

SCIOTO VALLEY TRACTION COMPANY

Mainline, Sidings and Stations (a)

by

Donald A. Kaiser (b)

(Interim) Miles from
Mileage Columbus

COLUMBUS DEPOT. 0.00 {c}
[1 loop track off Third Street - appr. 250 ft.]
[3 stub end tracks - 50.0, 160.0, & 175.0 ft.]

{City streets traveled to Smokey Row Road} (d)

INNIS AVENUE 3.14
(0.13)

BARTHMAN AVENUE 3.27
(0.20)

T. & O. C. R.R. CROSSING. 3.47 (e)
(0.20)

SOUTH PARSONS AVENUE. 3.64 (f)
(0.30)

SMOKEY ROW ROAD. 3.67 (g)
[s e. siding - 130.0 ft.]
(1.26)

ELLISON (Platform). 4.93 (h)
(2.51)

VALLEY CROSSING (Station) 6.18
[s.e. siding - 328.0 ft.] {i}
(3.36)

OBETZ JUNCTION (Station) 7.03 * * * * *
[end of double track from Smokey Row Rd.] *
* (0.08) *
* * * * *

CHILLICOTHE DIVISION

OBETZ YARD 7.11
[d.e. siding - 575.0 ft.]
(0.06)

N&W TRANSFER-BRADFIELD 7.17
[interchange track - 420.0 ft.]
(0.97)

REES (Platform & Substation) 8.14
[power house tracks, 5 single end
sidings of unknown length]
(0.14)

REES SHOPS 8.28
[d.e. siding - 260.0 ft.]

REES POWER HOUSE 8.38
(0.99)

MINER (Platform) 9.37
[s.e. siding - 290.0 ft.]
(2.30)

LOCKBOURNE (Station). 11.67

LANCASTER DIVISION

(2.07)
BRIGHT (Platform) 9.10
[s.e. siding - 320.0 ft.]
(2.04)

GROVEPORT - H.V.RR. Transfr 11.14
[interchange track - 510.0 ft.]
(0.02)

GROVEPORT (Station) 11.16
(1.91)

RAGER (Platform) 13.07
[s.e. siding - 310.0 ft.]
(2.37)

CANAL WINCHESTER (Station) 15.44
[s.e. siding - 170.0 ft.]
(0.05)

[s.e. siding - 180.0 ft.] 15.49
(3.28)

JEFFERSON (Platform) 18.77
[s.e. siding - 265.0 ft.]
[s.e. siding - 290.0 ft.]

CHILLICOTHE DIVISION

	(Interim) Mileage (0.98)	Miles from Columbus
MIDWAY		12.65
[branch to Picway Power Plant - 3.25 mi.]		
	(1.99)	
DUVALL (Platform)		14.64
[s.e. siding - 260.0 ft.]		
	(1.63)	
GRAY (Platform)		16.27
[s.e. siding - 310 ft.]		
	(2.49)	
ASHVILLE (Station & Substation) . . .		18.76
[s.e. siding - 450.0 ft.]		
[s.e. siding - 150.0 ft.]		
	(0.13)	
Scioto Canning Co		18.89
[commercial spur - 200.0 ft.]		
	(2.04)	
RHOADS (Platform)		20.93
[s.e. siding - 290.0 ft.]		
	(2.03)	
BELLS (Platform)		22.96
[s.e. siding - 300.0 ft.]		
	(2.41)	
SHELDON (Platform)		25.37
[s.e. siding - 310.0 ft.]		
	(1.33)	
CIRCLEVILLE (Station & Substation) . .		26.70
[wye siding to freight house- 165.0 ft.]		
	(0.40)	
CIRCLEVILLE (Court & Mill Streets)		
[d.e.siding - 240.0 ft.]		27.10
	(0.45)	
CIRCLEVILLE (Washington Street) . . .		27.55
[s.e. siding - 180.0 ft.]		
	(0.20)	
CAMERON (Platform)		27.75
[s.e. siding - 400.0 ft.]		
	(1.80)	
MILLER (Platform)		29.55
[s.e. siding - 295.0 ft.]		
	(2.04)	
HAYESVILLE (Platform)		31.59
[s.e. siding - 279.0 ft.]		
	(1.08)	
HOOVEN (Platform)		32.67
[s.e. siding -300.0 ft.]		
	(1.57)	
ELMWOOD (Platform)		34.24
[s.e. siding - 350.0ft.]		

