

MILLIONS INVOLVED IN PENNSYLVANIA IMPROVEMENTS (Columbus, Ohio)

(Columbus Sunday Dispatch, May 11, 1924) The Spruce street passenger engine terminal, Pennsylvania railroad, one of the most modern equipped railroad engine terminals and ranking as one of the largest in the United States, will be opened by the railroad the latter part of June or the first of July.

This addition to the facilities of the Pennsylvania railroad in Columbus, Ohio has cost approximately \$3,250,000 to build and equip and covers about 22 acres of ground. The terminal is located one-half mile west of the Union station just below Dennison avenue.

Work was started on the passenger engine terminal in 1918 when the railroads were under government control. Construction of the terminal stopped when the government returned the roads to private ownership in 1922. Because of the decrease in transportation and railroad traffic work, which was not resumed until the later part of 1922, has continued until today. Practically all equipment has been installed and all construction work completed.



The camera is looking north-northwest at the Spruce Street facility. The street crossing under the rail yard is Dennison Avenue. On the east side (right side) of Dennison Avenue is the Big Four Yard, on the west side (left side) is the PRR Spruce Street passenger engine terminal – roundhouse, machine shop, locomotive servicing area, coach yard, Pullman sleeping car yard, and commissary.

The photo is from the Columbus Citizen-Journal, Scripps-Howard/Grandview Heights Public Library/ photohio.org Collection.

BEST IN COUNTRY

Railroad officials of the Pennsylvania declared that there is no other passenger engine terminal in the United States which can compare its equipment with that of this terminal at Columbus. They point out with pride that only two other such terminals equal it in size. These are located at Pittsburgh and Philadelphia. The terminal at New York city is not taken into consideration because of its equipment for electric engines, whereas the Columbus terminal is one for steam.

The passenger engine roundhouse has 32 engine stalls. A feature of the roundhouse will be the nonexistence of smoke when an engine is brought in. The funnel of the engine will be capped with another funnel through which the smoke will travel to flues beneath the building to the power house where it will be carried off through the smokestack of that building.

There is among the numerous buildings of the terminal, an annex of three stories to the engine house. In this annex will be housed the machine shop, completely equipped; office rooms for executives at that point, storerooms and locker rooms for train crews.

Only running repairs will be made at this passenger terminal. Heavy repairs, railroads officials declare, will be made at the shops of the Pennsylvania railroad located in East Columbus.

Within the yard of the terminal have been laid about seven miles of tracks. A coal wharf, which has a capacity of 1000 ton, is another feature of the plant as is a sand house, which will also have 1000-ton capacity.

ASH HOIST HOUSE

An ash hoist house has been built. Ashes will be disposed of by a link belt system, which will carry the ashes to a storeroom and automatically load them into cars.

An oil house and tank have been built near the roundhouse. The tank will have a capacity of 15,000 gallons. Two engine inspection pits have been built in the yards.

Fire protection has not been overlooked. A fire house completely equipped to cope with any emergency is an added facility. The power plant is equipped, according to officials, with the most modern machinery obtainable. The smokestack is one of the largest in Columbus, measuring 150 feet in height. Approximately 50,000 barrels of cement has been used in the construction of building and foundations.

A battery charging house has been built where batteries of the passenger cars will be charged. This is necessary because many of the cars on the system are not equipped with generators.

The saving to the railroad by the building of the terminal at this location has not been estimated, according to officials, who declare that it will run into a handsome figure. They point out that the savings will come from the relief afforded the St. Clair avenue shops, where all passenger engine work has been done. Much time has been lost in the past in taking an engine from the downtown yards to the St. Clair avenue

shops because of the congested condition of the yards from the Union station to that point. When the new terminal is opened the St. Clair avenue shops will be devoted to heavy repairs of passenger engines. The majority of the time will be devoted to the repair of freight and yard engines.

Passenger engines of divisions entering Columbus will be repaired in the new terminal. These are the Columbus, Cincinnati, Panhandle, Akron and Toledo divisions.