, Assistant to General Traffic Manager of Transcontinental Air Transport. Train christened by Dorothy Stone; fare is \$338.10, or about twice all-rail fare; service operates at only 50% of capacity for first month. For transporting passengers to planes, use "Aerocar" trailer designed by a Mr. Stout of Ford Motor Company and hauled by Studebaker roadsters; carry 14 passengers and baggage; first flight attendants, or "Couriers," are sons of executives, including C.B. Sudborough, Jr.; couriers wear naval type uniforms, drive the "Aerocars", load luggage, and serve Fred Harvey meals. TAT maintains a network of 79 weather stations covering a corridor 200 miles wide and 2,000 miles long. (TWA, RyAge, NYT, Airway)
- July 8, 1929 - Passengers on first westbound AIRWAY LIMITED arrive at Port Columbus at 7:55 AM; transfer to Ford Tri-motors *City of Columbus* and *City of Wichita*; guests at transfer ceremony include Henry and Edsel Ford and Harvey Firestone; at Los Angeles, Mary Pickford christens the *City of Los Angeles*, which is piloted by Charles A. Lindbergh, and Gloria Swanson christens *City of*

- Philadelphia*, piloted by Edward A. Ballande; Lindbergh flies only as far as Winslow, Ariz., where he takes control of westbound *City of Columbus*. (NYT, TWA, Serling). Additional info: TAT was a TWA predecessor, and the PRR had a financial interest in this period. The Columbus & Newark Division's three tracks ran just on the south side of Port Columbus airport, with platform on the northernmost track. The TAT admin building (sometimes mistakenly identified as the airline terminal) for this operation still stands at Port Columbus. (Airway)
- 1929 - Automatic signals installed between Newark, Ohio, and Columbus. (ATC)
 - 1929 - Westbound yard at Columbus, Ohio (Yard B), enlarged. (AR)
 - 1930 - B&O installs position light signals on joint line between Columbus and Newark, Ohio. (B&O AR) Note: B&O maintainers handled the signals on the Columbus & Newark, thus installed these PRR-type signals on PRR-type signal bridges. While this is reported in the 1930 B&O Annual Report, a Keystone article (ATC) says the work was in 1929.
 - Sep. 30, 1934 - PRR discontinues stops at Port Columbus airport station, breaking rail-air connection. (tt) Note: in the 14 months since inauguration of the Airway Limited, airline technology changed, making possible night flying and transcontinental flights.
 - Apr. 24, 1938 - PRR operates fan trip from Chicago, Detroit and St. Louis to Columbus 20th St. Shops.
 - Feb. 6, 1939 - PRR and Pullman begin operating roomette cars between New York and Cincinnati on THE CINCINNATI LIMITED and between New York and St. Louis on *The American* to meet demand after introduction on Fleet of Modernism in 1938. (Guide)
 - Apr. 30, 1939 - Schedule of #30/31 THE SPIRIT OF ST. LOUIS cut from 20:35 to 20 hours flat. #32 THE ST. LOUISAN established as an eastbound train (westbound #33 established July 7, 1929); ST. LOUISAN given Blue Ribbon status.
 - 1941 - "C&N Division" east of Big Walnut is part of Central Region Panhandle Division, PRR. (Acctg 1941)
 - July 7, 1943 During a torrential cloud burst a Pennsylvania Railroad 2-10-4 J1 hauling a freight train derails inside Gould Tunnel in Jefferson County OH. It will take three days to remove the locomotive and drain the small lake forming behind it.
 - May 26, 1951 - United Railroad Workers of America (CIO) denounces PRR layoff of 4,000 car shop workers at Altoona PA, Mahoningtown, Pitcairn PA, Enola PA, Renovo PA, Columbus, and Terre Haute IN as threatening national defense in wartime; asks Pres. Truman to investigate. (NYT)
 - Jan. 24, 1951 PRR Board authorizes retirement of 21 stalls of 32-stall roundhouse at Dennison, Ohio (MB)

PRR Columbus & Xenia (C&X)

- Aug. 19, 1845 - Little Miami RR from Cincinnati reaches Xenia, 55 miles away. At the time, this is Columbus' closest railroad. (AR, B&K p207)

- 1847 - Cincinnati is the “Metropolis of the West”, biggest US city “west of the Appalachians”. Pennsylvania Railroad’s Board of Directors sends committee to Ohio, studying plans for connections between Pittsburgh and Cincinnati. (B&K p74-75)
- Feb. 22, 1850 - Columbus & Xenia open to Columbus, connects at Xenia with Little Miami to Cincinnati. A temporary depot is built near Fitch’s warehouse on the west bank of the Scioto River. (Marvin)
- Dec. 14, 1850 – Columbus & Xenia Railroad opens to High Street, Columbus. (AR)
- Dec. 1, 1853 - Little Miami and C&X agree to operate as one railroad (Church)
- Nov. 30, 1868 – Lease of C&X to Little Miami RR retroactively under an agreement of March 18, 1869 (MB) (1902 Annual Report of the Ohio Commissioner of Railroads and Telegraphs).
- 1868 - PRR has control of the Cincinnati & Zanesville, a weak road from Zanesville to Morrow that bypasses Columbus and threatens the Little Miami/C&X monopoly on PRR’s Columbus-Cincinnati traffic. (See C&MV section)
- Dec. 1, 1869 - Little Miami/C&X is leased to Pittsburg Cincinnati & St Louis (PC&StL), under PRR control retroactively under an agreement dated Feb. 23, 1870. Because Little Miami had line Xenia-Dayton-New Paris, this gives PC&StL two routes to Richmond IN and Indianapolis IN – the other is C&IC via Piqua, Bradford, and New Paris. (Church, B&K p211) See later corporate history above under “PRR Panhandle”.
- June 1884 – Enlarged Columbus Yard opens on Little Miami Division
- October 1, 1890 – Little Miami Division renamed “Cincinnati Division” of PCC&StL. (MB)
- 1903 - Double track placed in service between "MI" Tower near Columbus and Alton (5.86 miles) on Cincinnati Division.
- 1906 - All-electric "LM" Interlocking placed in service at crossing of Hocking Valley, Toledo & Ohio Central, and Columbus & Xenia west of Columbus. “LM”, named for the Little Miami Railroad, is later called SCIOTO by the PRR because it’s near the Scioto River Bridge. Note: this tower was built by Hocking Valley (later C&O) and was originally on stilts to raise it above flood-prone Franklinton neighborhood. The open lower floor was later enclosed with brick.
- Oct. 1, 1908 - Xenia & Richmond Railway Post Office merged into Pittsburgh & St. Louis RPO. (Kay)
- 1914 - Double track placed in service between Alton and Glade Run (8 miles), completing double track between Columbus and Xenia.
- 1926 - Part of Cincinnati Division, PRR. (Acctg 1941)
- Oct. 27, 1934 - Pittsburgh & Cincinnati RPO consolidated into Pittsburgh & St. Louis RPO. (Kay)
- Nov. 4, 1934 - Columbus & Cincinnati RPO established. (Kay)
- Sept 24, 1939 - C&X line (and Xenia-Dayton-New Paris) reassigned from Cincinnati Division to Columbus Division (possibly effective Sunday Oct 1).
- 1941 - Part of Western Region Columbus Division, PRR. (Acctg 1941)

- Nov. 24, 1947 Columbus & Cincinnati RPO discontinued. (Kay)
- Jan. 24, 1951 - PRR Board authorizes installing cab signals and respacing wayside signals and remote control of sidings between Columbus and New Paris, Ohio (MB)
- July 25, 1959 - Last run of Nos. 81-82, Richmond-Columbus leg of THE UNION including last through coach between Chicago and Dayton. (A-sheet)
- Feb. 4, 1969 - Last run of THE BUCKEYE connection between Richmond and Columbus. (A-sheet)
- Mar. 1969 - Penn Central begins installation of Train Control System signaling with single-tracking between NYC's Sharon Yard and Dayton (Big Four route) and between London and Xenia (PRR route); westbound traffic between Dayton and London to be routed over ex-PRR via Xenia and eastbound over ex-NYC via Fairborn and Springfield.
- June 2, 1969 Penn Central discontinues passenger service over ex-PRR line between Columbus and Cincinnati in favor of ex-NYC line. (tt)

PRR Columbus & Indiana Central (C&IC)

- May 3, 1825 Congress alters the route of the National Road, currently building to St. Louis, between Zanesville, OH and Jefferson City MO creating a route through Columbus, Richmond, Indianapolis, Terre Haute, and Vandalia IL. This alteration will influence the eventual route of the Pennsylvania Railroad.
- Sept. 19, 1853 - Columbus Piqua & Indiana open Columbus to Urbana (Steiner p10) (Marvin).
- 1856 - CP&I open Columbus through Bradford to Indiana state line at Union City (B&K p194, Steiner) but enters receivership on June 23, 1856 (Church)
- 1860 - CP&I's western extension Indiana Central buys three 14-section sleeping cars from Philadelphia's Murphy & Allen for use Indianapolis IN-Columbus.
- 1863 - Line open Columbus-Indianapolis IN via Bradford-New Paris-Richmond IN-Indianapolis IN. (B&K p194)
- 1863 - 23,000 troops of Meade's 11th and 12th Corps are moved from Virginia to Chattanooga TN (1283 miles by rail, Washington DC-Wheeling WV-Columbus-Indianapolis IN-Louisville KY-Nashville TN-Chattanooga TN). Their trains arrive at Columbus on the B&O via Bellaire and Newark, and depart on Indiana Central for Indianapolis IN. As a result, Union troops under US Grant win Battle of Lookout Mountain and break Confederate siege of Chattanooga TN approximately four months after some of them fought at Gettysburg PA. (Watt p38).
- 1864 - Columbus & Indianapolis Central Railway Company (C&IC) combines Columbus & Indianapolis + Indiana Central October 17, 1864.
- April 29, 1865 - Assassinated Abraham Lincoln lies in state in Columbus, departs for Richmond IN on C&IC
- Sep. 11, 1867 - Columbus & Indiana Central Railway Company (C&IC) incorporated by merger of Columbus & Indianapolis Central Railway, Union &