LANCASTER DIVISION

	(Interim) Mileage (1.39)	Miles from Columbus
SPRINGS (Platform)		20.16
[s.e. siding - 288.0 ft.]		
	(0.18)	
Jefferson Spring Water Company. 20.34		
[commercial spur - 500.0 ft.]		
	(1.74)	
CARROLL (Station)		22.08
[s.e. siding - 215.0 ft.]		
	(2.22)	
COLUMBIA (Platform)		24.30
[s.e. siding - 250.0 ft.]		
	(3.44)	
CAMPGROUNDS (Platform) . . .		27.74
[s.e. siding - 220.0 ft.]		
	(2.13)	
LANCASTER JUNCTION		29.87
[connection to Columbus Street carline of LANCASTER TRACTION& POWER CO.		
	(0.01)	
Columbus & Park Streets		29.88
[start of 1000 ft. double track]		
	(0.23)	
Columbus Street & Fair Ave.		30.11
[end of 1000 ft. double track]		
	(0.09)	
Columbus & Allen Streets		30.20
[start of 960 ft. double track]		
	(0.22)	
Columbus & Union Streets		30.42
[end of 960 ft. double track]		
	(0.30)	
Columbus & Wheeling Streets . . .		30.72
The Lancaster Terminal Loop went west on Wheeling to Front Street, south on Front to Main Street, east on Main to the Station, one-half block from Front Street. The loop continued east on Main to Columbus Street and north on Columbus past Wheeling St. to Lancaster Junction]		
LANCASTER TERMINAL		
(Station)		30.85
Passenger boarding occurred on Main Street in front of the station]		
Two freight tracks were next to the station, perpendicular to Main Street. [s.e. freight house track - 220.0 ft.] [s.e. freight house track - 185.0 ft.]		

CHILLICOTHE DIVISION

	(Interim)	Miles from
	<u>Mileage</u>	<u>Columbus</u>
	(2.08)	
KINGSTON (Station & Substation)	36.32	
[s.e. siding - 370.0 ft.]		
	(0.33)	
JONES (Platform)	36.65	
[s.e. siding - 400.0 ft.]		
	(1.80)	
COURTRIGHT (Platform)	38.45	
[s.e. siding - 250.0 ft.]		
	(1.30)	
GRAVEL PIT	39.75	
[commercial siding - unknown length]		
	(0.56)	
KINNIKINNICK (Platform)	40.31	
[s.e. siding - 345.0 ft.]		
	(1.47)	
DELANO (Platform)	41.78	
[s.e. siding - 295.0 ft.]		
	(1.87)	
HOPETOWN (Platform w/Shelter)	43.65	
[s.e. siding - 285.0 ft.]		
	(2.09)	
MANCOURT(Platform)	45.74 (j)	
[s.e. siding - 285.0 ft.]		
	(1.26)	
CHILLICOTHE		
Bridge & Main Streets	47.00	

CHILLICOTHE TERMINAL

{ Station, Substation, Freight House and Yard }

The Chillicothe Terminal Loop ran down Bridge Street to Main Street, left on Main to the terminal entrance, left on the terminal lead track to Second Street, left on Second to Bridge Street, right on Bridge Street northbound out of town. Trackage through the terminal area between Main and Second Street included a two track yard of unknown length and a freight station with two tracks of unknown length, one on either side of an extended loading platform. Passenger boarding occurred in front of the station from the street paving. In the 1906 Street Railway Journal (a. 10) it is stated that "All railroad crossings at grade were eliminated by the use of expensive overgrade or undergrade crossings". There was an overpass centered in Bridge Street in Chillicothe over the Baltimore and Ohio Railroad mainline tracks, north of the Scioto Valley Traction terminal, just as there was one in Court Street in Circleville over the Cincinnati & Muskingum Valley R.R.

General Note:

This listing was compiled by D. A. Kaiser during May 2009 using Word Perfect 6.1 software, filename is SVTMSS02.DOC revision number is "02" as shown in digits 7 & 8 of the filename, revision date is 04-19-10. Information came from the sources shown in Notes a. 1 through a. 9 below.

This information is more than seventy-nine years old and the validity of the information in this list is entirely dependent on the correctness of the data that has been published in decades past. There are very few people alive, if any, who have personal memories of the VALLEY ROUTE and all its intricacies. Some disagreement exists among the various authors as to how many flag-stops there were between the major stations, and what the names of these flag-stops were and whether these had just loading platforms or did they also have small shelters at the site. Photographs exist which show such shelters at several of the stops. However, most of the flag-stops shown in this list are indicated as only being loading platforms. The drawing listed in Note a. 1 was the primary source of information.

Specific Notes:

{a} The following references are from the Harriet E. Wilson Collection owned by the Ohio Historical Society, AV-P-89.

