

Section Two Commentary, Mileposts Columbus to Xenia (and Cincinnati)

PRR's line from Xenia to Cincinnati was originally the Little Miami Railroad, and it's almost certain that its original mileposts counted up from an early terminal (Pendleton?) in Cincinnati. When the Columbus & Xenia was built, it likely counted mileposts from Xenia, from whence it was built. Since the C&X was a daughter enterprise of the Little Miami, it's even plausible those C&X mileposts also counted up from some "Cincinnati zero". However, the various Little Miami lines were leased to PRR interests since 1869, and the mileposts found for this study uniformly counted up from Columbus through Xenia to Cincinnati. A source mentions that the C&X's zero milepost was at the west end of Depot Track 1. This is probably the meeting point of three PRR lines -- MP 190.7 of the Panhandle Division from Pittsburgh (see Section One), MP 0.0 on the C&X (this section), and MP 0.0 on the CC&IC or Bradford line (see Section Three below).

It's clear the C&X got plenty of reconstruction -- built as a single track circa 1847-1850, it was double-tracked with big, grade-reducing earthmoving by the early 20th Century. Many of the original stations were replaced with Lines-West-Standard frame stations (circa 1880s-1890s?), with masonry ones (1890s-1905?) or with modest brick ones circa 1912, but essentially on the same sites. Of course, many of the smaller manned towers disappeared with the 1927 re-signaling project or other electromechanical improvements; another wave of refits and remotings came in early WWII (circa 1942).

Incidentally, long exposure to the Little Miami track between Xenia and Cincinnati has convinced me that, apart from getting replacement steel bridges, the line's mostly-single track following the Little Miami River was aligned as much like its original 1843-1846 construction as any PRR line anywhere -- which again allowed retention of the mileposts already in place in 1903.

The data for this trackage starts with a 1903 Lines West document (lacking tenths of a mile), and captures employee timetables from 1923 on. Early on, this whole line is in the Cincinnati Division; then circa 1930 the Columbus Division has the C&X to Xenia; after 1955 the whole line is in first Buckeye Region and then in Columbus Division. Most mileposts are unchanged from 1926 all the way to the end of the Pennsy.

We present three tables:

- 1. MP C&X Columbus-Xenia-Cincinnati (including pre-1933).** This is the passenger main line to the PRR/PC&StL 1883 Pearl Street station at the foot of the Newport & Cincinnati (now L&N) bridge across the Ohio. PRR used this station, on the river at the eastern edge of downtown Cincinnati, until Cincinnati Union Terminal (CUT) opened in 1933. One misnomer appears in this table due to the way I constructed the database -- the routing (and mileposts shown) from Red Bank to CUT is an anachronism (but appears correctly in the next table).
- 2. MP C&X Columbus-Xenia-Cincinnati (post-1933).** This is the passenger main line once Cincinnati Union Terminal opened. Note the small change at Xenia in 1943 -- suggests that GREENE tower might have seen some track rearrangement during WWII. The building itself was built as an 1895-standard

Lines West frame tower, so we know this was not a case of structure replacement. Just east of GREENE, the XENIA operator (GW) moved out of the circa-1855 Xenia passenger station building and into the building we knew as XENIA tower, so this may explain GW getting one tenth of a mile closer to Columbus by 1948

3. **MP C&X Cincinnati commuter district (pre-1933 CUT).** Operating from an outlying engine terminal at Loveland, over 23 miles of track tapping suburbs and outlying towns up the Little Miami River, once fed commuters into industrial and office jobs downtown. Having its own "PMP", this table lets us look at this commuter function, which was killed by automobiles and buses in all but the largest cities by the late 20's or early 30's. Odds are, most Cincinnatians don't know they once had commuter trains on most of the rail lines into center city.