- Logansport Railroad, and the Toledo, Logansport & Burlington Railway under agreement of June 28, 1867; Benjamin E. Smith Pres. (Church).
- Jan. 23, 1868 - C&IC is extended to Logansport IN, connecting with Chicago & Great Eastern to Chicago. (AmRRJrnl, B&K p194)
 - Feb. 12, 1868 C&IC and Chicago & Great Eastern merge as Columbus Chicago & Indiana Central (CC&IC) (Church, Simons p113). This is likely about the time Logansport takes on a terminal focus. Consolidation of the C&IC and this (fourth) Chicago and Great Eastern Railway Company makes a system of 588 miles in length and traversing three states.
 - Jan. 29, 1869 - PRR outbids Jay Gould's Erie for the CC&IC lease. (MB) Formally leased to PC&StLRy (see Panhandle corporate history above) but is guaranteed by PRR. Loss of both the CCI&C and the Fort Wayne's main (see CA&C) as western extensions forces Erie to build its own line from Marion OH to Chicago IL.
 - Feb. 3, 1875 – Even though under lease to PC&StL, the CC&IC enters receivership in February, 1875 for default on first mortgage. The old bondholders have refused to pay down the company's debts, leading to a decade-long contest with the PRR. (RyWorld)
 - Feb. 5, 1880 U.S. Circuit Court for Indiana rules in CC&IC cases; upholds PRR's rights and validity of lease; rules that CC&IC is in default; issues order to enforce decree against PRR as guarantor of CC&IC and back interest to be paid that day; both PRR and CC&IC appeal amount of interest due to Supreme Court; PRR expects to be ordered to pay arrears of rent of \$2.6 million; plans to appeal. (AR treats as PRR victory, RRG)
 - Feb. 16, 1880 Courts again affirm PC&StL Railway lease of CC&IC; both parties appeal to U.S. Supreme Court. (Church)
 - Nov. 10, 1880 PRR Board approves recent purchase of 660 CC&IC First Mortgage Bonds at 95¼; 1,100 shares of Bald Eagle Valley Railroad at 45. (MB)
 - Nov. 17, 1880 CC&IC First Mortgage bondholders as individuals grant William L. Scott a one month option to purchase \$640,000 to \$3 million of CC&IC certificates by giving bonds of Pennsylvania Company in exchange; done by PRR to end litigation with the old bondholders over rent. (RRG)
 - 1883 – New sleeping car line established between Pittsburgh and Chicago via Columbus (AR)
 - April 4, 1884 - Columbus Chicago & Indiana Central reorganized as Chicago St Louis & Pittsburgh (MB, Simons p113). The CStL&P is an “Instrument of Receivership”, and was created by the Pennsylvania Company to receive the property of the CC&IC after Indiana Federal Circuit Court canceled earlier leases to the PC&StLRy. CStL&P was operated as a separate railroad by the Pennsylvania Company until 1890 but with the same or similar officers as the PC&StL.
 - May 10, 1885 – CStL&P begins a through passenger car between Columbus and Peoria via the Indianapolis, Decatur & Springfield Railway and Peoria, Decatur & Evansville Railway. (RRGaz)
 - Dec. 24, 1889 – CStL&P authorizes a second track between Columbus and the Scioto River Bridge. (MB)

- Oct. 1, 1890 - CStL&P merged into Pittsburgh Cincinnati Chicago & St Louis Ry (PCC&StL) under an agreement of Aug. 29 (Church, Simons p113). PCC&StL was formed for simplification of the corporate structure of the Pennsylvania Company and reduction in the 126 separate operating Company Railroads including the CStL&P Ry. Eastern Division of CStL&P (Columbus-Indianapolis) becomes "Indianapolis Division" of PCC&StL, with headquarters at Indy.
- Jan. 2, 1894 - PCC&StL acquires control of Terre Haute & Indianapolis, its connection to St. Louis MO. (MB)
- July 1 1898 - Indianapolis Division headquarters moved to Columbus (MB)
- Oct. 13, 1902 - Columbus & Logansport RPO extended to Columbus & Chicago RPO. (Kay)
- 1906 - Logansport IN-Chicago IL double tracked (Watt p88, Coverdale & Colpitts).
- 1910 - 106 miles of Bradford-Logansport IN double tracked with grades reduced to 0.3% (Simons, Watt p88).
- Sep. 12, 1911 - New alignment opens between Dunreith and Knightstown, Ind., on Indianapolis Division.
- Sep. 30, 1911 Tonnage ratings on Indianapolis Division increased by average of 15% because of line and grade improvements.
- 1914 - Double-tracking completed between Bradford and Columbus, Ohio, completing a double-track line between Pittsburgh and Chicago via Columbus.
- Aug. 31, 1916 – PCC&StL contracts with George A. Fuller Company for a new engine terminal at Spruce Street. (ChiefEngr)
- Dec. 21, 1916 - **PITTSBURGH CINCINNATI CHICAGO & ST. LOUIS RAILROAD COMPANY**, consolidated under agreement December 30, 1916, was the consolidation of five "Lines West" roads into a single system operated as a subsidiary of the Pennsylvania Company, effective Jan. 1, 1917 (Church)
- Sept 1, 1918 - Indianapolis Division renamed "**COLUMBUS DIVISION**".
- 1919 - New yard and engine terminal opened at Bradford, Ohio. (Baer)
- 1921 - PENNSYLVANIA RAILROAD COMPANY operates line as agent for Pennsylvania Company January 1, 1921. The lease of five subsidiary lines consolidated for 999 years.
- August 15, 1926 The Pennsylvania Railroad announces it will create a "College of Cookery" at Columbus OH to train dining car personnel (established at commissary, Spruce Street yard)
- 1926 - Columbus to Bradford continues as part of Columbus Division (Acct 1926)
- 1927 - Completion of cab signal/train stop installation between Columbus and Indianapolis. (Savcheck, Autumn 2006 Keystone p 22) Note that, notwithstanding some of the maps in that article, this was via Bradford and New Paris, not via Xenia and Dayton (which was much later).
- Apr. 2, 1933 - New through Pullman lounge and coach service inaugurated with Norfolk & Western between Chicago and Norfolk, Va., via *The Union/Pocahontas* eastbound and *Pocahontas/Chicago Daylight Express* westbound. (RyAge)

- 1941 - Part of Western Region Columbus Division, PRR. Division posts at Big Walnut Creek, Bradford OH, and Thorne IN (Acct 1941)
- June 27, 1958 - Last run of Chicago-Columbus sleeper on *The Buckeye*. (A-sheet)
- Dec. 29, 1958 - Last run of Columbus & Chicago RPO. (Kay)
- Dec. 31, 1958 - Last run of former *Ohioan* Nos. 84-85 between Logansport, Ind., and Bradford, Ohio, ending all passenger service between Anoka Jct. and Bradford; trains cut to Columbus-Bradford oil-electric car. (tt)
- June 26, 1959 - Last run of passenger service between Columbus and Bradford with oil-electric car (tt, A-sheet). Note: 1956 MP229 shows one such car assigned to Buckeye Region, #4656 class OEG350B. Technically, by this time 4656 's gasoline engine would have been replaced by a diesel, and the Pennsy referred to these cars as oil-electrics.
- 1964 - PRR installs automatic car retarder system at Grandview Yard near Columbus; designed for small yards where full automation not feasible. (or early 1965?)
- Oct. 28, 1967 - Last run of PRR Chicago-Columbus sleepers in Nos. 74/86 and 87/75. (A-sheet, tt).
- Dec. 15, 1969 - New \$26 million computer-controlled Buckeye Yard opens on ex-PRR at Hilliards northwest of Columbus; 88 miles of track, 4,550 cars; is 8th big automated yard on Penn Central; replaces five obsolete yards in the Columbus area. PC President Alfred E. Perlman announced this as opening day, but yard was not entirely completed until 1970.

PRR Akron Branch (CA&C)

- Feb. 19, 1851 - Charter granted to build a road from Hudson through Akron. Original plan was to build from Hudson to Delaware or further, not to Columbus (Church, C&C v3, pp 161-162).
- July 5, 1852 - Started as the "Akron Branch of the Cleveland & Pittsburgh Railroad Co." Built 12.9 miles to Akron (AR, C&C v3).
- Mar. 17, 1853 - Akron Branch of the Cleveland & Pittsburgh Railroad Company is renamed Cleveland Zanesville & Cincinnati Railroad Company. (Church)
- 1854 - Line built 65 miles from Hudson (outside Cleveland on the Cleveland & Pittsburgh) to Millersburg to tap coal fields 80 miles northeast of Columbus (Steiner p15). Passes through Akron and crosses PFtW&C ("the Fort Wayne") at Orrville.
- Aug. 27, 1861 - to receivership; sold at foreclosure, 11/2/1864. (Church)
- 7/1/1865 - As the Cleveland Zanesville & Cincinnati, is purchased by Pittsburgh Fort Wayne & Chicago (PFtW&C); old company extinguished.
- July 1868 - Extended by Pittsburgh, Ft. Wayne & Chicago Ry. Co. 3.5 miles south of Millersburg to coal mines. (Val)
- June 7, 1869 - PRR outbids Jay Gould's Erie to lease the Fort Wayne. (Church)
This includes in part
 - the PFtW&C main, 468 miles from Pittsburgh PA to Chicago IL
 - the **Akron Branch**, 65 miles from Hudson to Millersburg

