

A GENERAL CHRONOLOGY
OF THE
PENNSYLVANIA RAILROAD COMPANY
ITS PREDECESSORS AND SUCCESSORS
AND
ITS HISTORICAL CONTEXT
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All data subject to correction and change

1850 (March 2005)

Jan. 5, 1850 Ohio & Pennsylvania Railroad authorizes Solomon White Roberts to negotiate with Bellefontaine & Indiana and Cleveland, Columbus & Cincinnati Railroads on common terminus. (MB)

Feb. 16, 1850 Columbus, Piqua & Indiana Railroad organized at St. Paris, Ohio; Judge M.G. Mitchell, elected Pres.; William Neil of Columbus becomes largest stockholder. (Church, C&C, Marvin)

Feb. 21, 1850 Columbus & Xenia Railroad finished at Greene County line. (Marvin)

Feb. 22, 1850 Columbus & Xenia Railroad completed between Xenia and Columbus; controlled by Alfred Kelly (1789-1859) of Cleveland, who is also Pres. of the Cleveland, Columbus & Cincinnati Railroad (later part of New York Central system); Columbus & Xenia is first railroad in Ohio to be built with T-rail as part of original construction; track turns off near Gill's and runs to temporary depot near Fitch's warehouse on west bank of Scioto River. (AR, MB,)

Feb. 22, 1850 First locomotive leaves Franklinton (Columbus) for Xenia over Columbus & Xenia Railroad with a flat car for excursionists. (Marvin)

Feb. 23, 1850 Excursion runs over Columbus & Xenia Railroad from Xenia to Franklinton with locomotive *Washington* and two coaches; dinner at Neil House. (Marvin)

Feb. 24, 1850 Columbus & Xenia Railroad excursion train returns to Xenia. (Marvin)

Feb. 27, 1850 Columbus & Xenia Railroad opens for full revenue service to a temporary depot on the west side of the Scioto River in Franklinton; omnibus connection in Columbus operated by Ohio Stage Company. (AR, Darbee, Marvin)

Mar. 21, 1850 Springfield & Mansfield Railroad Company incorporated in Ohio to build from Springfield via Marysville to Mansfield or some point on Cleveland, Columbus & Cincinnati Railroad. (Church)

Mar. 21, 1850 Charter supplement authorizes Columbus & Xenia Railroad to build extension to Dayton. (Church)

Voters in Columbus and Franklin County reject subscription to Central Ohio Railroad and two other lines. (Marvin)

June 3, 1850 Columbus & Xenia Railroad begins operating mixed train. (Marvin)

June 1850 Cleveland, Columbus & Cincinnati Railroad opens between Cleveland and Wellington, 36 miles. (Marvin)

Sep. 18, 1850 Ohio & Pennsylvania Railroad sets terminus and junction with Cleveland, Columbus & Cincinnati Railroad at Crestline, Ohio, providing Ohio & Indiana Railroad will also adopt Crestline as junction point; Chief Engineer Solomon White Roberts reports on shortage of masons and stone cutters. (MB)

Dec. 14, 1850 Columbus & Xenia Railroad begins service to Columbus Union Depot site on High Street, having completed bridge over Scioto River; bridge was shared by a short steam railroad built to bring stone to build new State House from Sullivant Quarry on west bank. (MB)

1851 (March 2005)

Feb. 21, 1851 Alfred Kelley drives last spike on Cleveland, Columbus & Cincinnati Railroad at special ceremony at Iberia, with excursion trains operated from Cleveland and Columbus; road opens between Cleveland and Columbus; creates second through route to East for Little Miami Railroad; makes agreement for through operation to Cincinnati via LM/C&X in 1852. (Marvin - C&X AR says 2/28! may be rev. date - LM AR says open 4/51 - may be date for thru line? - GrnBk also has 4/51 which may be date of rev. service)

Mar. 12, 1851 Ohio act authorizes Columbus, Piqua & Indiana Railroad to issue bonds and change route west of Covington; directors set terminus at Union City to connect with Bellefontaine & Indiana Rail__ to Indianapolis. (Church)

Mar. 1851 Operation of canal packets between Cleveland and Akron ceases because of railroad competition; boats moved to Columbus-Portsmouth service. (Marvin)

Mar. 22, 1851 Ohio act authorizes City of Columbus and Franklin County to subscribe to Columbus, Piqua & Indiana Railroad. (Church)

Apr. 1, 1851 Cleveland & Pittsburgh Railroad Board approves guarantee of bonds of Akron Branch; authorizes survey from mouth of Johns Run down Sandy and Tuscarawas to intersect any railroad running towards Columbus. (MB)

Apr. 1851 Columbus and Franklin County voters again reject subscriptions to Central Ohio Railroad and two other lines. (Marvin)

Spring 1851 Alfred Kelly elected Pres. of Cleveland, Painesville & Ashtabula Railroad; later in year withdraws from active management of Cleveland, Columbus & Cincinnati Railroad. (Marvin)

July 1, 1851 Columbus & Xenia Railroad pays first 5% dividend in stock. (Marvin)

July 28, 1851 Columbus, Piqua & Indiana Railroad ratifies agreement with Greenville & Miami Rail__ ; with Steubenville & Indiana Railroad are to form standard gauge route across Ohio. (Marvin)

Sep. 1, 1851 Cleveland, Columbus & Cincinnati Railroad Board seeks consolidation with Cleveland, Painesville & Ashtabula Railroad, Columbus & Xenia Railroad and Little Miami Railroad, but with no success. (Marvin)

Sep. 1851 Cincinnati, Hamilton & Dayton Railroad opens to Dayton on the Mad River & Lake Erie Railroad, forming a second route between Columbus and Lake Erie. (Marvin)

Nov. 3, 1851 Columbus & Xenia Railroad appoints committee to meet with Cleveland, Columbus & Cincinnati Railroad re Columbus depot grounds. (MB)

Dec. 11, 1851 Columbus & Xenia Railroad appoints committee to investigate best way of operating as a single line from Cleveland to Cincinnati. (MB)

Dec. 16, 1851 Columbus & Xenia Railroad stockholders approve contract with Central Ohio Railroad of Feb. 15, 1851; C&X subscribes \$68,500 to Central Ohio Railroad. (MB, AR)

1852 (March 2005)

Jan. 6, 1852 Columbus & Xenia Railroad Board approves subscription of \$68,500 to Central Ohio Railroad. (MB)

Jan. 8, 1852 Columbus & Xenia Railroad Board adopts plan of consolidation with Little Miami Railroad; to have common Superintendent, Treasurer and Auditor but otherwise remain separate. (MB)

Jan. 14, 1852 Cleveland, Columbus & Cincinnati Railroad stockholders approve contract with Toledo, Norwalk & Cleveland Railroad to guarantee its bonds up to \$200,000; consider merger proposal from Columbus & Xenia Railroad, which is not carried out. (Marvin)

Feb. 4, 1852 Columbus & Xenia Railroad adopts plan of consolidation with Cleveland, Columbus & Cincinnati Railroad and Cleveland, Painesville & Ashtabula Railroad calling for joint operation and a joint Executive Committee. (MB)

Feb. 1852 Columbus & Xenia Railroad and Cleveland, Columbus & Cincinnati Railroad sign agreement for construction of joint station in Columbus. (Church)

Mar. 1, 1852 Joint agreement (?) between Little Miami and Columbus & Xenia Railroads in effect; roads retain separate boards with common operating management. (NO!! - joint agreement is 11/30/53!! – any agreement this date? - Marvin has pool contract with profits to be divided proportional to stock)

Mar. 1, 1852 William H. Clement of Little Miami Railroad becomes Superintendent of Columbus & Xenia Railroad, replacing Sylvester Medberry, who resigns as Chief Engineer & Superintendent. (MB) May 15, 1852 Columbus & Xenia Railroad appoints committee to meet with Little Miami Railroad re extending C&X to Dayton. (MB)

June 8, 1852 Columbus, Piqua & Indiana Railroad approves contract with Indianapolis & Bellefontaine Rail__ to form standard gauge through route between Columbus and Indianapolis. (Marvin)

June 29, 1852 Columbus & Xenia Railroad approves proposition of Columbus, Piqua & Indiana Railroad to build into Columbus depot grounds. (MB)

July 1, 1852 Cleveland, Columbus & Cincinnati Railroad and Cleveland, Painesville & Ashtabula Railroad execute five-year joint operating agreement; replaced after two and a half years with a through traffic agreement. (Marvin)

Sep. 18, 1852 Little Miami Railroad and Cleveland, Columbus & Cincinnati Railroad establish an evening train between Cleveland and Cincinnati to eliminate overnight stopover for Philadelphia and Pittsburgh passengers at Cleveland.

Dec. 1, 1852 Cleveland, Columbus & Cincinnati Railroad and Cleveland, Painesville & Ashtabula begin joint operation of line between (Erie? or Buffalo?) and Columbus? or Cincinnati? - see 7/1)

Dec. 1, 1852 Columbus & Xenia Railroad pays first 5% cash dividend. (Marvin) 1852? Central Ohio Railroad opens between Zanesville and Newark. (C&X AR says 1851!! - completed Newark Columbus in 1852!)

1852 Steubenville & Indiana Railroad names Winslow, Lanier & Co. as New York agent. (AR)

1852 Steubenville & Indiana begins surveys for own line between Newark and Columbus via Granville; some right of way procured, but attempts abandoned after 1854. (Church)

1852 Ohio repeals requirement that all railroads be 4'-10" gauge; only to be uniform gauge from end to end.

1853 (March 2005)

Jan. 4, 1853 Robert Neil elected Pres. of Columbus & Xenia Railroad, replacing Alfred Kelley. (MB)

Jan. 18, 1853 Western Division of Central Ohio Railroad completed between Zanesville and Columbus, except for bridge over Muskingum River.(AR)

Feb. 1, 1853 Central Ohio Railroad extends revenue service from Newark to Columbus. (Marvin)

Mar. 18, 1853 Meeting of competing lines between Lake Erie and Cincinnati to discuss pooling arrangement; East Route is made up of Cleveland, Columbus & Cincinnati Railroad, Columbus & Xenia Railroad and Little Miami Railroad; West Route is made up of Mad River & Lake Erie Railroad, Junction Railroad, and Cincinnati, Hamilton & Dayton Railroad. (MB)

Mar. 28, 1853 Columbus & Xenia Railroad makes proposition to operate that portion of Springfield & Columbus Railroad between Springfield and London for through service, providing C&X is sold its outlet to Columbus. (MB)

Apr. 11, 1853 Ohio & Pennsylvania Railroad opens between Mansfield and Crestline, completing line between Allegheny, Pa., and junction with Cleveland, Columbus & Cincinnati Railroad at Crestline, Ohio; forms unbroken line between Allegheny and Cincinnati. (AR, Poor)

Apr. 13, 1853 PRR Finance Committee recommends against loan of \$90,000 to Columbus, Piqua & Indiana Railroad. (MB)

May 30, 1853 Columbus & Xenia Railroad Board authorizes construction of eating house at junction of Cleveland, Columbus & Cincinnati Railroad in Columbus. (MB)

June 5, 1853 Columbus, Piqua & Indiana Railroad holds opening excursion between Columbus and Pleasant Valley (Plain City), 18 miles; revenue service begins with mixed train on June 6. (Marvin)

June 8, 1853 Two-day convention of persons interested in Columbus, Piqua & Indiana, Marion & Mississinewa Valley and others meet at Marion, Ohio; Marion & Mississinewa Valley Railroad agrees to complete Union City-Marion, and Columbus, Piqua & Indiana to furnish rolling stock and operate it; old paper companies from Marion to Peru and Peru to Chicago to be dissolved, and a new company to be formed to build between Marion and Chicago. (ARJ)

June 16, 1853 Columbus & Xenia Railroad agrees with Dayton, Xenia & Belpre Railroad to subscribe for \$50,000 paying C&X 6% bonds to purchase iron for railroad between Xenia and Dayton; Dayton, Xenia & Belpre to adopt 4'-10" gauge and operated through service. (MB)

July 6, 1853 Steubenville & Indiana Railroad Board authorizes employing an engineer to evaluate Owl Creek Valley Railroad and its extension to Lima, along with probable purchase price; authorizes negotiations with Little Miami Railroad for through line to Cincinnati, joint depot in Columbus, etc. (MB)

July 9, 1853 Columbus & Xenia Railroad and Central Ohio Railroad agree to form a through line between Bellaire and Dayton. (MB)

July 12, 1853 Whole line of Bellefontaine & Indiana Railroad opens between Galion and Union City, Ind.; completes through line between Cleveland and Terre Haute and provides first eastern connections for Madison & Indianapolis via Buffalo; Bellefontaine & Indiana is Ohio gauge; Indianapolis Railroad, which is standard gauge wishes to connect with it, as standard gauge Columbus, Piqua & Indiana Railroad is unfinished. (AR, Marvin)

July 21, 1853 Steubenville & Indiana Railroad Board adopts route between Newark and Columbus via Granville. (MB)

Aug. 1853 Ohio & Pennsylvania; Cleveland, Columbus & Cincinnati; and Little Miami/Columbus & Xenia establish through freight service and single ticketing for passengers between Allegheny and Cincinnati. (Hunter - verify)

Aug. 1853 Indianapolis & Bellefontaine Railroad proposes to Columbus, Piqua & Indiana Railroad that both change from standard gauge to Ohio gauge; when CP&I declines, I&B begins conversion on own, intending to form a through line to Erie via the Bellefontaine & Indiana Railroad. (Marvin)

Sep. 2, 1853 E.F. Osborn and W. Hunt write to Columbus & Xenia Railroad offering to recommend that Mad River & Lake Erie Railroad transfer its contract to operate Springfield & Columbus Railroad to C&X. (MB)

Sep. 16, 1853 Columbus & Xenia Railroad Board authorizes paying 4% on the 100 shares of Springfield & Columbus Railroad purchased from DeGraff and held for C&X in name of W.H. Clement. (MB)

Sep. 17, 1853 Columbus, Piqua & Indiana Railroad formally opens between Plain City and Urbana. (ARJ - Marvin has 9/19 for rev. service, which is Mon.)