1. Company drawing "Scioto Valley Traction Company Sidings and Passing Tracks", dated July 16, 1910, and updated to February 14, 1927.
2. S.V.T. Co. plat maps (showing track arrangements) in Obetz Junction, Walnut Heights (Rees Shops and Power House), Circleville, Chillicothe Terminal, Carroll, Lancaster Junction and Lancaster Terminal.
3. Street railway layout sketches of Columbus interurban terminal area, author and date unknown.
4. Lancaster Division Timetable dated August 4, 1904.
5. Lancaster Division and Chillicothe Division Timetables dated December 15, 1914.
6. McGraw Electric Railway List dated August 1912: p. 132
7. Moody's Manual of Railroads and Corporation Securities - Public Utility Section 1919, p. 282.
8. Publishing Info by R. E. Barrett "Scioto Valley Traction Company, 1984
9. Outline History of the Scioto Valley Traction Co.; the Scioto Valley Railway and Power Co; Ohio Midland Light and Power Co.; and the Valley Public Service Co.
10. Article in 1906 Street Railway Journal, "Some Practices on the Scioto Valley Traction System".

{b} Who is Donald A. Kaiser?

I am an eighty year old retired railfan who wends his way through life in a wheel chair since a fall on the ice in early 2005 resulted in a permanent back injury. I was born on May 29, 1930 in a story-and-half brick house (not in a hospital ward) in old German Village, specifically, at 723 Mohawk Street in Columbus, Ohio. For those unfamiliar with the Scioto Valley Traction Company, Mohawk Street was one of the many streets travelled by the S.V.T.Co. cars from Smokey Row Road (South Parsons Avenue) to their terminal at Rich and Third Streets in downtown Columbus.

{c} The Columbus Depot was located in the former Rich Street School House on the northeast corner of Rich and Third Streets. It was adapted for use by Scioto Valley Traction Company to include a passenger station, a freight house and two team tracks. The station complex was active from December 5, 1905 to September 30, 1930. In the summer of 1922, a loop track was installed using streetcar tracks on Rich and Third Streets for half of the loop.

(d) Starting from the terminal on the northeast corner of Rich and Third Streets, Scioto Valley cars used the tracks of the Steelton streetcar line to reach Smokey Row Road. The route passed east on Rich Street to Fifth Street and south on Fifth Street to Donaldson Street. After making a jog on Donaldson, the route continued south on Mohawk Street to Reinhard Avenue, east on Reinhard to Jaeger Street, south on Jaeger to Hanford Street, west on Hanford to South Fourth Street, south on Fourth to Hosack Street, east on Hosack to Parsons Avenue and south on Parsons to Smokey Row Road, the beginning of private right-of-way tracks and high speed running. Later the track from South Fourth to Parsons was moved from Hosack to Barthman Avenue. On northbound trips, the route turned west off Parsons onto Innis Avenue, west on Innis to South Fourth Street and north on South Fourth retracing the south-bound trip.

(e) The T. & O. C. R.R. crossing was eliminated by the construction of the Parsons Avenue viaduct in 1913.

(f) The Central Market Street Railway tracks over which the S.V.T. cars traveled had a spacing of 4 ft. 8-1/2 inches (standard gauge) between the running rails. This company became part of the Columbus Railway & Light Company in the mid-1920's. The C.R. & L. Co. had a spacing of 5 ft. 2 inches (wide gauge) between the running rails. The Parsons Avenue streetcar line (wide gauge) extended to South Parsons Avenue where the Steelton Crossover was located (end of both streetcar lines). Between the intersections of Innis and Barthman Avenues with Parsons Avenue, the streetcar tracks were dual gauge south to Steelton Crossover. Both gauge streetcar tracks were located on the same right-of-way in the street paving. Parsons Avenue ended at the three-way intersection of Parsons Avenue, Groveport Pike and Smokey Row Road. Smokey Row Road later became an extension of Parsons Avenue, probably when the underpass of the Hocking Valley Rail Road was constructed during 1914 - 1915.

(g) Smokey Row Road was the original Columbus Terminal, active from July 21, 1904 to December 5, 1905. The line was double track from Smokey Row Road southeast to Obetz Junction.

(h) The Ellison Station stop is believed to have been where Lockbourne Road crossed the interurban tracks.

- (I) [s.e. siding - 328 ft.] is an abbreviation for single-end siding that was 328 feet long. Similarly [d.e. siding.....] is an abbreviation for double-end siding. As shown on the company map identified in Note a. 1, the majority of sidings on both the Chillicothe and Lancaster Divisions were single-end sidings with their points facing to the north. In the Book of Rules (Note a.10), Rule 113 states "On single track, all southbound trains have the absolute right of track over all northbound trains of the same class". Thus where a southbound (superior) train was scheduled to meet a northbound (inferior) train, the northbound train was required to go into the siding, and be in the clear by 5 minutes before the southbound train was due.
- (j) Mancourt is believed to have been at the northern edge of Chillicothe just south of the Scioto River bridge crossing.