- agreements with the Cleveland & Pittsburgh
- control of the Grand Rapids & Indiana (B&K p198).(under agreement of Sept. 30, 1869 – Church)
- Nov. 4, 1869 - Akron line in financial trouble and was still 80 miles from Columbus. PFW&C sold the property to the Pittsburgh, Mt. Vernon, Columbus & London Railroad Company on 11/4/1869, which changed its name to Cleveland, Mt. Vernon & Delaware Railroad Company on 12/22/1869. (Church)
- Jan. 25, 1872 - CMtV&D extended line 35 miles through Killbuck, Brink Haven, and Gambier to Mount Vernon. (Church)
- Sep. 1, 1873 - Cleveland, Mt. Vernon & Delaware Railroad opens between Mt. Vernon and Columbus, Ohio, completing line from Hudson; of old roadbed of Springfield, Mt. Vernon & Pittsburgh Railroad, only 11.5 miles on each side of Mt. Vernon is used by CMtV&D. (Church, AR). RRGaz says the section Sunbury-Columbus 22 mi. was finished, with Mt. Vernon-Sunbury opened earlier. Steiner p16 says construction was completed in 1873 with thru trains operated between Cleveland and Columbus. Into Columbus, the right-of-way paralleled Cleveland Avenue to the east.
- 1873 – CMtV&D extended line Mt. Vernon through Centerburg and Westerville to Columbus, 43.8 miles. Lines were consolidated and Cleveland-Columbus trains ran 1873. About this time began but did not complete Dresden Branch from Killbuck to Dresden Jct. (later Trinway).
- 1873 - Along with the rest of the Fort Wayne (PFtW&C) lease, the CMtV&D is part of the Northwest System of Pennsylvania Lines. All other PRR lines at Columbus are part of the Southwest System of Pennsylvania Lines. (B&K map p186).
- Jan. 6, 1880 Atlantic & Great Western Railroad sold at foreclosure at Akron for \$6 million to reorganization trustees. (Minor) AGW was the western extension of the Erie, via Akron and Marion to Dayton OH. It ran through Akron alongside the CMtV&D.
- Mar. 24, 1880 Atlantic & Great Western Railroad reorganized as New York, Pennsylvania & Ohio Railroad under agreement of Mar. 20; John H. Devereaux, Pres. (Minor)
- Mar. 31, 1880 Pennsylvania Company and LS&MS agree to elevate and build new main line tracks north of Cleveland Union Passenger Depot. (Church). Note CUPD was on the lakefront north of downtown's hill. Akron line used Cleveland & Pittsburgh from Hudson and through Cleveland to reach CUPD.
- Sep. 28, 1880 Cleveland, Mt. Vernon & Delaware Railroad enters receivership; Goshorn A. Jones appointed receiver by Court of Common Pleas of Summit County; PRR stock wiped out in subsequent sale; rumors road is being courted by New York, Pennsylvania & Ohio Railroad; of 6 PRR locomotives leased to CMV&D, 3 are sold to PC&StL Railway and 3 leased to GR&I. (Church, RRG)
- Oct. 13, 1880 Cleveland, Mt. Vernon & Delaware Railroad agrees to extend branch to mines of Ohio & Pennsylvania Coal Company south of Clinton, Ohio. (Church)

- 1882 - Sold 8/20/1881 and reorganized as Cleveland, Akron & Columbus Railroad Company, but sale set aside by court and resold 6/7/1882; reorganized as Cleveland, Akron & Columbus Railway Company in 1885.
- Jan. 1, 1884 – Cleveland, Mount Vernon & Delaware Railroad contracts to use 990 feet of the C&N Division to reach Columbus Union Depot, previously used without formal agreement. (Church)
- Dec. 1, 1884 – Two passenger round trips established between Cleveland and Cincinnati via Hudson, Akron and Columbus.
- July 5, 1885 – Lines West establishes through passenger cars between Cleveland and St. Louis via Akron and Columbus. (Guide)
- May 27, 1888 – Killbuck to Dresden Jct. (Trinway), 33.5 miles, completed by Cleveland, Akron & Columbus Ry. Co., with trackage rights over Cincinnati & Muskingum Valley Railway Company to Zanesville. (AR) Note that this creates a back-door route between Cleveland and Cincinnati that bypasses Columbus.
- 1890-1898 - In the 1890s, the Cleveland, Akron & Columbus was one of a number of railroads controlled by Ohio Senator and railroad builder Calvin S. Brice, including the CA&C, the Lake Erie & Western, the Cincinnati Northern Railway and the Cincinnati, Jackson & Mackinaw. Brice died of pneumonia on Dec. 15, 1898 at the age of 53, and his properties were divided. The Pennsylvania Company acquired a large block of shares in the CA&C the following year. The other three railroads went into New York Central hands, but the Lake Erie & Western was later combined with another road that escaped the Vanderbilt camp – the Nickel Plate Road.
- June 1, 1899 - PRR regained control of line, now the Cleveland Akron & Columbus Railway (CA&C) (RRGaz)
- July 16, 1900 - PCC&StL Railway, Central Ohio Railroad and B&O grant Cleveland Akron & Columbus Railway use of part of Columbus & Newark Division tracks at Columbus. (Church) Note: it's not clear which track segment this use involves, nor why, but may have connected CA&C tracks with their leased freight house on the north fringe of downtown Columbus.
- May 5, 1901 PRR and Erie Railroad inaugurate new through lines from St. Louis and from Nashville (via Cincinnati) for World's Fair traffic to Buffalo; use Erie east of Akron and PRR line between Akron, Columbus and points south and west; cars are carried on regular trains west of Columbus; trains are *Pan-American Express* and *Buffalo Express* eastbound, and *St. Louis Express* and *Nashville Express* westbound. (tt)
- July 22, 1902 Norfolk & Western and Cleveland, Akron & Columbus Railway agree to operate parallel tracks at Columbus (1.7 miles) as one double-track railroad. (Church)
- Nov. 28, 1903 - Pennsylvania Company, **Columbus Connecting & Terminal Railroad** (CC&T) and N&W agree for joint use of tracks in Joyce Avenue Yard at Columbus. (Church) CC&T is the N&W subsidiary that built and owns Joyce Avenue Yard. This joint use allows PRR to pull N&W's Chicago-bound coal trains directly out of Joyce Avenue Yard, down CA&C, past Union Depot, and out C&IC.

- Apr. 12, 1905 - Cleveland, Akron & Columbus Railway opens new station at Mount Vernon. Station is still standing (2003). (AR)
- June 19, 1905 - Toledo, Walhonding Valley & Ohio Railroad obtains use of Cleveland, Akron & Columbus Railway to reach Milo Yard in Columbus and for interchange of traffic. (Church). Interpretation: the Wally has bought the Sandusky line and needed almost two miles of the CA&C to reach Columbus Union Station, PRR's freight houses, and Milo Yard for freight traffic.
- 1905 - Cleveland, Akron & Columbus Railway completes relaying main line with steel rail. (AR)
- May 24, 1910 - Cleveland & Pittsburgh Railroad and Cleveland, Akron & Columbus Railway sign agreement for joint use of newly-relocated station at Hudson, Ohio. (Church).
- June 26, 1911 - Cleveland, Akron & Cincinnati Railway incorporated in Ohio as merger of Cleveland, Akron & Columbus Railway and Cincinnati & Muskingum Valley Railroad under agreement of June 13; PRR had purchased minority stock holdings of CA&C from Dutch stockholders. (Church, NYT, B&K p530). Note: the C&MV is the old Cincinnati & Zanesville, running well south of Columbus through Circleville. Connection of these two roads is via "Dresden Branch" from Killbuck on the Akron Branch through Trinway on the Panhandle main and on south to Zanesville. Of course, this new CA&C reached neither Cleveland nor Cincinnati, but other PRR lines were used to reach both these terminals. This "back door route" avoided the difficult crossing of Baddow Pass (between Killbuck and Columbus on the Akron Branch). The route also bypassed the busy Columbus terminal area.
- Dec. 1, 1911 - Pennsylvania Company signs operating agreement for Cleveland, Akron & Cincinnati Railway. (Church)
- Jan 1912 - The Marietta Division was created on Jan. 1, 1900 and became part of the Central System of the Lines West organization in Jan. 1912 with the acquisition of the Cleveland, Akron & Cincinnati. It was abolished on Jan. 16, 1924. Coshocton-Loudenville was ceded to the Eastern Division (PFW&C), and Valley Jct.-Marietta to the Cleveland & Pittsburgh Division. Note: neither line of the Marietta Division was part of the CA&C, but the Coshocton-Loudonville segment crossed the CA&C at Brink Haven (and its Dresden Branch at Warsaw Jct.). **Chris Baer adds** – "Central System" existed in Lines West from 1912 to 1920 and consisted of the CA&C and C&M lines, i.e., the lines that came in from the Brice Estate and were not part of the old "Northwest System" or "Southwest System." "Systems" were the equivalent of a Grand/General Division on Lines East and were under the jurisdiction of a General Superintendent. A different entity, PRR's "Central Region", was created on Mar. 1, 1920 from all the lines between Altoona/Renovo and Crestline/Columbus.)
- 1918 - Cleveland, Hudson & Columbus RPO renamed Cleveland & Columbus RPO. (Kay)
- 1922 – CA&C is the Akron Division, Lake Grand Division, Central Region of "Pennsylvania System" (Akron Division ETT No. 3-A, Feb 12, 1922). Note the use of the term "Pennsylvania System" referred to the whole railroad, east and west. It was replaced by "Pennsylvania Railroad" as a service mark in 1922.