Sep. 1853 Columbus, Piqua & Indiana Railroad sues to force Indianapolis & Bellefontaine Railroad to cease conversion from standard to Ohio gauge after about 20 miles changed. (Marvin)

Sep. 27, 1853 Columbus & Xenia Railroad approved contract with Springfield & Columbus Railroad dated Aug. 25, 1853: C&X is to buy 1,000 shares of S&C, of which 600 shares are to be new stock for cash and 400 are shares already issued; C&X is to build second track between Columbus and London by Oct. 1, 1855 and operate through line. (MB)

Oct. 31, 1853 Columbus & Xenia Railroad Board approves pooling contract with Mad River & Lake Erie/Cincinnati, Hamilton & Dayton route dated May 5, 1853; passenger business from Cincinnati to points north of Springfield on MR&LE to go via CH&D; CH&D to refrain from offering through rates between Cincinnati and Columbus via Dayton and Springfield and to charge 10%-20% higher than via Little Miami Railroad; rates between Cincinnati and Springfield to be equal by both routes. (MB)

Nov. 1853 Mansfield & Sandusky Railroad, Columbus & Lake Erie Railroad, and Huron Oxford Railroad consolidated to form Sandusky, Mansfield & Newark Railroad. (ARJ)

Dec. 1, 1853 Little Miami and Columbus & Xenia Railroads begin pooling operations, equipment and earnings under "Contract of Union" dated Nov. 30, 1853. (Church - MB has contract dated 12/7)

Dec. 2, 1853 Steubenville & Indiana Railroad Board approves contract with James Moore, et al., to build Newark to Columbus for bonds at 80; resolves no trains to be run nor work done on Sundays. (MB)

Dec. 29, 1853 PRR authorizes purchase of 1,000 tons of T-rail from Columbus, Piqua & Indiana Railroad for \$60,000. (MB)

1853 Columbus & Xenia Railroad agrees to subscribe \$50,000 to Dayton, Xenia & Belpre Railroad and \$50,000 to Springfield & Columbus Railroad. (Marvin)

1853 Springfield & Columbus Railroad opens Springfield to London, Ohio; completes through line between Columbus and Terre Haute/Chicago; Columbus & Xenia begins operating through train between Columbus and Springfield via S&C. (C&X AR)

1854 (March 2005)

Jan. 18, 1854 Ohio state railroad convention convenes at Columbus. (C&P MB)

Jan. 18, 1854 Steubenville & Indiana Railroad adopts temporary organization of Construction Dept. and Transportation Dept. under Superintendent; authorizes recommending that stockholders approve endorsing bonds of Columbus, Piqua & Indiana Railroad providing PRR does also. (MB)

Feb. 17, 1854 PRR Board defeats motion by Joseph Jeanes to subscribe \$100,000 to Columbus, Piqua & Indiana Railroad. (MB)

Feb. 25, 1854 Columbus, Piqua & Indiana Railroad contracts with Neil & Dennison; William Neil agrees to pay \$305,000 cash for entire issued of \$600,000 Third Mortgage bonds, of which two thirds are to be guaranteed by Columbus Piqua & Indiana Railroad, Indianapolis & Bellefontaine Rail__ and Bellefontaine & Indiana Railroad; Neil and Dennison are to negotiate with Bee Line to change gauge to 4'-10" and also make through traffic agreement with Central Ohio Railroad. (Marvin)

Mar. 3, 1854 Columbus, Piqua & Indiana Railroad committee reports to Board on attempts to raise money in East; had visited Baltimore and Philadelphia and were turned down by B&O, Central Ohio Railroad and PRR; J. Edgar Thomson told them, "go and sell yourselves to the Lake Shore interests for the most you can get"; Board approves contract with Neil & Dennison, with Pres. Mitchell voting no. (Marvin)

Mar. 16, 1854 William Dennison elected Pres. of Columbus & Xenia Railroad, replacing Robert Neil, resigned; authorizes double tracking of whole line and issue of \$750,000 bonds; appoints committee to confer with Steubenville & Indiana Railroad.(MB)

Mar. 22, 1854 Columbus, Piqua & Indiana Railroad Board approves agreement with Indianapolis & Bellefontaine Rail__ changing gauge of both to 4'-10" and building a joint depot at Union City. (Marvin)

Mar. 29, 1854 Columbus, Piqua & Indiana Railroad Board contracts for completion of road to Union City; approves agreement with Central Ohio Railroad for operation of through line between Bellaire and Indianapolis; this contract not formally approved until Mar. 13, 1855. (Marvin)

Apr. 1, 1855 Cleveland, Columbus & Cincinnati and Cleveland, Painesville & Ashtabula resume independent operation. (1854 or 1855???)

Apr. 5, 1854 Fort Wayne & Chicago Railroad Board approves proposal of Cleveland, Columbus & Cincinnati Railroad for through line between Cleveland and Chicago via Crestline. (MB)

May 24, 1854 Columbus, Piqua & Indiana Railroad Board authorizes Pres. M.G. Mitchell to sell to William Neil and his son-in-law William Dennison \$29,000 First Mortgage bonds and \$71,000 Second Mortgage bonds for \$35,000 cash and \$40,000 in rails at cost; domestic bonds are to be sold at 60 and Columbus real estate sold off in lots; of 2,000 tons of rails thus purchased, 850 tons had to be sold to PRR in payment of debts. (Marvin)

June 10, 1854 Steubenville & Indiana Railroad counsel Thomas L. Jewett meets contractor James Moore, Jr., in Pittsburgh; Moore complains that securities taken on contract between Newark and Columbus are unsaleable. (MB)

June 20, 1854 PRR Board appoints William B. Foster, William Robinson and William Neal to attend conference of western connections: Ohio & Pennsylvania, Ohio & Indiana, Fort Wayne & Chicago and Cleveland, Columbus & Cincinnati. (MB)

July 1, 1854 Stockholders of Cleveland, Columbus & Cincinnati Railroad vote to guarantee \$200,000 Income bonds of Bee Line, assume payments on \$117,500 in Bee Line stock subscribed by individuals, and together with Bee Line guarantee \$400,000 in Third Mortgage bonds of Columbus, Piqua & Indiana Railroad and purchase \$50,000 stock in Atlantic & Mississippi Railroad. (Marvin, MB)

July 18, 1854 Steubenville & Indiana Railroad Board authorizes receiving contract proposals for line between Newark and Columbus. (MB)

July 19, 1854 Steubenville & Indiana Railroad Board authorizes negotiations with railroads west of Columbus. (MB)

Sep. 21, 1854 Two-day convention of Ohio and Indiana railroads convenes at Columbus to arrange through fares and schedules. (C&P MB)

Oct. 1854 Columbus, Piqua & Indiana Railroad completes grading to Union City but has no money for rails. (Marvin)

Oct. 16, 1854 Columbus, Piqua & Indiana Railroad opens between Urbana and Piqua; completes change of gauge to 4'-10". (Marvin)

Nov. 1854 Central Ohio Railroad opens between Bellaire and Zanesville, completing line between Bellaire and Columbus, Ohio; connecting with B&O via train ferry between Bellaire and Benwood, Va. (Dilts - USRR&MR has in 1856?-prb. error)

Dec. 25, 1854 Steubenville & Indiana Railroad Board approves running agreement with Central Ohio Railroad for use of tracks between Newark and Columbus. (MB)

1854 Cincinnati, Hamilton & Dayton Railroad wants Mad River & Lake Erie Railroad to have independent entry into Columbus; puts up \$40,000 to extend Springfield & Columbus Railroad from London to Columbus; Columbus & Xenia Railroad buys \$50,000 Springfield & Columbus stock in vain attempt to have it stop at London, on C&X. (Marvin)

1854 Mad River & Lake Erie Railroad begins operating Springfield & Columbus Railroad under 15 year lease, ending through service with Columbus & Xenia. (C&X AR, Marvin)

1854 William Neil's Ohio Stage Line goes out of business in face of railroad competition; Neil turns to promoting Atlantic & Ohio Railroad (?). (Marvin)

1855 (June 2015)

Feb. 16, 1855 Joseph Ridgway elected a director of the Columbus, Piqua & Indiana Railroad. (MB)

Mar. 13, 1855 Columbus, Piqua & Indiana Railroad Board finally ratifies a contract with the Central Ohio Railroad dated Mar. 29, 1854, calling for a through line of 4'-10" gauge. (MB)

Mar. 1855 Cleveland, Columbus & Cincinnati and "Lake Shore" route agree for joint operation between Buffalo and Cincinnati connecting with the NYC. (Harlow)

Mar. 22, 1855 Columbus, Piqua & Indiana Railroad Board hears a report that they are not laying any rails west of Piqua and are not receiving rails from the Cambria Iron Company; the Cambria Iron Company is embarrassed by the large debts run up by former CP&I agents Ira A. Bean and John P. Reznor and cannot deliver the rails in time to finish the railroad for fall business; Pres. M.G. Mitchell reports that the Madison, Indianapolis & Peru Railroad has offered to sell 24 miles of rail at \$135,000, which is accepted, and the directors agree to endorse sufficient notes to make the purchase. (MB)

Mar. 23, 1855 Columbus, Piqua & Indiana Railroad Board authorizes Pres. M.G. Mitchell and VP Joseph Ridgway to use any means to buy enough rails to complete the line from Covington to Union. (MB)

Apr. 1, 1855 Cleveland, Columbus & Cincinnati Railroad ends its contract for joint operation with the Cleveland, Painesville & Ashtabula Railroad and substitutes reciprocal trackage rights. (AR/ARJ, GrnBk)

Apr. 26, 1855 Dayton, Xenia & Belpre Railroad Board appoints a committee to meet with the Little Miami Railroad and Columbus & Xenia Railroad regarding financial relief. (MB)

May 1, 1855 William B. Hubbard of Columbus assumes the presidency of the Steubenville & Indiana Railroad, replacing James Means, resigned for health; E.W. Woodward, formerly Superintendent of the Cincinnati, Wilmington & Zanesville Railroad, chosen Superintendent. (MB, ARJ)

May 2, 1855 Columbus & Xenia Railroad appoints committee to examine affairs of Dayton, Xenia & Belpre Railroad; authorizes employing counsel and making settlement in case of Springfield & Columbus Railroad vs. Columbus & Xenia. (MB)

May 1855 Annual meeting of the Springfield, Mount Vernon & Pittsburgh Railroad held at Delaware, Ohio; Capt. Jacob Strader of the Little Miami Railroad and William Robinson and Solomon White Roberts of the Ohio & Pennsylvania Railroad are present; new Board elected with Columbus Delano (1809-1896) of Mount Vernon as Pres. (ARJ)

May 23, 1855 Directors of Columbus, Piqua & Indiana Railroad personally endorse notes to buy rails to finish line to Union City. (Marvin)

May? 1855 First division of the Dayton, Xenia & Belpre Railroad is open between Xenia and Dayton, and through trains run Columbus-Dayton. (ARJ – may be early June)

June 25, 1855 Pres. M.G. Mitchell and VP Joseph Ridgway report to the Columbus, Piqua & Indiana Railroad Board that they have visited Lafayette, Indianapolis, Johnstown, Philadelphia, New York and Boston and found everywhere a scarcity of rails and high prices; Wood, Morrell & Co., lessees of the Cambria Iron Company, have agreed to furnish 300 tons. (MB)

July 14, 1855 Columbus & Xenia Railroad authorizes loaning Dayton & Western Railroad 50 tons of rails for three years to build a link across Dayton to the Dayton, Xenia & Belpre Railroad. (MB)

Sep. 26, 1855 Columbus, Piqua & Indiana Railroad stockholders learn that their total liabilities are \$2.7 million; authorize using every means to pay the Oct. 1, interest on the \$600,000 First Mortgage bonds in New York, including advances from the stockholders or endorsements from other companies. (MB, Marvin)

Oct. 1, 1855 Columbus, Piqua & Indiana Railroad defaults on Third Mortgage bonds; Cleveland, Columbus & Cincinnati Railroad and Bee Line are forced to honor guarantee and pay interest. (Marvin)

Oct. 2, 1855 Columbus, Piqua & Indiana Railroad Board reports that the Cleveland, Columbus & Cincinnati Railroad has advanced \$14,000 to pay the Oct. 1 First Mortgage bond interest and William Neil and William Dennison have jointly advanced \$3,500. (MB)

Oct. 28, 1855 Cleveland, Columbus & Cincinnati Railroad Board reports that its stockholders have sued to prevent further interest payments on Columbus, Piqua & Indiana Third Mortgage

bonds; court eventually upholds endorsement; Bellefontaine & Indiana Railroad loses \$189,178, and Indianapolis, Pittsburgh & Cleveland Railroad loses \$164,028. (Marvin)

Oct. 30, 1855 Steubenville & Indiana Railroad Board votes to continue lease of steamboat *Clara Fisher* and charter additional boat *Venture*; appoints committee to confer with Central Ohio Railroad on joint use of track between Newark and Columbus; notes employees have not been paid in two months. (MB)

Nov. 15, 1855 Fort Wayne & Chicago Railroad authorizes through Cleveland-Chicago service with Cleveland, Columbus & Cincinnati Railroad; Joseph K. Edgerton (1818-1893) of Fort Wayne elected Pres., replacing Samuel Hanna, resigned; Solomon White Roberts of Ohio & Pennsylvania Railroad elected a director. (MB)

Dec. 5, 1855 Columbus, Piqua & Indiana Railroad Board resolves that if they cannot raise \$250,000 in Income bonds by Dec. 20, they should try to lease the company to any party that can finish it. (MB)

1856 (June 2015)

Jan. 8, 1856 Cleveland, Columbus & Cincinnati Railroad Board writes off investment of \$10,000 in stock of Columbus, Piqua & Indiana Railroad and \$18,000 in Mississippi & Atlantic Railroad. (Marvin)

Feb. 8, 1856 Robert E. Neil, Benjamin E. Smith, Amasa Stone and Thomas L. Jewett elected directors of the Columbus, Piqua & Indiana Railroad; Stone later declines election. (MB)

Feb. 1856 Columbus, Piqua & Indiana Railroad elects new Board including William Neil, Thomas L. Jewett of Steubenville & Indiana Railroad, and Columbus banker Benjamin E. Smith. (Marvin)

Feb. 13, 1856 Columbus & Xenia and Little Miami Railroad appoint committee to meet with J. Edgar Thomson re aid sought by Springfield, Mount Vernon & Pittsburgh Railroad from PRR, O&P and LM. (MB)

Feb. 13, 1856 William Neil elected Pres. of the Columbus, Piqua & Indiana Railroad ; M.G. Mitchell, who declines reelection, is elected VP; John R. Hilliard appointed Superintendent. (MB)

Feb. 15, 1856 Columbus, Piqua & Indiana Railroad Board orders M.G. Mitchell and Joseph Ridgway to propose to Wood, Morrell & Co. (Cambria Iron Works) to extend the time for delivering 1,400 tons of rails; Benjamin E. Smith, William Neil and Joseph Ridgway constituted a new Executive Committee. (MB)

Feb. 23, 1856 Richard D. Wood agrees to take a portion of the new loan of the Columbus, Piqua & Indiana Railroad. (Wood)

Apr. 1, 1856 Some stockholders of the Indianapolis, Pittsburgh & Cleveland Railroad and the Bellefontaine & Indiana Railroad sue to stop their roads from paying principal and interest on the bonds of the Columbus, Piqua & Indiana Railroad on the grounds that the guarantee made by them and the Cleveland, Columbus & Cincinnati Railroad is faulty; the last such payment has been made on Oct. 1, 1855. (AR)

Apr. 2, 1856 Steubenville & Indiana Railroad Board authorizes connection with Cleveland & Pittsburgh Railroad at future Mingo Jct.; agrees to change gauge from standard to 4'-10" to match C&P, as Pittsburgh & Steubenville Railroad is unfinished; notes Columbus, Piqua & Indiana Railroad has recently changed to Ohio gauge. (MB)

Apr. 3, 1856 Pittsburgh & Steubenville Railroad Board authorizes Pres. Isaac Jones to procure the services of William Wilkins to plead their case in Richmond in getting a law for crossing Virginia. (MB)

Apr. 10, 1856 Columbus, Piqua & Indiana Railroad Board cuts salaries and reduces the number of officers. (MB)

Apr. 10, 1856 Ohio act authorizes railroad that run to the state line to merge with connecting lines in other states on vote of two-thirds of stockholders. (Digest)

Apr. 14, 1856 John R. Hilliard resigns as Superintendent of the Columbus, Piqua & Indiana Railroad. (MB)

June 17, 1856 After default in interest payments, First and Second Mortgage bondholders begin foreclosure proceedings against Columbus, Piqua & Indiana Railroad. (Church)

June 19, 1856 Columbus, Piqua & Indiana Railroad Board reports that they have sold 117 tons of railroad iron at Piqua, and Benjamin E. Smith has purchased all the ties now lying between Piqua and Union. (MB)

June 23, 1856 Lowell Holbrook and James Alfred Roosevelt (1825-1898) named receivers of Columbus, Piqua & Indiana Railroad; Roosevelt, of the Oyster Bay Roosevelts, is the founder of the banking house of Roosevelt & Son and is the uncle of Pres. Theodore Roosevelt and the fourth cousin of FDR. (Church, Marvin)

June 23, 1856 W.S.V. Prentiss named Superintendent of the Columbus, Piqua & Indiana Railroad, replacing John R. Hilliard, resigned. (MB)

June 25, 1856 Columbus, Piqua & Indiana Railroad stockholders meet at Urbana to discuss plans for completing the road to Union. (MB)

June 26, 1856 Railroad iron belonging to the Columbus, Piqua & Indiana Railroad sold by the sheriff at Piqua for debts. (MB)

July 1856 Cleveland & Toledo Railroad contracts for trackage rights over the Cleveland, Columbus & Cincinnati Railroad between Cleveland and Grafton; the CC&C also agrees that when needed, it will narrow its 4'-10" gauge track between Cleveland and Grafton to a compromise gauge of 4'- 9½" for the standard-gauge C&T. (AR/ARJ, Harlow)

July 18, 1856 Little Miami and Columbus & Xenia Railroads refuse aid to the Springfield, Mount Vernon & Pittsburgh Railroad or any other railroad. (MB)

July 21, 1856 Columbus & Xenia and Little Miami Railroads rescind refusal to aid other companies; appoint committee to meet with J. Edgar Thomson and T.L. Jewett on subjects of mutual interest. (MB)

July 24, 1856 Thomas L. Jewett elected Pres. of the Columbus, Piqua & Indiana Railroad, replacing William Neil, resigned; Jewett, James Fullington, F.M. Gwynne and M.G. Mitchell added to the Executive Committee. (MB)

Sep. 1856 PRR arranges for Steubenville & Indiana to change its gauge from 4'-8½" to 4'-10" on condition S&I takes PRR's holdings of Springfield, Mt. Vernon & Delaware stock in exchange for its own; PRR moves to considering Steubenville & Indiana as offering a superior route to Columbus. (portion of SMtV&P between Delaware and Springfield later becomes part of NYC system; other portions eventually return to PRR via Cleveland, Mt. Vernon & Delaware Railroad.) (, AR, USRR&MR)

Oct. 1856 National Protective Association of Locomotive Engineers in the United States holds its second and last annual convention in Columbus, Ohio; the engineers do not form a successful union until 1863. (PMiddleton)

Dec. 17, 1856 Columbus & Xenia Railroad authorizes \$20,000 to link Steubenville & Indiana Railroad and Central Ohio Railroad at Newark, forming through line between Steubenville and Cincinnati. (MB)

1856 By Dec., Columbus & Xenia Railroad writes off its \$50,000 investment in the Dayton, Xenia & Belpre Railroad. (Marvin)

1856 Future Lines West official Hugh J. Jewett (1817-1898) elected VP & General Manager of the Central Ohio Railroad. (AppletonsCyc)

1856 Cosalo Iron Company at New Castle, Pa., makes a contract to furnish 10,000 tons of compound rail to the Cleveland, Columbus & Cincinnati Railroad; it also purchases the Mahoning Furnace at Lowellville, Ohio, to make the pig iron required for the job. (Durant)

1857 (June 2015)

Jan. 22, 1857 Marion & Mississinewa Valley Railroad Board considers the proposal of M.G. Mitchell to consolidate with the Columbus, Piqua & Indiana Railroad and Cincinnati, Peru & Chicago Railroad; appoints committee to consider the matter. (MB)

Feb. 1857 Steubenville & Indiana Railroad connected to Central Ohio Railroad at Newark, Ohio; S&I begins through service to Columbus. (PittsGaz, Marvin - bet. 2/5-7)

Feb. 7, 1857 Columbus & Xenia Railroad grants use of its tracks between Loveland and Cincinnati to Marietta & Cincinnati Railroad and Hillsborough & Cincinnati Railroad. (MB)

Mar. 19, 1857 Tom Scott of the PRR writes to the Little Miami Railroad Board proposing a through line between Pittsburgh and Cincinnati via Steubenville and Columbus. (MB)

Mar. 23, 1857 Little Miami Railroad Board approves through passenger and freight rates between Pittsburgh and Cincinnati via the PFW&C and Cleveland, Columbus & Cincinnati Railroad. (MB)

Apr. 16, 1857 Steubenville & Indiana Railroad signs agreement for use of Central Ohio Railroad between Newark and Columbus; connection between two railroads built at Newark with funds provided by Columbus & Xenia Railroad. (Church)

May 5, 1857 Tom Scott elected VP of Steubenville & Indiana Railroad; S&I adopts survey of connection across the canal at Newark to join Central Ohio Railroad as laid out by Engineer James D. Layng (1833-1908); Columbus & Xenia Railroad has also agreed to connect with Central Ohio Railroad, forming a through line to Cincinnati. (MB)

May 22, 1857 Columbus & Xenia Railroad grants request of Winslow, Lanier & Co. to cease being C&X's New York agents as they are contracting their business; Pres. Dennison presents letters from Cleveland, Columbus & Cincinnati Railroad complaining about C&X's preparations to provide depot facilities at Columbus for Steubenville & Indiana Railroad; William H. Clement resigns as Superintendent of Little Miami and Columbus & Xenia Railroad to go to Ohio & Mississippi Railroad to be VP & Superintendent; Pres. Dennison also submits resignation, which is not accepted. (MB, Black)

June 1, 1857 William H. Clement, Chief Engineer & Superintendent of the Little Miami and Columbus & Xenia Railroads, is named Superintendent of the Ohio & Mississippi Railroad. (ARJ)

June 19, 1857 Steubenville & Indiana Railroad and Central Ohio Railroad sign revised contract covering joint use of tracks between Newark and Columbus. (Church)

July 11, 1857 NYC, Hudson River Railroad, Western Railroad of Massachusetts, Cleveland, Columbus & Cincinnati Railroad, Cleveland & Toledo Railroad, the Bee Line and the Mad River & Lake Erie Railroad (i.e., the NYC and its connections) all pledge not to accept through tickets or baggage to and from the New York & Erie Railroad, effective July 15, because of its rate-cutting. (ARJ)

Sep. 11, 1857 Columbus & Xenia Railroad appoints John Durand Superintendent, replacing William H. Clement, resigned. (MB)

Sep. 24, 1857 Convention of Midwestern railroads held at Columbus, Ohio, Gen. William Robinson, Jr., presiding; held in reaction to the recent Trunk Line agreement of Sep. 7; agree to eliminate runners and restrict free passes effective Nov. 1. (ARJ)

Dec. 24, 1857 Columbus & Xenia Railroad appoints committee to confer with Little Miami, Cleveland, Columbus & Cincinnati and Cleveland, Painesville & Ashtabula Railroads re disposing of interest in the Lake Erie steamboats *Queen City* and *Crescent City* and no longer operating same. (MB)

Dec. 30, 1857 Little Miami Railroad Board appoints a committee to negotiate with the Cleveland, Columbus & Cincinnati Railroad and the Cleveland, Painesville & Ashtabula Railroad over abandoning the operation of the Lake Erie steamboats *Queen City* and *Crescent City* and disposing of the same; appoint E. F. Fuller General Ticket Agent. (MB)

1857 Fort Wayne Shops established on Pittsburgh, Fort Wayne & Chicago; Columbus Shops established on Columbus, Piqua & Indiana.