- 1925 to 1926 - CA&C combined with other leased properties to form Pennsylvania Ohio & Detroit. PO&D is one of PRR's "paper railroads" used for corporate consolidation of various odds and ends; all its properties were leased to PRR. PRR operation was unchanged (B&K p558). Merged properties were the Cincinnati Lebanon & Northern Ry., the Cleveland Akron & Cincinnati Ry., the Toledo Columbus & Ohio River RR, the Manufacturers Ry., and the Pennsylvania-Detroit RR, totaling 793 miles (Mundy 1926 p 279). Note that all PO&D lines did not form a contiguous system; this was a property ownership ploy only. However, at Columbus PO&D did include both the Akron and Sandusky Branches..
- 1926 - Akron Division made up of main, Hudson to Columbus and "Dresden Branch", Killbuck to Trinway (Acct 1926). Note: Dresden is a town 2.1 miles south of Trinway.
- Apr. 28, 1931 - PRR System acquires trackage rights over N&W at Columbus, Ohio (1.65 miles). **Chris Baer adds:** According to the Record of Transportation Lines, the 1.65 miles of trackage rights over the N&W at Columbus ran from "CW" Tower on the Akron Branch to "JC" Tower on the Columbus Division. **Rick Tipton adds:** JC Tower was the junction of the CA&C with Columbus Union Station's east throat, and was parallel to the US tower plant where the C&N joined CUD tracks. JC tower was later redesignated JA. However, JC/JA is better known by its later name of NEILSTON. What really happened was that the CA&C line from CW to Neilston was put together with the paralleling N&W line to form a double track line around the north side of Yard B into Columbus Union Station. Maps and other sources identify this as the "joint trackage".
- Aug. 1, 1931 Akron Division abolished; Warsaw Jct.-Trinway part of "Dresden Branch" ceded to Panhandle Division and rest to Cleveland Division; at the same time Yellow Creek-Steubenville and Rochester-Bayard ceded from Cleveland Division to Eastern Division. (MB)
- June 25, 1932 - Last run of Cleveland-Columbus-St. Louis sleeper on #624/27 and #26/625. (A-sheet)
- Dec. 27, 1934 Columbus-Cleveland passenger train deliberately wrecked by opening a switch so that it runs into box cars on siding; three trainmen killed and 16 passengers injured; three men later charged with first degree murder. (RyAge)
- 1939 - Akron Chamber of Commerce complains to Ohio PUC to force PRR and B&O to build new Akron Union Depot, promised since 1927; material shortages delay construction until 1949. (B&O AR)
- Aug. 1, 1941 - PRR motor truck service established Columbus to Sunbury and Westerville, Ohio. (LCL)
- 1941 - Akron Branch is part of Central Region's Cleveland Division
- 1941 - Dresden Branch (Killbuck to Trinway) cut due to tunnel collapse north of Warsaw Jct. Line abandonment cuts off Zanesville Branch (and the Panhandle main) from the Akron Branch.
- Aug. 7, 1948 - Cleveland & Columbus RPO discontinued. (Kay)
- Sep. 8, 1949 - Ground broken for new Akron Union Depot, serving PRR and B&O. (B&O Mag)
- Nov 1, 1949 - Cleveland Division merged into Lake Division.

- Apr. 28, 1950 - New Akron Union Passenger Depot formally dedicated; joint PRR-B&O facility located five blocks from old station; 131 x 56 with center platform serving two tracks; ironically, PRR discontinues most Akron passenger service next year. (RyAge, B&O Mag)
- Dec. 14, 1950 - Last run of passenger service between Akron and Columbus via Orrville. (tt)
- Sep. 13, 1950 - PRR and N&W agree to abandon "CW" Interlocking at 5th Avenue, Columbus, and replace with modern electro-pneumatic interlocking system. (MB)
- Aug. 1, 1951 - PRR discontinues seven round trips of oil-electric car between Hudson and Akron, Ohio, leaving *The Akronite* (Akron-New York??) as sole passenger train. (VPO)
- Apr. 26, 1958 - Last run of passenger trains between Hudson and Akron, Ohio; bus service substituted on Apr. 27. (tt)

PRR C&MV (Zanesville Branch)

- 1851 - Cincinnati, Wilmington & Zanesville Railroad Company (CW&Z) incorporated in Ohio.
- 1856 - constructed between Morrow on the Little Miami Railroad, and Zanesville in sections between 1853 and 1856
- 1857 - into receivership
- 1863 – sold
- 1864 - reorganized as Cincinnati & Zanesville Railroad Company (C&Z). Until the end of 1868, Pennsy interests will promote the C&Z as a PRR-controlled route into Cincinnati.
- 1868-1869 – Little Miami leased to PRR's PC&StL, instantly providing a well-built route to Cincinnati via Columbus and Xenia, and bypassing the Zanesville line.
- Dec 1, 1869 – C&Z sold at foreclosure
- 1870 – reorganized/incorporated as Cincinnati & Muskingum Valley Railway Company (C&MV)
- 1871 - extended Zanesville to Trinway
- 1873 - leased by Pittsburg, Cincinnati & St. Louis Railway Company (PC&StL)
- 1886 - lease was cancelled on a suit brought by the C&MV stockholders
- 1898 - Sold at foreclosure; reorganized as Cincinnati & Muskingum Valley Railroad Company.
- 1911 – to Cleveland Akron & Cincinnati (CA&C, see Akron Branch history above).
- 1941 - Tunnel Hill cave-in, severing the Dresden Branch north of Trinway
- ??? – C&MV track abandoned Washington Court House to Wilmington and traffic diverted to parallel B&O line, probably because of bridge problems.

PRR Sandusky Branch (Sandusky Short Line or SSL)

- April 1889 – The Sandusky & Columbus Lake Erie & Southern Short Line Rwy Co. was incorporated to build a line from Sandusky through Erie, Huron, Seneca, Crawford, Marion, Morrow, Delaware and Franklin counties to Columbus (Warner).
- October 1891 – The S&CLE&SSL name changed to The Sandusky & Columbus Short Line Rwy. Co. (Warner). Note that other sources may show name as The Columbus & Sandusky Short Line, as the Sandusky Short Line, or as other variants.
- April 1893 – The SSL was opened for operation to Columbus (Warner, Steiner p23). Line is Sandusky-Bellevue-Bucyrus-Marion-Delaware-Worthington, and connects with Columbus Shawnee & Hocking (CS&H) near the southeast corner of Ohio State Fairgrounds.
- 1893 – Under common management with the CS&H; doing business as the Columbus Sandusky & Hocking Ry. (also CS&H).
- August 1895 – The Columbus Sandusky and Hocking Railroad Co. was formed by the reorganization of the Columbus Sandusky and Hocking Rwy. Co. (Warner).
- January 1897 – The Columbus Sandusky & Hocking RR Co. defaulted in payment of interest on its bonds and Mr. Monsarrat was appointed receiver (Warner).
- 1902 - Columbus Sandusky & Hocking dismembered upon foreclosure; Sandusky line purchased by PRR via TWV&O (see next two items), remainder eventually goes to T&OC, later into NYC hands (B&K p489)
- Sep. 24, 1902 Columbus, Sandusky & Hocking Railroad sold at foreclosure to Paul D. Cravath, in joint interest of Pennsylvania Company and Hocking Valley Railway, for \$2,750,000. (Church)
- Oct. 15, 1902 - Toledo, Walhonding Valley & Ohio Railroad acquires part of Columbus, Sandusky & Hocking Railroad from junction with CCC&StL in Columbus to Sandusky. (Church). TWV&O was a PRR predecessor with lines between Toledo and Trinway.
- Nov. 1, 1902 - Sandusky Division of former Columbus, Sandusky & Hocking Railroad (Columbus-Sandusky) becomes part of PRR Toledo Division.
- Nov. 5, 1902 - Toledo, Walhonding Valley & Ohio Railroad rejects leases of Columbus Terminal & Transfer Railroad (N&W) and trackage rights over Columbus Connecting & Terminal Railroad (N&W) at Columbus made by Columbus, Sandusky & Hocking Railroad. (Church) Interpretation: Originally, the CS&H and Sandusky Short Line passenger trains reached CUD via Big Four trackage rights, but had no downtown freight facilities. Thus, they negotiated trackage rights over the western half of N&W's CC&T main track (between CX/CW tower and downtown). CC&T use included the N&W track that “jumped over” the Pennsy yards to downtown Columbus and the N&W freight houses. The CS&H/SSL duo also leased CT&T freight house facilities in N&W's downtown yard property. Once PRR controlled the Sandusky, these N&W

facilities were no longer needed. Instead, Sandusky freight trains entered CA&C track at CW and ran to PRR freight facilities on PRR rails.

- May 4, 1903: authorizes expanding the ore storage trestle at Sandusky to 75,000 tons (TWV&O board)
- May 5, 1903: authorizes a new connection with the N&W at Columbus (TWV&O board)
- May 5, 1903 Zanesville & Western Railway conveys to Toledo, Walhonding Valley & Ohio Railroad 0.92 mile of track between C&AC Crossing and Woodland Avenue, Columbus reserving joint use for itself and Toledo & Ohio Central Railway. (Church) Note: this conveyed track ran through the future site of Grogan Receiving Yard, later Pennor Yard.
- Dec. 28, 1903: authorizes equipping the revolving derrick at Sandusky with a clamshell bucket for unloading sand from boats to railroad cars (TWV&O board)
- February 9, 1904: authorizes purchasing a strip of land in the southwest angle of the crossing of the Cleveland, Akron & Columbus Railroad and the Columbus, Sandusky & Hocking Railroad from the Columbus Terminal & Transfer Railroad (TWV&O board). Note: this sliver will allow moving the CA&C main west a few yards and make room for wider curves at PRR's "Joyce Avenue" coming out of N&W's Joyce Avenue Yard.
- Dec. 30, 1904: authorizes increasing the capacity of Sandusky yard by 100 more coal cars (TWV&O board)
- Oct. 30, 1905: authorizes enlarging the coal and ore facilities at Sandusky, which are to be leased to M.A. Hanna & Co. (TWV&O board)
- Nov. 19, 1906: authorizes storage tracks for an additional 225 coal cars at Bay Jct. [Sandusky] (TWV&O board)
- Dec. 27, 1906: authorizes a new coal dumper and yard at Sandusky (TWV&O board)
- Aug. 16, 1909: authorizes expanding Bay Jct. Yard from 825 cars to 1225 cars (TWV&O board)
- Oct. 11, 1909: authorizes rearranging Grogan Yard (TWV&O board). Note: earliest mention of Grogan Yard by that name.
- May 2, 1910: authorizes a further enlargement of Bay Jct. Yard (TWV&O board)
- July 1, 1911 Toledo, Walhonding Valley & Ohio Railroad and Cleveland & Marietta Railway merge to form Toledo Columbus & Ohio River Railroad Company under agreement of June 13, 1911; operated by Pennsylvania Company. (Church has TC&OR agreement filed 6/21) (B&K p529).
- Jan. 15, 1912: authorizes additional tracks in Grogan Yard west of the CA&C crossing (TC&OR board)
- Jan. 13, 1913 - N&W leases to PCC&StL four receiving tracks in Joyce Avenue Yard, Columbus. (Church) For Chicago-bound coal trains.
- July 28, 1913: authorizes increasing Bay Jct. Yard from 1700 to 2157 cars; handled 2,055,538 tons of coal at Sandusky in 1912 (TC&OR board)
- Oct. 13, 1913: authorizes an additional car dumper at Sandusky west of the existing slip (TC&OR board)