1857 The Bellefontaine Line receives 11,213 passengers from the PFW&C westbound at Crestline for the year and delivers 7,433 eastbound, vs. 8,101 and 6,609 to and from the Cleveland, Columbus & Cincinnati Railroad via Galion; however, the Bee Line exchanges most of its freight with the CC&C. (AR)

1857 Great Western Dispatch fast freight line begins operating over New York & Erie Railroad with western connections via Lake Shore route to Chicago and CC&C route to Columbus, Indianapolis, Cincinnati, and St. Louis.

1858 (June 2015)

Jan. 1858 L. M. Hubby succeeds Henry B. Payne as Pres. of the Cleveland, Columbus & Cincinnati Railroad. (Harlow)

Mar. 19, 1858 U.S. Supreme Court dissolves the injunction against the Cleveland, Columbus & Cincinnati Railroad obtained by stockholder Christian A. Zabriskie against its paying interest on its endorsement of the bonds of the Columbus, Piqua & Indiana Railroad. (ARJ)

Apr. 7, 1858 Little Miami Railroad and Columbus & Xenia Railroad make telegraph contract with Western Union Telegraph Company for line between Columbus and Cincinnati. (Church)

May 4, 1858 Little Miami Railroad and Columbus & Xenia Railroad issue first joint appointment of officers. (MB)

July 1858 George W. Cass of PFW&C contracts with Cleveland, Columbus & Cincinnati Railroad for operation of a fast freight line between Chicago and Buffalo via Crestline and Cleveland. (MB)

July 23, 1858 Little Miami and Columbus & Xenia Railroads acquiesce in action of Cleveland Convention but decline becoming parties to the agreement. (MB)

Aug. 1, 1858 Little Miami Railroad and Columbus & Xenia Railroad withdraw from the July 21 Cleveland agreement. (ARJ)

Summer 1858 John Brough, Pres. of both Indianapolis, Pittsburgh & Cleveland and Bellefontaine & Indiana Railroads ("Bee Line"), takes control of the Columbus, Piqua & Indiana Railroad and resumes construction towards Union City. (Marvin)

Oct. 1858 Indianapolis, Pittsburgh & Cleveland Railroad advances \$8,000 to the Columbus, Piqua & Indiana Railroad for the purchase of ties and spikes, paid for in CP&I notes. (Olson/MB)

Nov. 13, 1858 *American Railroad Journal* reports that the Columbus, Piqua & Indiana Railroad has resumed work between Piqua and Union City. (ARJ)

Nov. 18, 1858 Columbus & Xenia Railroad Board approves 20-year lease of Dayton, Xenia & Belpre Railroad. (MB)

Nov. 24, 1858 Little Miami Railroad Board approves the lease of the Dayton, Xenia & Belpre Railroad to the Columbus & Xenia Railroad; appoints a committee to a joint operating contract with the Columbus & Xenia Railroad and the Cincinnati, Hamilton & Dayton Railroad. (MB)

Dec. 11, 1858 Columbus & Xenia Railroad leases the Dayton, Xenia & Belpre Railroad for 20 years, effective Jan. 1, 1859. (C&C)

Dec. 13, 1858 Columbus & Xenia Railroad Board approves revised lease of Dayton, Xenia & Belpre Railroad dated Dec. 11. (MB)

1858 Cleveland, Columbus & Cincinnati Railroad loans \$20,000 to the PFW&C to enable it to repair its track between Crestline and Fort Wayne. (Harlow)

1858 Columbus & Xenia Railroad writes down its \$50,000 investment in Springfield & Columbus Railroad to \$1,000. (Marvin)

1858 Sleeping cars established between New York and Cincinnati via NYC, Cleveland, and Little Miami Railroad. (USRR&MR - by 12/22/58 - est on NYC before 12/58)

1859 (June 2015)

Jan. 1, 1859 Columbus & Xenia Railroad begins operating Dayton, Xenia & Belpre Railroad, opened between Dayton and Xenia in 1858, under lease of Dec. 11, 1858. (Church, MB)

Jan. 4, 1859 Robert Neil again elected Pres. of Columbus & Xenia Railroad, replacing William Dennison, retired; Board appoints committee to visit Pittsburgh re Pittsburgh & Steubenville Railroad and Steubenville Bridge. (MB)

Feb. 25, 1859 Little Miami Railroad and Columbus & Xenia Railroad sign an agreement for changing the gauge of the Dayton & Western Railroad and Indiana Central Railway to 4'-10". (MB)

Mar. 11, 1859 Columbus & Xenia Railroad authorizes lease of the eating house and hotel at Xenia. (MB)

Mar. 23, 1859 B&O, PRR and their western connections meet at Columbus; establish new rates and schedules for points between New York and Cincinnati; trains to leave New York via New Jersey Railroad at 7:00 AM & 6:00 PM, arriving in Cincinnati at 8:00 AM & 11:30 PM; John W. Garrett wins resolution against running trains faster than 25 MPH and charging \$1 less than New York lines on trains running to Cincinnati in 30:00 and Chicago in 40:00. (ARJ, USRR&MR)

Mar. 23, 1859 Despite previous reservations, Little Miami Railroad and Columbus & Xenia Railroad sign memorandum of agreement for changing the gauge of Indiana Central Railway and Dayton & Western Railroad to 4'-10"; Columbus & Xenia is to pay \$17,500 in installments. (MB)

Mar. 24, 1859 Steubenville & Indiana Railroad makes telegraph contract with Western Union Telegraph Company for line between Steubenville and Columbus. (Church)

Mar. 25, 1859 Columbus, Piqua & Indiana Railroad completed between Piqua and Union City; revenue service begins on Apr. 11 (Marvin)

Mar. 28, 1859 Columbus & Xenia Railroad approves the Feb. 25 agreement for changing the gauge of the Dayton & Western Railroad and Indiana Central Railway. (MB)

Mar. 31, 1859 Local directors of the Indianapolis, Pittsburgh & Cleveland Railroad led by David Kilgore seek to make the company neutral as to favoring its eastward connections at Union City and ending its reliance on the Bellefontaine & Indiana Railroad at that point; the completion of the Columbus, Piqua & Indiana Railroad now opens routes to the PRR and B&O via Columbus, in competition with the existing route via Cleveland. (Olson/MB)

Apr. 11, 1859 Columbus, Piqua & Indiana Railroad opens for revenue service between Piqua and Union City, completing the line from Columbus to the Indiana state line. (OhioStJrnl - ChampaignCo/Beers has first through train Columbus-Indianapolis as 4/4!! - first may be off by one week)

May 28, 1859 Cleveland, Columbus & Cincinnati Railroad Pres. L. M. Hubby threatens to form alternate western connections if the Indianapolis, Pittsburgh & Cleveland Railroad persists in its plan to divide its business between the Bellefontaine & Indiana Railroad and Columbus, Piqua & Indiana Railroad at Union City. (Olson/MB)

June 6, 1859 W. B. Hubbard elected Pres. of Columbus & Xenia Railroad, replacing Robert Neil, resigned. (MB)

June 7, 1859 PRR cuts westbound passenger rates, New York-Chicago from \$23 to \$12; New York-Columbus from \$17 to \$10; New York-Cincinnati from \$20 to \$13.25; New York-St. Louis from \$30 to \$23.25. (ARJ)

July 7, 1859 Columbus & Xenia Railroad orders construction of eating house north of Columbus station. (MB)

Aug. 25, 1859 Alarmed by Columbus & Xenia Railroad's aid to Steubenville & Indiana Railroad, Cleveland, Columbus & Cincinnati Railroad Board agrees to form alternate through route to Cincinnati via Springfield, Mt. Vernon & Pittsburgh Railroad (Delaware-Springfield), Sandusky, Dayton & Cincinnati Railroad and Cincinnati, Hamilton & Dayton Railroad. (Marvin)

Sep. 1, 1859 Western railroads meet at Columbus to act on propositions of Trunk Lines drawn up at their recent meeting at Buffalo. (ARJ)

Sep. 2, 1859 Little Miami Railroad, Columbus & Xenia Railroad and Cincinnati, Hamilton & Dayton Railroad sign agreement for joint operation and profit sharing for a period of 20 years effective Sep. 15. (MB)

Sep. 9, 1859 Dining hall opens along the north side of the Columbus Union Depot; operated by S. E. Ogden. (HistofColumbus)

Nov. 15, 1859 Little Miami and Columbus & Xenia Railroads begin operation of a local passenger train. (MB)

Dec. 2, 1859 Alfred Kelley (1789-1859), former Pres. of Columbus & Xenia Railroad, dies at Columbus. (NCAB)

Dec. 1859 Ohio Supreme Court remands Columbus, Piqua & Indiana Railroad foreclosure back to the lower court. (Church)

Dec. 20, 1859 Columbus & Xenia Railroad appoints committee on paying floating debt and creating a funded debt with sinking fund. (MB)

1860 (May 2015)

Jan. 11, 1860 Cleveland, Columbus & Cincinnati Railroad Board criticizes the Columbus & Xenia Railroad for its aid to Steubenville & Indiana Railroad and the development of an alternate route to the East. (Marvin)

Mar. 6, 1860 Joseph R. Swan becomes Pres. of Columbus & Xenia Railroad, replacing W.B. Hubbard, resigned. (MB)

Mar. 7, 1860 Little Miami Railroad, Columbus & Xenia Railroad, and Cincinnati, Hamilton & Dayton Railroad sign 20-year pooling agreement, effective Apr. 2; LM/C&X and CH&D are to divide half their earnings equally; however, LM/C&X earnings are twice those of CH&D; J. Durand is Superintendent of LM/C&X; D. McLaren is Superintendent of CH&D. (MB)

Mar. 17, 1860 Columbus & Xenia Railroad orders construction of joint freight station with Cleveland, Columbus & Cincinnati Railroad at Columbus. (MB)

Apr. 1, 1860 Cincinnati, Hamilton & Dayton Railroad contracts with the Little Miami Railroad, Columbus & Xenia Railroad and Dayton, Xenia & Belpre Railroad for joint operation. (ARJ)

Apr. 2, 1860 Joint pooling contract between Cincinnati, Hamilton & Dayton, Columbus & Xenia, and Little Miami Railroads extended for 20 years; to pool 50% of gross earnings; maintain joint executive committee and joint General Ticket Agent. (AR, MB)

Apr. 2, 1860 Little Miami Railroad Board authorizes new freight station at Columbus. (MB)

Apr. 4, 1860 Columbus & Xenia Railroad Board authorizes new joint freight station with Cleveland, Columbus & Cincinnati Railroad at Columbus; finished later in year. (MB, AR)

Apr. 6, 1860 Joint Committee of Little Miami/Columbus & Xenia and Cincinnati, Hamilton & Dayton Railroad holds first meeting; William H. Clement for LM, Joseph R. Swan for C&X and S.S. L'Hommedieu for CH&D; P.W. Strader appointed joint General Ticket Agent. (MB)

Apr. 9, 1860 Little Miami/Columbus & Xenia/CH&D Joint Committee orders all corn to come into Cincinnati via Dayton and the CH&D, as the latter runs closer to the big Cincinnati distilleries. (MB)

Apr. 15, 1860 Little Miami and Columbus & Xenia Railroad establish separate local trains. (MB)

May 16, 1860 Bellefontaine & Indiana Railroad and Indianapolis, Pittsburgh & Cleveland Railroad (together forming the "Bee Line") make their Mar. 1856 joint traffic contract permanent; the receiver of the Columbus, Piqua & Indiana Railroad then sues in the U.S. Circuit Court to have the 1856 contract set aside and one declared to be in force between the CP&I and the IP&C; by now, the Bee Line is interchanging more traffic with the Cleveland, Columbus & Cincinnati Railroad than with the PFW&C. (AR, ARJ)

June 1, 1860 Ezekiel W. Woodward replaces John Durand as Superintendent of Little Miami and Columbus & Xenia Railroads. (MB)

June 13, 1860 Cleveland, Columbus & Cincinnati Railroad Board abandons contract for alternate route to Cincinnati via Delaware, Springfield and Dayton after Little Miami Railroad and Cincinnati, Hamilton & Dayton Railroad make peace and agree to pool earnings. (Marvin)

June 1860 U.S. Supreme Court upholds the validity of the Cleveland, Columbus &

Cincinnati Railroad's endorsement of the bonds of the Columbus, Piqua & Indiana Railroad; the company has no money to pay the back interest. (ARJ - verify findlaw)

Aug. 1860 Columbus & Xenia Railroad is building a large freight house at Columbus. (ARJ)

Aug. 1860 Cleveland, Columbus & Cincinnati Railroad has paid off its endorsement of Columbus, Piqua & Indiana Railroad bonds at 7% interest or about \$450,000 after an adverse ruling by the U.S. Supreme Court; in return, the CP&I bondholders, mostly foreigners, will consent to cancelling the bonds. (ARJ)

Sep. 1860 PRR discovers a series of frauds by conductors, who were keeping up to 60% of the money they received, by using undercover agents in Columbus and Cincinnati; about a dozen conductors and a dozen ticket agents have been in league with their counterparts on western lines; tickets are not punched and returned to the agents for resale. (ARJ)

Oct. 1860 Line of through freight cars with broad-tread "compromise" wheels begins operating between East St. Louis and Buffalo, Dunkirk Pittsburgh and Bellaire via Terre Haute, Alton & St. Louis, Terre Haute & Richmond, Indiana Central, Bee Line, Columbus & Xenia, and Central Ohio Railroads. (T&R AR)

Oct. 23, 1860 S. M. Hubley and Jerry Nottingham of the Cleveland, Columbus & Cincinnati Railroad make a proposal to the PFW&C Railroad for a through freight line between Chicago and Cleveland via Crestline. (MB)

1860 Columbus & Xenia Railroad constructs new 85 x 231 freight house at Columbus jointly with Cleveland, Columbus & Cincinnati Railroad. (AR)

1861 (May 2015)

Jan. 1, 1861 Completed but unoperated portion of Springfield, Mt. Vernon & Pittsburgh Railroad between Springfield and Delaware, Ohio, sold at foreclosure under 1852 mortgage to New York lawyer Frederick A. Lane, Peter Oldin and John R. Hilliard, who later transfer it to Cleveland, Columbus & Cincinnati Railroad; becomes part of NYC system; unfinished portion between Delaware and Loudenville remains property of company and eventually becomes part of PRR system. (Church, GrnBk - ARJ has 1/29? LM MB has 1/30)

Jan. 1, 1861 William H. Clement becomes Pres. of the Little Miami Railroad. (White)

Feb. 13, 1861 President-elect Lincoln travels from Cincinnati to Columbus via Little Miami Railroad; in the early morning, before leaving Cincinnati, a Pinkerton operative delivers a letter from Pinkerton to Lincoln confidante Norman B. Judd (1815-1878), warning of a plot to assassinate Lincoln in Baltimore; on the same day, Maryland Gov. Thomas H. Hicks testifies to a special Congressional committee that there is no danger of anti-government activity in Maryland. (Withers, Manakee, Kline) Feb. 13, 1861 Electoral College votes are officially counted in Washington under a military guard provided by Gen. Winfield Scott; the results are telegraphed

to Lincoln at Columbus; VP John C. Breckinridge, the defeated Southern Democratic candidate for the presidency, presides at the count. (Kline, DeRose)

Feb. 14, 1861 President-elect Lincoln leaves Columbus for Pittsburgh via Steubenville & Indiana Railroad; locomotive *Washington City*, baggage car and two coaches; lunch at Cadiz Jct. provided by the wife of Pres. Thomas L. Jewett; then via the Cleveland & Pittsburgh line along the north bank of the Ohio River; arrives Pittsburgh at 7:00 PM, over two hours late; despite the heavy rain, he is greeted by enthusiastic crowds numbering in the thousands at both the depot and the Monongahela House. (Withers, StdHistPitts)

Feb. 28, 1861 B&O and Little Miami Railroad propose to Post Office Dept. to carry the Great Southern Mail, which traditionally has run through Virginia, via Wheeling, Columbus, Cincinnati, Louisville and Memphis. (MB)

Apr. 18, 1861 Two Ohio regiments leave Columbus for Washington via Pittsburgh. (OR)

Apr. 23, 1861 Virginia Gov. Letcher appoints Robert E. Lee commander of all state troops; George Brinton McClellan (1826-1885), a Pennsylvania native who is Pres. of the Eastern Division of the Ohio & Mississippi Railroad, is given command of all Ohio troops by Gov. William Dennison with rank of major general and the mission of guarding Cincinnati; McClellan had been on his way east to see Gov. Curtin, but had stopped in Columbus to brief Dennison. (OR, DAB, Sears)

Oct. 16, 1861 Indiana Central Railway agrees with Lowell Holbrook and James A. Roosevelt, receivers of the Columbus, Piqua & Indiana Railroad and Samuel M. Railsback, et al., representing the CP&I bondholders, to construct a railroad (the Richmond & Covington) from Bradford to the Indiana state line near New Paris. (MB, Church)

Nov. 2, 1861 Stockholders and creditors of Columbus, Piqua & Indiana Railroad agree to a reorganization plan; to issue \$200,000 of preferred bonds to pay debts; each class of bondholder is to donate one third of their bonds to finance the extension to Indianapolis. (Church)

Dec. 1861 Springfield, Mount Vernon & Pittsburgh Railroad sold to A.C. Horr of Springfield in the interest of the Cleveland, Columbus & Cincinnati Railroad. (USRR&MR)

1862 (May 2015)

Jan. 1, 1862 Cleveland, Columbus & Cincinnati Railroad purchases portion of Springfield, Mt. Vernon & Pittsburgh between Delaware and Springfield, Ohio, from David Dows and opens to traffic; moves this line into NYC orbit and gives CC&C a more direct line to Cincinnati; incomplete portion of Springfield, Mt. Vernon & Pittsburgh between Loudonville and Delaware, Oh., sold in Aug. 1867 and reorganized as Pittsburgh, Mt. Vernon, Columbus & London Railroad; later returns to PRR system. (GrnBk, C&C)

Jan. 7, 1862 Columbus & Xenia Railroad and Cleveland, Columbus & Cincinnati Railroad sign memo of agreement with receiver of Columbus, Piqua & Indiana Railroad granting CP&I use of tracks east of High Street to Columbus depot and connection with Central Ohio Railroad. (MB)

Jan. 8, 1862 Cleveland, Columbus & Cincinnati Railroad stockholders approve the lease of the Springfield, Mt. Vernon & Pittsburgh Railroad. (ARJ)

Feb. 20, 1862 Columbus & Xenia Railroad Board appoints committee with Little Miami Railroad to consider lease of Sandusky, Dayton & Cincinnati Railroad; another on equalizing stocks of C&C, LM and Cincinnati, Hamilton & Dayton Railroad; another to confer with Pres. John S. Newman of Indiana Central Railway over differences. (MB)

Mar. 12, 1862 Richmond & Covington Railroad incorporated in Ohio to build from Bradford to Indiana state line at New Paris; organized under auspices of Columbus, Piqua & Indiana Railroad and Indiana Central Railway. (Church)

Mar. 18, 1862 Little Miami Railroad Board asks the Cleveland, Columbus & Cincinnati Railroad for terms for purchasing a half-interest in the Springfield, Mt. Vernon & Pittsburgh Railroad from them. (MB)

Mar. 25, 1862 Columbus & Xenia Railroad Board adopts report of its committee on improving relations with Indiana Central Railway; IC feels it is being ignored by the other railroads' pro-Cincinnati policy and threatens to build a direct line to Columbus using the Columbus, Piqua & Indiana Railroad; Pres. Newman demands C&X must cancel contracts with Cincinnati, Hamilton & Dayton Railroad and Cincinnati & Indianapolis Railroad, send Indianapolis traffic via Dayton instead and give equal facilities to all connections at Columbus; Newman offers to prorate all business via Dayton equal to that via Cincinnati. (MB)

Mar. 28, 1862 Dayton & Western Railroad Board learns that the Indiana Central Railway and the Columbus, Piqua & Indiana Railroad are planning a line between Columbus and Richmond, Ind., detrimental to the Dayton & Western; are to approach the Little Miami Railroad and call a general meeting of the roads forming the existing line. (MB)

Apr. 16, 1862 Little Miami Railroad Board appoints a committee to negotiate for a merger with the Columbus & Xenia Railroad and Cleveland, Columbus & Cincinnati Railroad, so as to form a unified line between Cleveland and Cincinnati. (MB)

May 20, 1862 Richmond & Covington Railroad organized; Evan Baker (-1863), Pres., and Richard Page, Chief Engineer; ratifies Oct. 16, 1861, contract with Columbus, Piqua & Indiana Railroad and Indiana Central Railway by which they will construct the R&C. (MB, Church)

May 22, 1862 Columbus & Xenia Railroad appoints committee to confer with Cleveland, Columbus & Cincinnati Railroad, Central Ohio Railroad, and Pittsburgh, Columbus & Cincinnati Railroad for "more intimate union." (MB)

July 15, 1862 Columbus & Xenia Railroad authorizes investing \$100,000 of surplus funds in Indiana Central Railway. (MB)

July 16, 1862 Little Miami Railroad Board meets to consider how to prevent the construction of a railroad from Covington on the Columbus, Piqua & Indiana Railroad and Richmond, Ind., on the Indiana Central Railway, which would create a rival line between Columbus and Richmond via Bradford; has learned that the Indiana Central Railway has purchased control of the Columbus, Piqua & Indiana Railroad; resolves to invest \$100,000 of the surplus fund in the stock of the Indiana Central Railway in the hope of influencing its policies; declines action on the request of Pres. Henry C. Lord of the Indianapolis & Cincinnati Railroad for \$100,000 to build a new road between Cincinnati and Lawrenceburgh, Ind. (MB)

Oct. 18, 1862 Columbus & Xenia Railroad agrees to purchase \$40,000 bonds of Indiana Central Railway to aid its extension to Richmond. (MB)

Nov. 26, 1862 The Boston bondholders of the Sandusky, Dayton & Cincinnati Railroad offer to lease it to the Little Miami Railroad at \$140,000 a year; Little Miami Railroad Board debates and approves the joint operating contract with the Cleveland, Columbus & Cincinnati Railroad, which is to take effect Feb. 1, 1863. (MB)

Nov. 28, 1862 Little Miami and Columbus & Xenia Railroads authorize investing \$25,000 in the bonds of the Western Transportation Company; Western Transportation Company had asked LM, C&C and Cincinnati, Hamilton & Dayton Railroad to subscribe for a total of \$200,000. (MB)

Dec. 10, 1862 Steubenville & Indiana Railroad Board approves plan for S&I bondholders to purchase Pittsburgh & Steubenville Railroad bonds and PRR to make S&I part of its main route to the Southwest; authorizes contracts with Columbus & Xenia Railroad and Little Miami Railroad for through line to Cincinnati. (MB)

Dec. 31, 1862 Columbus & Xenia Railroad Board agrees to modify 1853 agreement with Cleveland, Columbus & Cincinnati Railroad for all goods to be purchased in common and sharing expenses of shops, purchasing, etc.; terms rejected by CC&C. (MB)

1863 (May 2015)

Jan. 13, 1863 Columbus & Xenia Railroad Board approves supplement to 1860 pooling contract with Cincinnati, Hamilton & Dayton Railroad allowing it to invest in other companies. (MB)

Feb. 24, 1863 Thomas L. Jewett and William H. Clement elected directors of the Western Transportation Company, and Jewett elected Pres; Board authorizes selling \$200,000 of Pittsburgh & Steubenville Railroad First Mortgage bonds to the Little Miami and Columbus & Xenia Railroads in return for a through traffic contract and \$100,000 in its own stock to the Adams Express Company; to be backed by \$100,000 Pittsburgh & Steubenville bonds hypothecated to Adams as collateral; authorizes the transfer of all interests and stock of the Wheeling Railroad & Bridge Company to Sobieski Brady and Thomas Sweeney. (MB)

Mar. 10, 1863 Joint Little Miami-CH&D Committee approves CH&D's lease of Dayton & Michigan Railroad and Columbus & Xenia's lease of Dayton & Western Railroad. (MB)

Mar. 12, 1863 Columbus & Xenia Railroad leases Dayton & Western Railroad for five years at \$45,000 a year; also begin operation of Richmond & Miami Railway between Ohio state line and Richmond Jct. under lease to Dayton & Western of Mar. 11, 1863. (Church, MB)

Apr. 7, 1863 Ohio act authorizes the Steubenville & Indiana Railroad to purchase an undivided half-interest in the Central Ohio Railroad line between Newark and Columbus. (C&C)

Apr. 23, 1863 Little Miami Railroad Board approves the joint operating contract with the Cleveland, Columbus & Cincinnati, retroactive to Feb. 1, 1863. (MB)

Apr. 29, 1863 PRR Board approves \$400,000 advance for relief of Central Ohio Railroad to secure a contract for the joint use of its road between Newark and Columbus. (MB)

May 4, 1863 Columbus & Xenia Railroad authorizes agreements with Cleveland, Painesville & Ashtabula Railroad, Bellefontaine & Indiana Railroad, Indianapolis, Pittsburgh & Cleveland Railroad, Central Ohio Railroad and Steubenville & Indiana Railroad, providing that the main route between Lake Erie and the Ohio River remains via Columbus and Xenia; denies request of Central Ohio Railroad for temporary loan of \$400,000 to refund its bonds with Robert Garrett & Co., but notes PRR will advance money in return for half interest in line between Newark and Columbus. (MB)

May 23, 1863 Columbus & Xenia Railroad requires Union loyalty oath from all employees. (MB)

June 1, 1863 Cleveland, Columbus & Cincinnati Railroad and Little Miami/Columbus & Xenia Railroads agree to continue pooling income and earnings of line between Cleveland and Cincinnati, including sharing rents of leased companies, in lieu of consolidation. (Church, MB, Black)