- March 16, 1914: authorizes a further enlargement of Bay Jct. Yard (TC&OR board)
- 1914 - New 100-ton Wellman-Seaver-Morgan coal dumper placed in service on Dock No. 2, Sandusky, Ohio.
- Dec. 27, 1915: authorizes purchasing a parcel on Yeoman Avenue, Columbus, from the Columbus Terminal & Transfer Company to be used for extension of the Toledo Division tracks to a connection with the CA&C; approves a contract with the city for track elevation from Fields Avenue to 300 feet south of Second Avenue under city ordinance of Nov. 13, 1911 (TC&OR board)
- April 3, 1916: N&W coal to Sandusky has increased from 460,165 tons in 1906 to 2,443,471 tons in 1915; authorizes increasing Bay Jct. Yard from 2481 cars to 4396 cars with a second main track from the yard to the dock; authorizes reducing grade to 0.3% and double track: Marion-Harvey, north of Bucyrus and Chatfield-Carrothers (TC&OR board)
- May 1, 1916: authorizes grade reduction and second track: North Columbus-Worthington and Worthington-Lewis Center (TC&OR board)
- June 5, 1916 - Pennsylvania Company and Toledo, Columbus & Ohio River Railroad agree with N&W to establish a new interchange at an enlarged Joyce Avenue Yard at Columbus. (Church) Note: this may be the agreement to build "Grogan Receiving Yard" north of N&W's Joyce Avenue facility. Grogan Receiving was later renamed Pennor Yard with its 1927-1930 expansion.
- June 5, 1916: authorizes extending the westbound receiving yard at Grogan and relocating the interchange tracks with the CA&C (TC&OR board)
- July 3, 1916: notes that on Nov. 28, 1903, agreed with the N&W and CC&T for the N&W to provide 2 tracks and the (PRR line?) 3 tracks to make an interchange yard on N&W property east of the Joyce Avenue Yard; N&W has now enlarged the Joyce Avenue Yard and on Jan. 1, 1914 makes a new agreement for the N&W to purchase the 3 PRR tracks and each railroad to build 4 tracks to create an interchange yard north of the old yard between Joyce Avenue and Woodland Avenue; money for this yard is authorized (TC&OR board)
- June 11, 1917: authorizes a new engine house at the north end of Bay Jct. Yard to replace the old one north of the NYC crossing (TC&OR board)
- Oct. 29, 1917: authorizes second track between Lewis Center and Marion (TC&OR board). Track charts, etc. only show second track north to Troyton.
- April 21, 1919: authorizes completion of new engine house at Bay Jct. (TC&OR board)
- Sept. 26, 1923: authorizes additional yard and shop facilities at Grogan (TC&OR board)
- 1925 to 1926 - Combined with other leased properties to form Pennsylvania Ohio & Detroit; PO&D leased to PRR. PRR operation was unchanged. (B&K p558)
- 1924 - Sandusky yard and coal pier rebuilt. (?AR?)
- 1925 - New Heyl & Patterson coal dumper placed in regular service at Dock No. 1, Sandusky, Ohio. (CE)
- 1926 - Sandusky Branch is part of Toledo Division (Acct 1926)

- 1927 - Grogan and Sandusky Yards at Columbus enlarged for increased coal traffic from N&W bound for Sandusky. Note: “Sandusky Yard” probably means enlargement of Bay Junction Yard at Sandusky, as detailed below.
- 1927 - Sandusky coal pier rebuilt (AR)
- May 9, 1928 - PRR Board authorizes enlargement of Grogan Yard in Columbus, Ohio. (MB)
- Aug. 1929 - Bay Jct. coal yard at Sandusky enlarged. (Pa. News - date may be 8-9/26)
- Sep. 25, 1929 - PRR Board authorizes widening Panhandle Tunnel #1 at Pittsburgh and enlarging Grogan Yard at Columbus
- July 1930 - Grogan Yard at Columbus enlarged from 1,010 to 2,105 car capacity. (AR has completed in 1931)
- Oct. 29, 1930 - Ten-track receiving yard opens at Grogan Yard in Columbus, Ohio, north of N&W's Joyce Avenue Yard. (CE) This is PENNOR. “Grogan Receiving” was in place in 1920, but the 1930 enlargement/lengthening of Grogan would have required also lengthening any receiving tracks east of the C&AC – thus, both PENNOR and N&W Joyce Avenue got longer, necessitating the “great question mark” and elevation project that moved the N&W main line to an overpass some blocks east of its original alignment across the Columbus & Newark.
- Apr. 7, 1931 - Sandusky & Columbus RPO discontinued. (Kay)
- 1940 - New coal dumping pier at Sandusky (B&K p683)
- 1941 - Sandusky Branch is part of Western Region Toledo Division (Acct 1941)
- 1944 - Bay Junction Yard at Sandusky enlarged (once more).
- 1956 - Rental of oil-burning ATSF 5011 class 2-10-4's to supplement PRR J-1 and J-1a locomotives still in service. Use on Sandusky Branch prompted a flurry of railfan photography on this otherwise obscure line, momentarily known as the “Atchison Topeka & Ohio”. (Pennsy Power, The Mohawk That Refused to Abdicate)
- Aug. 4, 1959 - PRR renews leases of Sandusky Coal Docks No. 1, 2 & 3 and Ashtabula Dock No. 6 to Lower Lake Dock Company. (MB)
- Oct. 16, 1964 - Norfolk & Western-Nickel Plate merger consummated at 12:01 AM; N&W leases Wabash and Pittsburgh & West Virginia Railway and acquires control of Akron, Canton & Youngstown. N&W also takes over PRR's Columbus-Sandusky line, in order to join N&W at Columbus with merged Nickel Plate, Wabash, and ACY lines in northern Ohio. PRR retains trackage rights.

Columbus Union Depot

- 1851 - Cleveland Columbus & Cincinnati reaches Columbus and meets Columbus & Xenia, which arrived the year before.
- 1851 - C&X and Cleveland Columbus & Cincinnati (later Big Four) join to build Columbus' first “Union Passenger Depot” on High Street. Opens with three through tracks five cars long. Note: Dan Macke cites Columbus newspaper

- articles of April 14 and May 5, 1851 reporting construction of the station building is well along.
- Feb. 1852 – C&X and CC&C sign agreement for joint station. (Church).
 - June 29, 1852 – C&X authorizes Columbus, Piqua & Indiana to build into Union Depot grounds. (MB)
 - July 17, 1872 - PC&StL Railway (“the Pan Handle”) and CCC&I Railway (first Big Four) signs articles of association to form Union Depot Company at Columbus. (Church)
 - Aug. 20, 1872 - Union Depot Company (of Columbus) incorporated in Ohio by PC&StL Railway and Cleveland, Columbus, Cincinnati & Indianapolis Railway to build joint terminal facility. (Church)
 - 1872 - Columbus & Hocking Valley extended to C&IC track west of downtown for entry to Union Depot. Connection at Dennison Avenue.
 - Feb. 15, 1873 - Little Miami Railroad, Columbus & Xenia Railroad, PC&StL Railway and Cleveland, Columbus, Cincinnati & Indianapolis Railway (Big Four) sign agreement covering joint ownership and operation of Union Depot Company (Columbus); CCC&I, PC&StL, Little Miami and Columbus & Xenia transfer their interest in old joint station property to Union Depot Company. Cleveland, Mount Vernon & Delaware Railroad and Columbus & Hocking Valley Railroad agree to use depot. (Church)
 - Feb. 1873 - Plans of new Columbus Union Depot have been prepared by M.J. Becker, Chief Engineer of PC&StL Railway, and Frank Ford, Chief Engineer of CCC&I Railway; to be 600 x 185 feet with 7 tracks. (RRGaz)
 - Apr. 1873 - Columbus Union Depot contracted to Hershizer, Adams & Co. (RRGaz)
 - Mar. 17, 1874 - PC&StL Railway grants Columbus & Hocking Valley Railroad trackage rights for a half mile west of High Street, Columbus, to permit it to reach new Union Depot. (Church) Note: the Hocking Valley crosses the C&X at Scioto tower and northeast of there connects to the Bradford line (C&IC) at Dennison Avenue, west of Front Street and High Street.
 - 1874 - Second Columbus Union Depot opens with 7 through tracks (Darbee says opening date was Feb 14, 1875).
 - 1897 - New (third) Columbus Union Depot built by Union Depot Company (B&K p435).
 - July 2, 1897 – First portions of Columbus Union Station open; new building is “Union Station” instead of “Union Depot.” (AR)
 - Aug. 29, 1897 – Union Station fully opened; Board of Managers established. (AR)
 - Dec. 20, 1897 – Union Station entirely completed. (CE-LW)
 - Sep. 1930 - Train shed of Columbus Union Station removed for replacement with umbrella sheds. (removal authorized in May, begins around June - according to NYC AR was completed in 1931) Tracks rearranged. (C&C)
 - Apr. 1931 Replacement of Columbus Union Station train shed by umbrella shelters completed. (Darbee)
 - 1950 - Platform tracks lengthened?