June 1, 1863 Columbus & Xenia Railroad Board authorizes purchase of \$250,000 in stock and Second Mortgage bonds of Dayton & Western Railroad; borrowing \$50,000 to loan Central Ohio Railroad in return for its Third Mortgage bonds. (MB)

June 2, 1863 Little Miami and Columbus & Xenia Railroads agree with Atlantic & Great Western Railroad and Cincinnati, Hamilton & Dayton Railroad to lay third rail for 6'-0" gauge from Cincinnati to Urbana via Dayton and Springfield; Columbus & Xenia Railroad approves negotiations for lease of Sandusky, Dayton & Cincinnati Railroad. (MB)

July 16, 1863 Columbus, Piqua & Indianapolis Railroad, Richmond & Covington Railroad and Indiana Central Railroad make telegraph contract with United States Telegraph Company for a line between Columbus and Indianapolis. (Church)

Aug. 6, 1863 Columbus, Piqua & Indiana Railroad sold at foreclosure at Columbus for \$500,000 to Lowell Holbrook, James A. Roosevelt (1825-1898) and Joseph T. Thomas, reorganization trustees. (Church)

Aug. 6, 1863 Reorganization meeting of purchasers of Columbus, Piqua & Indiana Railroad; to be reorganized as Columbus & Indianapolis Railroad; William Dennison, Benjamin E. Smith, John L. Gill, et al., elected directors. (MB)

Aug. 26, 1863 Columbus & Xenia Railroad Board appoints committee to purchase stock of Indiana Central Railway and Dayton, Xenia & Belpre Railroad. (MB)

Sep. 24, 1863 Secretary of War Stanton summons Tom Scott, John W. Garrett, William P. Smith and Samuel M. Felton of the PB&W to the War Dept. to develop his plan to move the 11th & 12th Corps of the Army of the Potomac, now a smaller group of 23,000 men, to reinforce Gen. Rosecrans in Chattanooga; to run 1,230 miles from Culpeper via Washington, Relay, Benwood, Columbus, Indianapolis and Louisville to Bridgeport, Ala., on the north bank of the Tennessee River, the railhead closest to Chattanooga; Gen. Daniel C. McCallum of U.S. Military Railroad is in overall command and handles the Culpeper-Washington leg with John H. Devereux, the head of the USMRR in Virginia, Garrett the Washington-Jeffersonville leg, and Scott, with the rank of Colonel and Assistant Quartermaster of Volunteers, the Jeffersonville-Bridgeport leg; troops are commanded by Gen. Joseph Hooker and Gen. Daniel Butterfield; among the troops being transferred is future PRR VP Capt. John P. Green of the 12th Corps. (FThomsonPapers, Clark, Sipes, Summers, Wilson)

Sep. 28, 1863 Last units of the 12th Corps of the Army of the Potomac leave Virginia; lead train passes Columbus, Ohio at 3:00 AM. (Summers, Clark)

Oct. 1, 1863 Columbus & Indianapolis Railroad organized as reorganization of Columbus, Piqua & Indiana Railroad; William Dennison, Pres.; Benjamin E. Smith, John T. Seeley, W. D. Thompson and S. Morris Waln, directors; CP&I First, Second and Third Mortgage bondholders have agreed to donate one third of their bonds for building the Richmond & Covington Railroad; \$1.51 million debt and stock wiped out; stockholders receive 25 cents on the dollar in new stock. (MB, Church, C&C, Marvin)

Oct. 2, 1863 Benjamin E. Smith elected Pres. of Columbus & Indianapolis Railroad after William Dennison resigns. (MB)

Oct. 14, 1863 Indiana Central Railway Board orders paying the Columbus banking house of Bartlit & Smith \$4,500 advanced by them to the Richmond & Covington Railroad, and John S. Newman and H. Gatch Carey \$2,000 advanced for the same purpose. (MB)

Oct. 16, 1863 Columbus & Xenia Railroad Board appoints committee to purchase stock and bonds of Dayton & Western Railroad. (MB)

Oct. 29, 1863 Jeffersonville Railroad Board approves the purchase of the Wallace property at 1st & Wall Streets and moving the company offices there; authorizes providing 42 of a pool of 150

compromise box cars with the Bellefontaine Railway and Cleveland, Columbus & Cincinnati Railroad. (MB)

Oct. 30, 1863 Certificate of reorganization incorporating the Columbus & Indianapolis Railroad filed in Ohio. (C&C)

Oct. 31, 1863 Columbus & Indianapolis Railroad formally incorporated in Ohio as reorganization of Columbus, Piqua & Indiana Railroad. (Church)

Nov. 14, 1863 Cleveland & Pittsburgh, Cleveland, Columbus & Cincinnati and Cleveland, Painesville & Ashtabula Railroads sign agreement for construction and operation of Union Passenger Depot in Cleveland. (Church)

Dec. 1, 1863 Property of the former Columbus, Piqua & Indiana Railroad deeded to the Columbus & Indianapolis Railroad. (C&C)

1864 (May 2015)

Jan. 5, 1864 Columbus & Xenia Railroad appoints committee with Cleveland, Columbus & Cincinnati Railroad to enlarge Columbus Union Depot to avoid blocking High Street while making up trains. (MB)

Jan. 10, 1864 Indiana Central Railway, Richmond & Covington Railroad and Columbus & Indianapolis Railroad sign agreement for joint operation of their properties, forming a line between Columbus and Indianapolis via Bradford, Ohio, and Richmond, Ind., with a branch between Bradford and Union City, as the "Great Central Line"; Indiana Central Railway is the primary company. (Church)

Jan. 15, 1864 Columbus & Indianapolis Railroad creates separate Executive and Comptroller's Depts.; increases pay of engineers to \$3 per day; appoints James M. Lunt Superintendent and Thomas Losee Master Mechanic of the Indianapolis Shops. (MB)

Jan. 15, 1864 Indiana Central Railway signs a 10-year consolidation agreement with the Columbus & Indianapolis Railroad. (MB)

Mar. 14, 1864 Steubenville & Indiana Railroad contracts with the Central Ohio Railroad to purchase an undivided half-interest in its line between Newark and Columbus. (MB, C&C)

Mar. 14, 1864 Little Miami Railroad begins the operation of the *Night Express* eastbound to Cleveland. (MB)

Mar. 22, 1864 Little Miami Railroad Pres. William H. Clement reports that he has been unable to contract with the Columbus & Indianapolis Railroad, successor to the Columbus, Piqua & Indiana Railroad, and the Indiana Central Railway, and the prospects for an arrangement are not good; they will continue to favor the route via Bradford over the one via Xenia; however, a settlement is reached by next month. (MB)

Mar. 30, 1864 Little Miami/Columbus & Xenia Railroads agree to pool and divide earnings with Columbus & Indianapolis Railroad, Richmond & Covington Railroad, Indiana Central Railway, Dayton & Western Railroad and Dayton, Xenia & Belpre Railroad forming the "Great Central Route" between Cincinnati and Indianapolis via Dayton and via Piqua, effective May 1. (MB, Church)

Apr. 5, 1864 Columbus & Xenia Railroad and Little Miami Railroad authorize sale of their stock in Indiana Central Railway at less than cost. (MB)

Apr. 7, 1864 Columbus & Indianapolis Railroad Board and Little Miami Railroad Board approve a through traffic contract with the Little Miami/Columbus & Xenia Railroads, the Dayton, Xenia & Belpre Railroad, the Dayton & Western Railroad, the Richmond & Covington Railroad, and the Indianapolis Central Railway, dated Mar. 30; calls for dividing the through traffic on the parallel routes between Columbus and Richmond via Piqua and via Dayton, pooling all earnings above 42%; to be effective May 1; however the LM stockholders object to the terms. (MB)

Apr. 9, 1864 Steubenville & Indiana Railroad stockholders authorize trying to buy the Central Ohio Railroad if it can be had for \$775,000 in new bonds to be issued against the Columbus & Newark Division. (MB)

Apr. 14, 1864 Mineral Railroad incorporated in Ohio by Milbury Miller Greene (1830- 1887), William P. Cutler (1812-1889), et al., to build from Columbus to Athens; Greene tries to raise money in southern Ohio without any luck. (ICC, Studer)

May 14, 1864 Steubenville & Indiana Railroad agrees to purchase an undivided one-half interest in the track of the Central Ohio Railroad between Newark and Columbus, Ohio; deed signed Aug. 31. (Church)

Aug. 31, 1864 Receiver Hugh J. Jewett of Central Ohio Railroad (B&O) sells the Steubenville & Indiana Railroad an undivided half interest in its line between Newark and Columbus for \$775,000 under agreement of Mar. 14, 1864. (Church)

Sep. 5, 1864 Richmond & Covington Railroad sells its railroad running from Bradford, Ohio, to the Indiana state line west of New Paris to the Columbus & Indianapolis Railroad under agreement of June 29, 1864. (Church, C&C)

Sep. 22, 1864 Little Miami-Columbus & Xenia Railroad committee recommends it buy \$100,000 worth of freight cars and lease to Chicago & Great Eastern Railway. (MB)

Oct. 13, 1864 Columbus & Indianapolis Central Railway organized by merger of Columbus & Indianapolis Railroad and Indiana Central Railway under agreement of Aug. 10; Columbus banker Benjamin E. Smith, Pres. (MB, Church, C&C)

Oct. 19, 1864 Columbus & Indianapolis Central Railway incorporated by the merger of the Columbus & Indianapolis Railroad and the Indiana Central Railway, under articles dated Aug. 10, 1864. (Church, C&C)

Nov. 20, 1864 Secretary of the Interior John P. Usher informs Thomas C. Durant that John D. Perry is negotiating to bring Tom Scott, William Dennison, Thomas L. Jewett and other Pennsylvania and Ohio railroad men into the Union Pacific Railway Company, Eastern Division; scheme is to give PRR a transcontinental connection via Columbus, the Little Miami to Cincinnati, the Ohio & Mississippi, the Pacific Railroad (Mo.), the UPED and the Central Pacific. (Petrowski)

1864 Dennison Land Company organized by Tom Scott, J. Edgar Thomson, Hugh J. Jewett, Thomas L. Jewett, George W. McCook, George W. McIlvaine, William Dennison, William H. Clement, Henry M. Alexander and Ashbel Green; buys about 500 acres about midway between Pittsburgh and Columbus as the site of shops and a shop town (Dennison) for the Pan Handle Line. (Mansfield - verify newspapers.com?)

1865 (May 2015)

Jan. 1, 1865 Richmond & Miami Railway (Ohio state line-Richmond Jct.) leased to the Dayton & Western Railroad for 99 years under a new agreement of Nov. 26, 1864; operated by the Little Miami Railroad and Columbus & Xenia Railroad jointly. (C&C)

Jan. 3, 1865 Property of Dayton, Xenia & Belpre Railroad (Xenia-Dayton) sold at foreclosure to Little Miami and Columbus & Xenia Railroads for \$251,000 in ratio of 33% to 66%; sale terminates lease of DX&B to Columbus & Xenia. (Church, C&C)

Jan. 1865 Steubenville & Indiana Railroad signs agreement with Central Ohio Railroad for joint operation and maintenance of line between Newark and Columbus, to be called Columbus & Newark Division; to be under joint superintendent or trainmaster; Central Ohio Railroad (later B&O) is responsible for maintenance; contract is signed between brothers Hugh J. Jewett, Pres. of Central Ohio, and Thomas L. Jewett, Pres. of Steubenville & Indiana. (Church)

Feb. 4, 1865 Columbus & Xenia/Little Miami Railroads execute new lease of Dayton & Western Railroad (Dayton-Indiana line) retroactive to Jan. 1, 1865; replaces old lease of 1863; includes its interest in the Richmond & Miami Railway, which completes line between Dayton and Richmond. (Church)

Apr. 11, 1865 Columbus & Xenia Railroad appoints committee to meet with Cleveland, Columbus & Cincinnati Railroad regarding a new passenger depot at Columbus. (MB)

Apr. 28, 1865 Lincoln funeral train arrives at Cleveland Union Station at 7:00 AM; Cleveland & Pittsburgh Railroad No. 40 then pulls train back to C&P's Euclid Avenue Station to permit a solemn funeral procession down the length of Euclid Avenue to the Public Square; train then lays over at Union Station; train leaves CC&C's Vineyard Street Station at midnight for Columbus over Cleveland, Columbus & Cincinnati Railroad. (Withers, Trostel)

Apr. 29, 1865 Lincoln funeral train arrives at Columbus at 7:30 AM; departs at 8:00 PM via Columbus & Indianapolis Central Railway (future PRR main) for Indianapolis via Piqua. (Withers, Trostel)

May 25, 1865 Little Miami Railroad Board appoints a committee on the new joint passenger house at Columbus. (MB)