- After Jan. 20, 1952 – Ohio Central Division of NYC discontinues passenger service into station. (MB) This is the T&OC trains between Toledo and Charleston WV.
- Apr. 24, 1953 – Member railroads agree on new interlocking plant at east end. (MB) Note: it's not clear that any rearrangement took place.
- Dec. 16, 1954 – Pres. Reports to Board studying relocation of station to old enginehouse property at Spruce Street. (MB)
- July 21, 1956 - Last B&O passenger train (#233) from Pgh. to Cin. via Col's. (Source: A Historical Account B&O Rail Lines 1830 - 1939 by Carl T. Winegardner. Carl is a retired B&O Conductor from Newark, Ohio)
- Dec. 18, 1958 – With closing of “RN” block office, CUD Co. requests PRR to install signals between High Street and Dennison Ave. (MB)
- Nov. 9, 1965 - N&W dropped from membership on Board of Managers of Union Depot Company (Columbus), as N&W ceased to operate passenger trains into Columbus. (MB)
- Apr. 25, 1973 – At board meeting, announce that city wants to acquire station property for convention center; Board approves sale for \$1.5 million. (MB)
- Nov. 4, 1975 – Board approves rehabilitation of track facilities in station. (MB)
- Apr. 28, 1977 – Last train departs old Union Station; replaced by “Amshack” east of 4th Street. (Darbee)
- May 2, 1977 – New station in service. (Gen. Order)
- 1977 - Columbus Union Depot demolished to make way for “Ohio Center” convention facility. Freights and remaining passenger trains continue to run underneath Ohio Center.
- Oct. 1, 1979 – Last trip of “National Limited.” Last passenger train departs Columbus
- Dec. 31, 1981 – Union Depot Company (Columbus) merged into Penn Central Corporation. (MB)

B&O Central Ohio

- 1852 - Central Ohio Railroad complete from Zanesville to Newark.
- 1853 - Central Ohio open Zanesville to Columbus with the addition of what will later be called “the Columbus & Newark Division” or C&N.
- 1854 - Central Ohio Railroad completes segment to Zanesville from Bellaire, opposite Baltimore & Ohio at Wheeling WV (Steiner p 8). Road now open from Ohio River to Columbus, forms through route from Baltimore MD to Columbus.
- 1864 - Central Ohio sells Steubenville & Indiana “an undivided half” of the road between Columbus and Newark, 33 miles (Ohio Comm).
- 1866 - Central Ohio Railroad leased to B&O.
- 1871 - B&O completes bridge over Ohio River at Bellaire (Steiner p10), forming B&O system's all-rail route Baltimore to Columbus
- 1901 - PRR holds 40% of Baltimore & Ohio stock; PRR 4th Vice President Leonor F. Loree elected B&O president.

B&O Midland City line

- 1884 - Columbus & Cincinnati Midland opened between west side of Columbus and Midland (now Midland City), passing through Grove City, Washington Court House, and Wilmington. Controlled by B&O. At Midland, B&O's main line Parkersburg-Cincinnati (nee Marietta & Cincinnati) carries traffic last 45 miles into Cincinnati (Steiner p 24). At West Columbus, uses Big Four (nee Columbus & Springfield) tracks to reach west end of Union Depot and meet B&O's Central Ohio.
- 1890 – Central Ohio leases Columbus & Midland City; lease is assigned to B&O.
- 1896 – B&O buys all Central Ohio stock, operates all its lines (Ohio Comm)
- July 21, 1956 - Last B&O passenger train through Columbus, #233 from Pittsburgh. to Cincinnati. Carried extra coaches for all the people that wanted to ride the last train. (A Historical Account B&O Rail Lines 1830 - 1939 by Winegardner).

C&O Hocking Valley

- 1869 - Columbus & Hocking Valley completed Columbus to Lancaster (Steiner p13). Extended to Athens on the Ohio River in 1870 (ICC Val). Line taps southeast Ohio coal fields. Note: (ICC Val) is "ICC Valuation Reports," vol. 29, p. 359
- 1872 - C&HV extended 1.25 miles north to reach Columbus Piqua & Indiana (later C&IC line of PRR), for access to Columbus Union Depot (Steiner p14). Extension requires two bridges over Scioto River and crosses the Little Miami at LM tower, later SCIOTO.

- 1877 - Columbus & Toledo built from north end of C&HV – west across the Olentangy River to Goodale Street, northwest to Powell, and north to Delaware, Marion, Upper Sandusky, Fostoria, and Toledo.
- Aug. 20, 1881 - The Columbus and Hocking Valley Railroad Company, The Ohio and West Virginia Railway Company, and The Columbus and Toledo Railroad Company merged to form The Columbus, Hocking Valley and Toledo Railway Company 1881 (ICC Val)..
- Feb. 25, 1899 - The Hocking Valley Railway Company incorporated as a reorganization of The Columbus, Hocking Valley and Toledo Railway Company (ICC Val)
- Mar. 1910 - C&O purchases stock in Hocking Valley Railway held by Erie, B&O, LS&MS and PCC&StL, giving it sole control of the HV and access to Lake Erie. One problem – the C&O and Hocking Valley do not yet connect.
- 1917 - C&O Northern building north to Columbus from Limesdale KY on C&O's Ashland KY-Cincinnati main. Road is open to Waverly when construction is interrupted by World War I.
- 1927 - Line finished into Columbus; is dedicated to through freight and bypasses all towns along its route. Parsons Yard built at South Columbus to replace inadequate Mound Street terminal. (Steiner p29)
- April 30, 1930 – “the Chesapeake and Ohio took over all the properties, assets, rights, and franchises of the Hocking Valley.” (p 168 of *The Hocking Valley Railway* by Edward H. Miller).
- 1930 - C&O Northern merged into C&O.
- 1971 – Last C&O passenger trains into CUD (#46 and #47) become Amtrak-operated. (Journey to Amtrak, Kalmbach 1972)

NYC Big Four (CCC&StL)

- 1851 - Cleveland Columbus & Cincinnati reaches Columbus via Galion-Delaware-Worthington OH. (B&K 208). At Galion it connects with Bellefontaine RR for Cleveland.
- Opening of CC&C celebrated Feb. 21, 1851. Through express service between Cleveland and Cincinnati via CC&C, C&X and LM apparently began April 1851. (Marvin)
- 1853 - Columbus & Springfield open 20 miles from Springfield to London.
- 1868 - CC&C merged with Bellefontaine RR (nicknamed the Bee Line) to form Cleveland Columbus Cincinnati & Indianapolis (CCC&I) – the first “Big Four” (Simons p 103)
- 1872 - Big Four takes over Columbus & Springfield, builds Columbus-London and Springfield-Dayton-Cincinnati segments to complete its own line to Cincinnati in 1873 (B&K 212, Steiner p15).
- Feb. 10, 1886 – CCC&I grants the Columbus & Eastern RR the use of its Columbus terminals.
- May 10, 1886 – CCC&I grants the Central Ohio Railroad (?) one mile of trackage rights to reach its Columbus terminals.

- 1889 - CCC&I merged with other lines to form Cleveland Cincinnati Chicago & St Louis (CCC&StL), again called “Big Four” (Simons p 103).
- 1899 - Vanderbilt family controls Big Four (already had the New York Central and the Lake Shore & Michigan Southern) (B&K).
- 1930 - Big Four leased to New York Central Railroad (Simons p102).

NYC/Toledo & Ohio Central (T&OC) /Ohio Central/nee Atlantic & Lake Erie

- 1875 – As Atlantic & Lake Erie, begins operation began between Moxahala and New Lexington, 7 miles with outlet for coal via the Cincinnati & Muskingum Valley Rwy. (Green, Ohio 1902).
- 1875 – A&LE is operating coal trains from Moxahala (in the Sunday Creek coal fields roughly south of Zanesville) to a connection with the Central Ohio (see B&O and PRR Panhandle) at Heath, 4 miles west of Newark (Green, Steiner p21).
- April 29, 1876 – A&LE files name change to Ohio Central Railway Company (Green, Ohio 1902)
- May 1878 – A&LE goes into receivership (Green, Ohio 1902).
- November 1878 – Agreement made to create two new corporations, divide the property and then shortly to consolidate. The Columbus & Sunday Creek Valley RR Co. and the Ohio Central RR Co. became the new corporations. The Columbus & Sunday Creek Valley took the middle portion of the line south of the crossing of the Pittsburgh Cincinnati & St. Louis Rwy. (Central City, later Heath) and north of the Marietta and Cincinnati RR crossing in Athens County. The Ohio Central was conveyed the portion of the line north of the PC&StL to Toledo and that part south of the M&C to Pomeroy (Green).
- December 20, 1879 – Ohio Central reconsolidates with Columbus & Sunday Creek Valley under the name of The Ohio Central Railroad Co. (Green).
- 1/1/1880 – The Ohio Central completes 24.1 mile line to Columbus via Bush’s Station (later Hadley, now Thurston OH), Truro, and East Columbus (Green). The “OC” is continually plagued by weak finances. Note: at this time the OC connected to PRR/B&O’s Columbus & Newark line to enter Columbus. Sources refer to the connection point as “Alum Creek”, but this was actually near James Road, at modern “East Columbus”.
- 1/1/1880 – The Ohio Central is opened for operation Corning to Columbus, 65 miles and Thurston to Toledo, 145 miles (Green).
- Oct 1883 – Default of interest on mortgage bonds of Ohio Central’s River Division (more or less) south of Corning (Green).
- January 1884 – The Ohio Central defaults its payment of interest on its first mortgage (Main Line) bonds (Green).
- June 1885 – the Ohio Central is conveyed to its trustees and thence to The Toledo & Ohio Central Railway Co. (Green). This reorganization of Ohio Central creates Toledo & Ohio Central, operating a line from Charleston WV through Granville (east of Columbus) to Toledo. The road’s main line bypasses Columbus but forms a through route for “lake coal”, at the expense of steep grades and sharp curves (Steiner p 27). South of Corning (Perry County OH), this line will

someday be called the “Southern Branch”. That line north of Thurston passing east of Columbus on its way to Toledo Stanley Yard will later be known as the “Eastern Branch”.