May 27, 1865 Massive movement of soldiers and equipment from Washington to mustering out stations in the Northern and Midwestern States begins; by July 6, 233,200 men, 12,838 horses and 4.3 million pounds of baggage are shipped out; War Dept. prefers water transportation wherever possible, as it is more restful; to avoid crowding, many troops march overland to Baltimore; troops for the B&O load at Alexandria; troops for Ohio and Missouri Valleys take the B&O and Ohio River steamboats; those for Columbus take the B&O and Central Ohio Railroad; those for Michigan and Wisconsin take the Northern Central, PRR, Cleveland & Pittsburgh and Lakes; those for northern Ohio, Indiana, Illinois, Iowa and Minnesota take the Northern Central, PRR, PFW&C and branches; those for central New York take the Northern Central and Elmira & Williamsport; those for eastern Pa., N.J., eastern N.Y. and New England take the PW&B. (OR)

June 27, 1865 A meeting held at Cleveland of the Bee Line and its eastern connections informs the Union & Logansport Railroad that they have no money available at present; the Union & Logansport then turns to the PRR-allied line from Pittsburgh through Steubenville to Columbus, and the Benjamin E. Smith roads from Columbus to Logansport and Peoria. (MB)

July 18, 1865 Benjamin E. Smith and John H. Bradley of the Columbus & Indianapolis Central Railway propose to build and operate the Union & Logansport Railroad for \$200,000 in cash and bonds. (MB)

Aug. 7, 1865 Thomas Benton Hamilton (1865-1939), future PRR VP, born at Columbus, Ohio. (PRRBio, RyAge)

Oct. 1, 1865 Thomas L. Jewett, receiver of Steubenville & Indiana Railroad, makes an agreement with Western Transportation Company to operate entire line from Pittsburgh to Columbus as "Pittsburgh, Columbus & Cincinnati Railroad"; so operated until reorganization of 1868; John Durand, formerly Superintendent of Marietta & Cincinnati Railroad, named General Superintendent. (MB, Church, PittsGaz)

Oct. 3, 1865 Little Miami Railroad Board appoints a committee to purchase the Springfield & Columbus Railroad and another on an extension to Lebanon. (MB)

Oct. 9, 1865 Pittsburgh & Steubenville Railroad opens for regular through revenue service between Pittsburgh giving PRR a direct line between Pittsburgh and Columbus, Ohio.; entire railroad is operated by Thomas L. Jewett, Receiver of Steubenville & Indiana Railroad as sub-lessee of Western Transportation Company under agreement of Oct. 1, 1865; entire line is called "Pittsburgh, Columbus & Cincinnati Railroad"; service consists of three main line round trips

and a Steubenville local; at Pittsburgh, a small frame station is built on the south side of the track west of Smithfield Street. (PittsGaz, C&C)

Oct. 15, 1865 John Durand named General Superintendent of the entire line between Pittsburgh and Columbus. (S&I MB)

Oct. 31, 1865 Little Miami Railroad authorizes construction of branch from Gainsborough to Lebanon, providing residents subscribe \$60,000 by mar. 1, 1866; Columbus & Xenia Railroad refers question of terminating Cincinnati, Hamilton & Dayton Railroad pooling arrangement to a committee. (MB)

Nov. 10, 1865 Central Ohio Railroad sold at foreclosure of Fourth Mortgage, excepting undivided half interest owned by Steubenville & Indiana Railroad between Newark and Columbus. (Church - verify if this is date of transfer, not sale - Studer has the new co. org 11/1 with H.J. Jewett Pres.)

Nov. 13, 1865 Milbury Miller Greene and William P. Cutler of the Mineral Railroad meet in Columbus with William Neil, Benjamin E. Smith, William G. Deshler, et al., to arrange to build a railroad from Columbus to Athens and to the coal, iron and salt region beyond. (Miller)

Nov. 15, 1865 Columbus & Indianapolis Central Railway approves construction of new brick station at Piqua, Ohio.

1865 Columbus banker Benjamin E. Smith builds a mansion in the Second Empire style on the southeast corner of 4th & Broad Street; designed by architect Nathan B. Kelley (1808-1871), it is the most opulent house in the city for many years and later becomes the Governor's mansion and the Columbus Club. (Miller, ColumbusClub)

1866 (June 2015)

Jan. 25, 1866 Columbus & Xenia and Little Miami Railroads refuse aid to Richmond & Fort Wayne Railroad. (MB)

Feb. 19, 1866 Milbury Miller Greene presents his plan for the Mineral Railroad linking Columbus to the Hocking Valley coal field to a gathering of Columbus capitalists at the banking house of Bartlit & Smith; Benjamin E. Smith, William Dennison, William A. Neil and others put up the money for a preliminary survey. (Studer)

Mar. 1, 1866 Little Miami and Columbus & Xenia Railroads terminate pooling contract with Cincinnati, Hamilton & Dayton Railroad and end joint ticket office and agency. (MB)

May 1866 Altoona-Crestline and Altoona-Columbus sleeping cars placed on *Fast Line*; connects with Crestline-Chicago sleeping car. (PassDept)

June 7, 1866 Hugh J. Jewett writes to Benjamin E. Smith of the Columbus & Indianapolis Central Railway proposing a consolidation of all railroads entering Columbus, viz., the Little

Miami, Columbus & Xenia, Cleveland, Columbus & Cincinnati, Steubenville & Indiana, Columbus & Indianapolis Central, and Central Ohio.

June 20, 1866 Columbus & Indianapolis Central Railway appoints committee to meet with representatives of other railroads entering Columbus to consider Hugh J. Jewett's proposition of merger; approves contract with Jeffersonville, Madison & Indianapolis Railroad and Lake Erie & Louisville Railroad; orders extension of old Piqua track eastward from High Street, Columbus, to connect with Central Ohio Railroad. (MB)

July 2, 1866 Columbus & Xenia Railroad appoints committee on consolidation with Cleveland, Columbus & Cincinnati Railroad, Central Ohio Railroad, or other lines; authorizes \$50,000 to aid branch from Columbus to Athens. (MB)

July 2, 1866 Sandusky & Cincinnati Railroad incorporated in Ohio as the reorganization of Sandusky, Dayton & Cincinnati Railroad and Sandusky City & Indiana Railroad; also operates the Springfield & Columbus Railroad between Springfield and London. (GrnBk)

July 20, 1866 Sandusky & Cincinnati Railroad and Springfield & Columbus Railroad between Springfield and London leased to the Cincinnati, Dayton & Eastern Railroad for 99 years. (GrnBk)

Sep. 12, 1866 Pres. Andrew Johnson travels from Cincinnati to Columbus via the Little Miami Railroad; then east on Pan Handle line to Pittsburgh. (Withers)

Nov. 10, 1866 Union Passenger Depot at Cleveland dedicated with a banquet for over 300 guests; speeches by Amasa Stone, Pres. of the Cleveland, Columbus & Cincinnati Railroad and John H. Devereux of the Cleveland & Pittsburgh Railroad; 603 x 106 feet; it replaces the old depot built on piles over the lake. (Rozman, Haberman, Avery)

Nov. 21, 1866 B&O leases Central Ohio Railroad, as Reorganized, effective Dec. 1, extending its influence to Columbus. (B&O AR, Graham/Muskingum)

Dec. 1, 1866 B&O assumes operation of Central Ohio Railroad as Reorganized under an agreement of Nov. 21; line needs to be upgraded, including new rails and ballast; there are many delays on the Columbus & Newark Division, which is only single track. (AR, B&O AR)

Dec. 19, 1866 Mineral Railroad organized in City Hall at Columbus with Benjamin E. Smith, William G. Deshler, William Dennison, et al., as directors; Peter Hayden of Columbus as Pres. and Milbury Miller Greene as VP. (Studer)

1867 (June 2015)

Feb. 12, 1867 Steubenville & Indiana Railroad stockholders authorize \$5 million in new 6% Mortgage bonds to retire old First Mortgage bonds and Columbus & Newark Division bonds and for new improvements; \$2.5 million in preferred stock to redeem old Second Mortgage bonds and the floating debt; Benjamin E. Smith is elected a director. (MB)

Feb. 12, 1867 Little Miami and Columbus & Xenia Railroads contract with Columbus & Indianapolis Central Railway for through line and pooled earnings. (MB)

Mar. 14, 1867 Columbus & Indianapolis Central Railway Board approves Feb. 12 revenue pooling contract with Little Miami and Columbus & Indiana (?); accepts proposal of merger from Steubenville & Indiana Railroad.

Apr. 23, 1867 PFW&C Board passes resolution offered by J.F.D. Lanier; citing PRR expansion west of Pittsburgh, particularly extension of line from Columbus towards Logansport and proposed extension of North Western Railroad to New Castle, it calls these hostile acts and raises the question if PFW&C should depend on PRR as sole outlet to East; calls PRR moves west of Pittsburgh improper; copy sent to J. Edgar Thomson and Cass and Tilden appointed to consult with PRR. (MB)

May 17, 1867 PFW&C, Cleveland, Painesville & Ashtabula Railroad, Cleveland, Columbus & Cincinnati Railroad, Bellefontaine Railway, and Indianapolis, Cincinnati & Lafayette Railroad enter agreement to guarantee the lease of the St. Louis, Alton & Terre Haute Railroad to the Terre Haute & Indianapolis Railroad, in order to provide the PRR with a through line to St. Louis; if the contracting parties prove unable to secure stock control of the TH&I, they are to collectively construct their own railroad between Indianapolis and Terre Haute; the Terre Haute interests controlling the TH&I refuse to cooperate, and the later option is followed by building the Indianapolis & St. Louis Railroad. (Church, Wallis)

May 28, 1867 Little Miami Railroad Board appoints a committee to purchase the stocks and bonds of the Springfield & Columbus Railroad; approves a revised contract with the Columbus & Indianapolis changing the division of earnings; approves the purchase of Dayton & Western Railroad bonds; accepts the resignations of J. W. Guppy as General Superintendent and of Pres. E. W. Woodward for health. (MB)

June 1, 1867 J. Durand appointed General Superintendent of Little Miami and Columbus & Xenia Railroads, replacing J.W. Guppy, resigned. (MB)

June 5, 1867 Mineral Railroad breaks ground at Columbus. (Miller)

June 26, 1867 Mineral Railroad renamed Columbus & Hocking Valley Railroad. (ICC)

July 1, 1867 Lease of the St. Louis, Alton & Terre Haute Railroad to the Indianapolis, Cincinnati & Lafayette Railway, PFW&C, Cleveland, Columbus & Cincinnati Railroad, Bellefontaine Railway, and the Cleveland, Painesville & Ashtabula Railroad goes into effect, the PRR and Terre Haute & Indianapolis Railroad refusing to sign; the guarantors now have to build their own railroad between Indianapolis and Terre Haute. (Wallis)

Aug. 1, 1867 Columbus & Xenia Railroad Board refers question of sleeping cars between Cincinnati and Cleveland and Cincinnati and New York to Pres. Swan. (MB)

Aug. 21, 1867 Columbus, Tiffin & Toledo Railroad incorporated in Ohio under articles dated Aug. 15 to build a railroad from Columbus to Toledo. (Church, C&C)

Sep. 11, 1867 Columbus & Indiana Central Railway Company 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.; C. R. Alton, Engineer. (MB, Church, C&C)

Sep. 11, 1867 Indianapolis & St. Louis Railroad assumes lease of portions of St. Louis, Alton & Terre Haute Railroad between Terre Haute and Alton and between East Alton and East St. Louis under an agreement of June 1; lease is guaranteed in one-third interests by 1) Indianapolis, Cincinnati & Lafayette Railroad, 2) PFW&C, and 3) Bellefontaine Railway, Cleveland, Columbus & Cincinnati Railroad, and Cleveland, Painesville & Ashtabula Railroad; PRR is not a party to this agreement, having agreed to support the rival combination of the Terre Haute & Indianapolis Railroad and St. Louis, Vandalia & Terre Haute Railroad; PFW&C and Cleveland, Columbus, Cincinnati & Indianapolis Railway furnish money to build Indianapolis & St. Louis Railroad, and each takes 50% of the stock. (Church, GrnBk)

Oct. 3, 1867 Columbus & Xenia Railroad calls for a new Union Depot building at Columbus. (MB)

Dec. 18, 1867 Pres. William R. McKeen meets with representatives of the PRR and the Pan Handle route at Columbus to discuss a direct Terre Haute-St. Louis line. (MB)

1868 (June 2015)

Jan. 9, 1868 Lease of the Sandusky & Cincinnati Railroad to the Cincinnati, Dayton & Eastern Railroad is cancelled; Sandusky & Cincinnati Railroad renamed Cincinnati, Sandusky & Cleveland Railroad; it continues to operate the Springfield & Columbus Railroad (Springfield-London). (GrnBk)

Jan. 23, 1868 Last rail laid on the Columbus & Indiana Central Railway 15 miles east of Logansport; officials, including Pres. Benjamin E. Smith, William D. Judson, et al., arrive on first through train from Columbus for the ceremony. (ARJ)

Feb. 11, 1868 Steubenville & Indiana Railroad stockholders approve the merger of all the lines between Pittsburgh and Columbus; Henry M. Alexander and Benjamin E. Smith leave the Board. (MB)