- 1885 - Reorganization of Ohio Central also creates the separate Columbus, Shawnee & Hocking (CS&H). See Zanesville & Western/CS&H/Columbus & Eastern timeline below. which extends from Columbus to Zanesville and into the coal fields southeast of Columbus. Problem – all the Shawnee’s outlets at Columbus are controlled by coal-originating competitors.
- August 1885 – The T&OC leases joint use of their Columbus Branch to the Columbus & Eastern. T&OC Columbus Branch is Alum Creek Jct. to Hadley [Thurston], about 24 miles (Green, Ohio 1902).
- January 1886 – That portion of the River Division in Ohio is conveyed to The Ohio & Kanawha Railway Co. (??).
- 1892 – T&OC purchases line built Toledo-Ridgeway (as Toledo Columbus & Cincinnati) (see separate Western Branch chronology for earlier history). Operates it Nov 1892 (Green, Ohio 1902). This will become the “Western Branch”, a second route to Toledo.
- 1892-1893 – T&OC extends TC&C to West Columbus, opened 1893 (Green). Connects with PRR/Little Miami/C&X, B&O, and NYC’s Big 4.
- June 1893 - OFFICIAL GUIDE shows the Ohio Central Lines (T&OC and K&M) operating 3 passenger trains each way on the "Western Division" between Toledo and Kenton. The entry also shows 4 passenger trains operating each way between Thurston and Columbus on the "Columbus Branch." The "Index of Railway Stations" in this OFFICIAL GUIDE indicates that all railroads entering Columbus including Ohio Central Lines used the same station at that time. The map that is with the Ohio Central Lines entry shows the line between Toledo and Columbus as having been completed, but it must have only been under construction since there are no trains listed as operating between Kenton and Columbus. (reprint entry as reported by Bob Threlkeld)
- 1895 - Toledo & Ohio Central extends TC&C line to Truro, takes up trackage rights on CS&H from Truro to Thurston. This connects the Western Branch to the T&OC’s south end, forming a second and much better continuous line between Thurston and Toledo. Where the Western Branch crosses Broad Street, T&OC builds its own passenger station, used until 1930 when both T&OC and Big Four are both part of NYC (Steiner p28). Dan Macke adds that in 1893 the road acquired its right-of-way on the banks of the Ohio Feeder Canal through south Columbus to West Broad Street. In 1895 the station was built at 379 West Broad Street and formally opened on Saturday, April 18, 1896 in a reception held from 1:00 to 10:00 p.m.
- 1900 – The Hocking Valley gains control of the Toledo & Ohio Central through stock and options. The president of the HV was Mr. Nicholas Monsarrat .The roads became so entwined and, with almost total control of all coal movement from the Sunday Creek and Monday Creek coal fields in Ohio to Lake Erie, an action was taken by the State of Ohio to cause the Hocking to divest itself of the T&OC. This action was supported by other roads and I think in particular by the PRR (source?).

- 1900 - T&OC acquires and finishes Columbus Northwestern Railway as a branch from its Western Branch at Peoria (Union County) through Bellefontaine to St Marys, a resort town north of Dayton (Ohio 1902). Later known as the "St. Marys Branch", this railroad was originally built by two DT&I predecessors - the Ohio Southern and the Detroit & Lima Northern. The T&OC picked it up after the second bankruptcy (Plank)..
- Feb. 27, 1901 – PRR VP James McCrea meets with Pres. P.L. Robbins of Pittsburgh Coal Company to persuade him to break with Gould; Robbins complains of J. P. Morgan's Hocking Valley and Toledo & Ohio Central hauling Ohio coal for lower than Pittsburgh rates; if this is corrected, he will not support Gould. (Wheeler)
- Feb. 1, 1908 - Toledo & Ohio Central Railway begins operating Marietta, Columbus & Cleveland Railroad, one of coal-hauling properties acquired from Little Kanawha Syndicate, between Palos and Marietta, Ohio. (Church)
- 1910 – Chesapeake & Ohio began its move to control the Hocking Valley. ICC judgment made against the Hocking Valley causes the sale of its interest in the T&OC and Zanesville & Western (Z&W). At that time the New York Central began its movement to gain control of the T&OC, Z&W, and the Kanawha & Michigan (Warner?).
- Mar. 9, 1910 – Lake Shore & Michigan Southern (LS&MS) Executive Committee authorizes purchase of Toledo & Ohio Central Railway from Hocking Valley Railway and joint purchase with C&O of Kanawha & Michigan Railway; gives NYC system access to coal fields in southeastern Ohio and W.Va. for fuel and connection with Virginian Railway (Wheeler).
- March 22, 1910 Chesapeake and Ohio Railway assumed operations of the Hocking Valley Railway Company
- June 1, 1914, by court decree, Chesapeake and Ohio Railway sold Kanawha and Michigan Railway shares to the Toledo & Ohio Central. The Chesapeake and Ohio Railway sold 4,029,200 shares and the Lake Shore and Michigan Southern Railway sold 4,029,600 shares, leaving the Toledo & Ohio Central with about 99.5% control of the K&M (Moody).
- 1/1/1915 – LS&MS merged into New York Central; stock of T&OC is transferred to NYC. (Mundy 1926 p 262).
- 1/1/1922 – T&OC leased to NYC, including leases of Kanawha & Michigan Ry, Kanawha & West Virginia RR, and Zanesville & Western Ry. 801-mile group is separately operated as the Ohio Central Lines (Mundy 1926 p264).
- 1925 – T&OC annual revenue is \$19,317,307 (Mundy 1926 p272)
- Mar. 15, 1926 Toledo & Ohio Central Railway (NYC) places new coal dumper in service at mouth of Maumee River at Toledo for lake coal moving through the Cincinnati gateway; capable of handling new 150-ton coal gondolas used by Virginian Railway. (AR, Borntrager)
- July 25, 1927 - NYC installs first CTC installation in U.S. between Stanley Yard near Toledo and Berwick, Ohio, 40 miles on Toledo & Ohio Central's "Eastern Branch"; controlled from central station at Fostoria in lieu of written train orders. CTC built by General Railway Signal Company. Note: GRS's term "CTC" has since become the generic for "Centralized Traffic Control" equipment, but Union

Switch & Signal (the major supplier to PRR) branded it "TCS", for Train Control System.

- Jan. 1, 1930 - Toledo & Ohio Central Railway (NYC) begins operating into Columbus Union Station under agreement dated Jan. 24, 1930. (VPWR)
- 1951 - Passenger service between Charleston WV and Toledo OH ends between October and December 2 (Gary Salzgeber citation of October Official Guide and December 2 NYC public TT). T&OC vacates Columbus Union Depot.
- Oct. 22, 1969 - Penn Central Transportation Company Board authorizes abandoning part of the Eastern Branch of the Columbus Division from MP 71.3 south of Bucyrus to MP 87.0 north of Edison (15.7 mi.). (MB) This is the center section of T&OC's antiquated Eastern Branch, northeast of Columbus.

NYC/T&OC/Zanesville & Western/Columbus Shawnee & Hocking (CS&H)/nee Columbus & Eastern

- February 1882 – The Columbus & Eastern Railroad Co. is incorporated to build a road from Columbus in Franklin County through the counties of Fairfield, Perry, Muskingum, Morgan, and Athens to Marietta, in Washington County (Green).
- 1884 – The Columbus & Eastern main line from Hadley Jct. (Thurston) to Fultonham is opened, about 26 miles (Green) This line tapped additional coal fields west of Zanesville.
- 1885 - Reorganization of Ohio Central into T&OC also creates the separate Columbus, Shawnee & Hocking (CS&H), which extends from Columbus to Zanesville and into the coal fields southeast of Columbus. Problem – all the Shawnee's outlets at Columbus are controlled by coal-originating competitors.
- May 1886 – The Columbus & Eastern enters into an agreement with The Cleveland Columbus Cincinnati and Indianapolis Rwy. Co. covering the use of about 1 mile of the CCC&I line into the City of Columbus together with the use of terminal facilities (Green). In other words, the C&E and its successors will connect to the Big Four at the southwestern corner of the Ohio State Fairgrounds to reach Columbus Union Depot.
- 1886 – Columbus & Eastern constructs 2.4 miles of line from Woodland Ave. in Columbus to East Columbus [actually Alum Creek Jct., not to be confused with PRR's later Alum Creek tower] (source?). Operating 1887 (Green).
- 1/1/1890 – Columbus Shawnee & Hocking Rwy. Co. (CS&H) acquires Columbus & Eastern, adds it to previous and newly built lines in southeastern Ohio's coalfields (Green).
- 1893 - CS&H benefits by the arrival in Columbus of the Sandusky Short Line, which becomes their outlet for coal to Lake Erie. The Sandusky and the Shawnee initiate interlocking management, and are soon known as the Columbus Sandusky & Hocking (again, CS&H). (Steiner p23).
- June 1895 – The Columbus Sandusky and Hocking Rwy Co. defaults on payment of interest on its bonds. Mr. Nicholas Monsarrat is appointed receiver (Green).
- August 1895 – The Columbus Sandusky and Hocking Railroad Co. is formed by the reorganization of the Columbus Sandusky and Hocking Rwy. Co. (Green)

- January 1897 – The Columbus Sandusky & Hocking RR Co. defaults in payment of interest on its bonds and Mr. Monsarrat is appointed receiver (Green).
- April 1898 – An agreement of reorganization was deemed impracticable, and a large majority of the first mortgage bonds of the CS&H having been purchased by the Pennsylvania Co. and The Hocking Valley Rwy., a final decree is issued selling the entire road September 24, 1902 to Paul D. Cravath representing the two companies (Green).
- 1902 - Columbus Sandusky & Hocking is dismembered upon foreclosure and is divided between PRR (which gets the Sandusky line) and Hocking Valley [as new Zanesville & Western, later conveyed to T&OC] (Green p577, B&K p489).
- Oct. 16, 1902 - Portion of Columbus, Sandusky & Hocking Railroad between Columbus (CW tower) and Shawnee is sold to Zanesville & Western Railway, at the time part of Hocking Valley system. (C&C). That portion north and east of CW crossing is conveyed to the Toledo Walhonding Valley and Ohio RR Co (Green p577, Ohio 1902) – thus giving PRR control over the line to Sandusky.
- 1910 - Zanesville & Western control shifts from Hocking Valley camp to NYC interests, along with T&OC.
- Jan 1, 1922 – Z&W leased by T&OC (Green)
- 1930 – Z&W acquired by T&OC Ry Co. by deed dated December 31, 1930. (see main T&OC history above).

NYC/T&OC Western Branch

- 1882 – Construction begins on the line from Whitmore (Toledo) to North Findlay by the Toledo & Indianapolis Rwy. Co. 40.7 miles. Placed in operation in 1883 (Warner).
- 1885 – North Findlay to Findlay 0.7 miles constructed by the Toledo Columbus & Cincinnati Rwy. Co. Placed in operation in 1889 by the Toledo Columbus & Cincinnati Rwy. Co. (Warner)
- 1888-1889 – Findlay to Kenton 28.2 miles constructed by the Toledo Columbus & Cincinnati Rwy. Co. Placed in operation by TC&C in 1889 (Warner).
- 1890-1892 – Kenton to Ridgeway 9.1 miles constructed 1890-1892 by The Toledo Columbus & Cincinnati Rwy. Co. (Warner)
- 1892 - TC&C is sold to Toledo & Ohio Central Rwy. Co. (T&OC) (Warner) (see main T&OC history above).

N&W Scioto Valley

- 1876 - Scioto Valley RR completed Columbus-Circleville-Chillicothe (Steiner p16). Note: line joined C&N at BW tower. This is called “Alum Creek” in some references, but not to be confused with PRR’s later Alum Creek tower. In other references, the junction point is called “Murray” or “Caldwell” (Norfolk & Western by Richard Prince). There is a Caldwell Place today, along the south boundary of Yard A’s site, although this is somewhat west of the antique SV connection. We should remember that many small communities in Franklin

County changed names one or more times, and then later disappeared inside Columbus' city limits.

- 1881 – SV reaches Coal Grove, opposite Ashland KY, but lacks an eastern connection.
- 1890 - Scioto Valley purchased by Norfolk & Western Railroad [not yet “Railway”]. At this time, N&W is still building its line through West Virginia.
- 1892 – Columbus Connecting & Terminal Railroad Company (CC&T) leased to N&W (Deed document cited by Gary Rolih) The CC&T essentially built all the original terminal trackage north of the C&N – this included Joyce Avenue Yard, the shop facilities, the line from Joyce Avenue to CUD, and the flyover line to N&W’s downtown freight house yard.
- 1892 - Regular train service on N&W between Norfolk VA and Columbus. (Steiner p18). Coal traffic to Lake Erie via the Sandusky Short Line develops rapidly the next year
- 1896 – N&W RR bankrupt. Columbus Connecting & Terminal Ry. lease transferred to reorganized N&W Ry. (Deed record)
- 1900 - PRR buys almost 39% of Norfolk & Western stock, names 6 of 11 directors. (B&K p459)
- Nov. 28, 1903 - Pennsylvania Company, Columbus Connecting & Terminal Railroad and N&W agree for joint use of tracks in Joyce Avenue Yard at Columbus. (Church)
- May 19, 1905 – Columbus Terminal & Transfer Railroad Company (CT&T) conveyed to N&W (Deed). The CT&T was property adjoining downtown Columbus that included freight houses, team tracks, etc. We believe (but cannot confirm) that it was created by the Scioto Valley/Scioto Valley & New England, provided a modest Columbus terminal in the pre-CC&T years, and had been accessed via tracks of the Columbus & Newark (PRR/C&N).
- December 6, 1912 – CC&T purchased by N&W. (Deed record)
- Apr. 28, 1931 - PRR System acquires trackage rights over N&W at Columbus, Ohio (1.65 miles). (C&C) This is an update of the “joint trackage” arrangement between CA&C and N&W to access Columbus Union Depot, and firms up the route for both Akron Division and Sandusky line (Toledo Division) trains..
- Nov. 30, 1935 - N&W Norfolk-Columbus sleeping car on *Pocahontas* extended to Cleveland via Big Four. (Guide)
- 1964 - N&W acquires Sandusky Branch from PRR, in order to join N&W at Columbus with merged Nickel Plate, Wabash, and ACY lines in northern Ohio. PRR retains trackage rights.

Key to References

(Note: see the annotated bibliography at the end of *The Pennsylvania Railroad in Columbus* by Rick Tipton for more complete citations and details on many of these sources). Citations from Chris Baer's PRR Chronology (at prrths.com) and his notes and emails are by permission.

- **A-sheet:** A-Sheet is Chris Baer's abbreviation for the PRR system passenger agent's notices, which were numbered sequentially with a "A" prefix. These are official PRR documents noting changes in passenger service on PRR and connecting lines.
- **Acctg 1926:** *Accounting Department Maps of Divisions*, Pennsylvania Railroad 1926
- **Acctg 1941:** *Accounting Department Maps of Divisions*, Pennsylvania Railroad 1941
- **Airway:** Chuck Blardone, "The Airway Limited", Summer 2003 *Keystone*
- **B&K:** Burgess & Kennedy, *The Centennial History of the Pennsylvania Railroad*
- **B&O:** Reynolds and Oroszi, *Baltimore & Ohio Railroad*
- **B&O Mag:** *Baltimore & Ohio Magazine*, a public relations glossy for employees and the public.
- **Baer:** Chris Baer email messages. Christopher Baer is on the staff of the Hagley Museum Library in Wilmington DE. The Hagley is a major repository of papers and records from the PRR and PRR Lines West, and Chris is the expert on these "primary" (that is, original) historical materials.
- **Borntrager:** Karl A. Borntrager, "Keeping the Railroads Running: Fifty Years on the New York Central ...," 1974.
- **C&C:** Coverdale & Colpitts" is the four volume corporate history of the PRR system printed in 1946.
- **Church:** *History of PRR Lines West*
- **Darbee:** *Taking the Cars: A History of Columbus Union Station*
- **Green:** The NYC's "Green Book." It is the in-house version of the annual report, with all sorts of statistics not in the report given to the public, and with a complete corporate history of the NYC system as of the year of issue. It was called the "Green Book" because from about 1900 on it had a green cover. It was continued under Penn Central at least into the early 1980s.
- **LC:** PRR Personnel Dept. Labor Chronology, an extensive compilation of wage changes, union contracts and strikes from 1857 to 1935.
- **LM:** Robert L. Black, *The Little Miami Railroad*
- **LW Signaling:** *PRR Lines Southwest Signaling Standards*, 1895
- **LWV1:** Steven Hipes and Dave Oroszi, *Pennsylvania Railroad Lines West Volume 1*
- **Kay:** John L. Kay, "Directory of Railway Post Offices, 1864 to 1977," 1988
- **Marvin:** Walter Rumsey Marvin, "Columbus and the Railroads of Central Ohio before the Civil War," Ph.D. Dissertation, Ohio State University, 1953.

- **MB:** means the minute book of any company in the PRR system, not just the PRR proper.
- **Mohawk:** *The Mohawk That Refused to Abdicate*
- **Mundy 1926:** *Mundy's Earning Power of Railroads, 21st Edition*
- **NYT:** *New York Times*
- **Ohio 1902:** pages of *Ohio RR Commission Report for 1902*, furnished by Chris Baer
- **Plank:** Mark Plank, T&OC historian
- **PP1: Pennsy Power Volume 1** by Alvin Stauffer
- **RRGaz:** *Railroad Gazette* magazine, once a competitor of *Railway Age*, was published in New York and later merged with "Railway Age" published in Chicago to form the current "Railway Age." Because "Railroad Gazette" was founded earlier, it is generally considered the direct predecessor of today's "Railway Age."
- **RyAge:** *Railway Age* magazine
- **RyW:** "RyW" is *Railway World*, a weekly magazine similar to *Railway Age* but published in Philadelphia. From its founding in 1874 into the 1890s, it had heavy support from the PRR and was to some extent the semi-official mouthpiece of the PRR.
- **Savchek:** "CTC in 1927", Autumn 2006 *Keystone*
- **Serling:** Robert Serling, "Howard Hughes' Airline: An Informal History of TWA," 1983.
- **Simons:** Simons and Parker, *Railroads of Indiana*, Indiana University Press, Bloomington 1997.
- **Steiner:** Rowlee Steiner, *A Story of Columbus Railroads*, monograph, Columbus 1952.
- **TC&OR:** Minutes book of the board, Toledo Columbus & Ohio River Railroad.
- **tt:** Public timetables (PRR and other).
- **TWA:** Trans World Airlines. Flight Operations Dept., "Legacy of Leadership," 1971
- **TWV&O:** Minutes book of the board, Toledo Walhonding Valley & Ohio Railroad
- **VPO:** files of PRR Vice President in Charge of Operations.
- **Wallis:** Richard Wallis, *The Pennsylvania Railroad at Bay*
- **Warner:** Bruce Warner of Columbus Ohio is a rail historian specializing in the history of the Toledo & Ohio Central Railroad (NYCS). Items so marked are from his T&OC chronology by permission.
- **Watt:** William J. Watt, *The Pennsylvania Railroad in Indiana*, Indiana University Press, Bloomington 1999.