Feb. 12, 1868 Columbus, Chicago & Indiana Central Railway (CC&IC) incorporated by merger of Columbus & Indiana Central Railway and Chicago & Great Eastern Railway under agreement of Dec. 4, 1867; operates between Columbus and Chicago via Logansport and between Columbus and Indianapolis, with branch from Logansport to Effner; Benjamin E. Smith, Pres. (Church,)

Feb. 13, 1868 CC&IC Railway promotes J. M. Lunt from Superintendent to General Superintendent; creates First Division (Columbus-Indianapolis with headquarters at Richmond), Second Division (Brandford-Chicago with headquarters at Chicago) and Third Division (Richmond-Logansport-Effner with headquarters at Richmond); names Joseph C. Young VP & Chief Engineer at Chicago and William D. Judson Assistant Pres. at New York. (NB: Guide shows 3rd Div. - MB calls for 3 divs. but not mention 3rd)

Feb. 20, 1868 Columbus, Chicago & Indiana Central Railway issues \$15 million 7% First Mortgage bonds; \$10.48 million are issued to retire bonds of predecessor companies. (Church)

Mar. 15, 1868 Columbus, Chicago & Indiana Central Railway opens between Marion and Anoka Jct., completing a new, direct route between Bradford, Ohio, and Logansport, connecting with other lines for the Mississippi River bridge at Keokuk and beyond into Iowa. (Church, Val)

Mar. 26, 1868 Steubenville & Indiana Railroad stockholders the consolidation of the roads between Pittsburgh and Columbus and the St. Louis, Vandalia & Terre Haute Railroad contract. (MB)

Apr. 7, 1868 Little Miami Railroad Board appoints a committee on freight traffic; presents articles of association for a company to build a Union Depot at Columbus. (MB)

Apr. 7, 1868 CC&IC Board authorizes Pres. Benjamin E. Smith to negotiate with the Union Transportation Company or other parties to establish a fast freight line from Chicago to the East via Columbus; appoints New York banker James A. Roosevelt (1825-1898) to vacancy on the Board; confirms John F. Miller (1830-1916) as Superintendent of First Division and E.L. Harkness as Superintendent of Second Division. (MB)

May 1, 1868 Columbus & Xenia Railroad Board debates response to merger of Cleveland, Columbus & Cincinnati Railroad with Bee Line; authorizes survey between Richmond and Indianapolis or use of Cincinnati & Indianapolis Junction Railroad. (MB)

May 8, 1868 Springfield & Columbus Railroad sold at foreclosure to Jacob W. Pierce of Boston for \$100,000. (GrnBk, HistMadCo)

May 16, 1868 Cleveland, Columbus & Cincinnati Railroad consolidated with Bellefontaine Railway to form the Cleveland, Columbus, Cincinnati & Indianapolis Railway under agreement of May 14; merged company retains the slogan of the "Bee Line"; Leander M. Hubby, formerly Pres. of the CC&C, is Pres.; Stillman Witt of the Bellefontaine Railway is First VP; Elias A. Ford (1840-1912), later of PRR Lines West, is General Passenger Agent. (GrnBk)

June 7, 1868 Through service begins on CC&IC between Chicago and Cincinnati and Chicago and Columbus; at Chicago, use Milwaukee Road (?) depot at Canal & Kinzie Streets. (USRR&MR)

June 22, 1868 Columbus & Xenia Railroad Board authorizes purchase of stocks and bonds of London & Springfield Railroad (portion of Springfield & Columbus Railroad between London and Springfield??) for \$50,000. (MB)

June 1868 Through coaches and sleeping cars established between Pittsburgh and Chicago three times a week via Columbus and Logansport on the Panhandle Line. (PassDept)

June 30, 1868 Louisville, Cincinnati & Lexington Railroad (later part of the Louisville & Nashville Railroad), Little Miami Railroad and Columbus & Xenia Railroad agree for the use of the Newport & Cincinnati Bridge. (Church)

July 1, 1868 Hugh J. Jewett becomes Pres. of Little Miami and Columbus & Xenia Railroads, replacing E. W. Woodward, resigned. (MB)

July 1, 1868 CC&IC terminates traffic contract (?) with Little Miami and Columbus & Xenia Railroads.

Sep. 30, 1868 Sylvester Medberry reports to Columbus & Xenia Railroad Board on survey between Indianapolis and Richmond; Board lifts limit on amount to be paid for stocks and bonds of London & Springfield Railroad. (MB)

Nov. 12, 1868 Little Miami Railroad Board proposes the lease or consolidation with the Columbus & Xenia Railroad. (MB)

Nov. 13, 1868 Dayton & Western Railroad, leased by Little Miami Railroad and Columbus & Xenia Railroads, grants Dayton & Union Railroad the use of its tracks between Dayton depot and the west side of the Great Miami River. (Church)

Nov. 30, 1868 Joint operation of Little Miami Railroad and Columbus & Xenia Railroad terminated, and C&X leased to Little Miami retroactively under an agreement of Mar. 18, 1869; Little Miami Railroad becomes sole operator of Richmond & Miami Railway between Richmond Jct. and New Paris. (MB, C&C)

Dec. 15, 1868 At Columbus, Ohio, convention, Conductors Brotherhood renamed Order of Railway Conductors of America (ORC). (Constit)

ca. 1868 Jay Gould tours Chicago Division of Columbus, Cincinnati & Indiana Central with a view to leasing Urbana-Chicago section for Erie (Watkins - verify! jan. or feb.)

1869 (June 2015)

1870 (June 2015)

1871 (June 2015)

1872 (June 2015)

1873 (June 2015)

1874 (June 2015)

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1894 (June 2015)

1895 (June 2015)

1896 (June 2015)

1897 (June 2015)

1898 (June 2015)

1899 (December 2010)

Jan. 26, 1899 PCC&StL Railway Executive Committee authorizes rearranging the passing sidings between Columbus and Newark, Ohio, so that it can impose the block system as used between Pittsburgh and Newark, half the cost to be paid by the B&O. (MB)

Jan. 27, 1899 Fred W. Whitridge of New York elected Pres. of the Cleveland, Akron & Columbus Railway, replacing Calvin S. Brice, deceased; the \$1 million in bonds authorized to be issued by Brice have not been sold but used as collateral. (MB)

Jan. 30, 1899 PCC&StL Railway Board authorizes expansion of the eastbound yard at Sheridan, Pa.; second track from the Scioto River at Columbus to Hayden. (MB)

Feb. 16, 1899 Columbus Terminal Committee reports. (CE)

Feb. 24, 1899 Columbus, Hocking Valley & Toledo Railway sold at foreclosure at Columbus to a Morgan syndicate. (ICC, RRGaz, NYT)

Feb. 25, 1899 Hocking Valley Railway incorporated as reorganization of Columbus, Hocking Valley & Toledo Railway; Nicholas Monsarrat, Pres.; reorganization managed by J.P. Morgan & Co. (ICC, RRGaz, Miller)

Mar. 24, 1899 George L. Bradbury named General Manager of Cleveland, Akron & Columbus Railway as well as VP. (MB)

Mar. 24, 1899 PCC&StL Railway Board approves a settlement with the Little Miami Railroad; PCC&StL is to transfer to the LM all \$525,000 of the Street Connection bonds and all bonds of the Columbus & Xenia Railroad that came due on Sep. 1, 1890, plus \$100,000 cash to discharge its municipal debt; LM is to issue the PCC&StL new bonds at 3½%. (MB)

Mar. 29, 1899 PCC&StL Railway Executive Committee authorizes second track between Port Washington and Coshocton, Ohio; interlocking plant at the west end of the Columbus Union Station. (MB)

Apr. 10, 1899 Pennsylvania Company Executive Committee reports an opportunity to purchase the Cleveland, Akron & Columbus Railway from the Lake Erie & Western Railroad and the Maatschappij tot Beheer van het Administratiekantoor van Amerikaansche Spoorwegwaarden Opgericht door Wertheim & Gompertz, Westendorp & Co. en F.W. Owel, aka the “Amsterdam Association,” a Dutch investment trust. (MB)

Apr. 19, 1899 Pennsylvania Company Executive Committee approves proposition of Lake Erie & Western Railroad to sell 22,375 shares of Cleveland, Akron & Columbus Railway for \$450,000. (MB)

Apr. 23, 1899 Gasoline railcar tested on Indianapolis & Vincennes Railroad; reaches 37 MPH; also tested Indianapolis-Columbus and Indianapolis-Martinsville. (RyW)

May 4, 1899 Pennsylvania Company officials return to Cleveland after and inspection trip over the Cleveland, Akron & Columbus Railway. (NYT)

May 11, 1899 Press announces PRR (Pennsylvania Company) has purchased control of Cleveland, Akron & Columbus Railway, formerly part of the Brice system and managed by officers of Lake Erie & Western Railroad out of Chicago; expect PRR officers to take over on June 1 or July 1. (NYT)

May 20, 1899 Judge sets aside foreclosure sale of Columbus, Sandusky & Hocking Railroad made on July 5, 1895, to Sinks & Hatch; removes Samuel M. Felton as receiver and places road in hands of Crawford County Court. (RRGaz)

May 25, 1899 State court at Bucyrus, Ohio, appoints Nicholas Monsarrat, Pres. Of Hocking Valley Railway, as receiver of Columbus, Sandusky & Hocking Railroad in place of Samuel M. Felton. (RRGaz)

May 25, 1899 Railroad entrepreneur Robert L. Neil (1819-1899) dies at Columbus, Ohio. (GreenlawnCemetery)

May 31, 1899 Cleveland, Akron & Columbus Railway grants Northern Ohio Railway trackage rights over its line at Akron. (MB)

June 1, 1899 PRR takes possession of Cleveland, Akron & Columbus Railway by purchasing the \$2,237,500 stock (55% of total) held by Lake Erie & Western Railroad. (RRGaz)

June 1, 1899 All of the old directors of the Cleveland, Akron & Columbus Railway except Andrew Squire resign and are replaced by PRR Lines West officers. (MB)

June 1, 1899 Cleveland, Akron & Columbus Railway restores 10% wage cut of 1893. (RRGaz)

June 5, 1899 PRR announces it has secured control of Cleveland, Akron & Columbus Railway and has elected James McCrea Pres. (RyW)

June 6, 1899 James McCrea addresses Cleveland, Akron & Columbus Railway Board on the need for reducing expenses and strengthening finances; floating debt is \$700,000 with another \$77,000 due on car trusts; will need to equip cars with safety appliances. (MB)

June 29, 1899 Louis Fitzgerald, Chairman of the Columbus, Sandusky & Hocking Railroad reorganization committee, announces he is unable to carry out the reorganization plan of May 12, 1898, and will no longer act for the bondholders. (RRGaz)

July 6, 1899 Judge William Howard Taft of U.S. Circuit Court at Cincinnati sets aside action of State Court at Bucyrus and restores Samuel M. Felton as receiver of Columbus, Sandusky & Hocking Railroad in place of Nicholas Monsarrat. (RRGaz)

July 11, 1899 Cleveland, Akron & Columbus Railway reports that it has secured a loan of \$602,723 at 4% to redeem notes bearing 6%. (MB)

Sep. 8, 1899 Joseph Robinson appointed receiver of Columbus, Sandusky & Hocking Railroad, replacing Samuel M. Felton, Jr. (Church)

Nov. 1, 1899 George L. Potter (1856-1925) appointed to new position of General Superintendent of Motive Power for Lines West, including GR&I; works with L.F. Loree to design locomotives and freight cars of great power and capacity; D.F. Crawford named Superintendent of Motive Power of Northwest System, replacing Potter; A.B. Starr appointed to new post of Assistant General Superintendent of Transportation of Lines West; A.M. Schoyer appointed Superintendent of Eastern Division, replacing Starr; Charles E. McKim to Superintendent of Telegraph of Lines West, replacing Schoyer; H.W. Byers named Superintendent of Cleveland, Akron & Columbus Railway, replacing J.J. Henry, demoted to Trainmaster & Road Master of Engines; L.G. Haas names Superintendent of Erie & Ashtabula Division, replacing Byers; Henry W. Thornton (1871- 1933) named Engineer of Maintenance of Way, Erie & Ashtabula Division, replacing Haas. (MB, AR, RRGaz)

Nov. 1, 1899 J.H. Sharples resigns as General Superintendent of Cleveland, Akron & Columbus Railway and office abolished. (AR)

Dec. 26, 1899 PCC&StL Railway Executive Committee authorizes interlockings at New Paris Jct., Summit and Kirksville, Ohio; relocating the station at Trinway to the junction with the Cleveland, Akron & Columbus Railway and building an interchange yard. (MB)

1899 Cleveland, Akron & Columbus Railway builds a 22-lever interlocking plant at the crossing of the PFW&C at Orrville. (MB - early or may be 1898)

1899 Cleveland, Akron & Columbus Railway opens the Zerbe Coal Branch (2.25 miles) to the mines of the Fox Lake Coal Company near Clinton. (MB - may be 1898)

1899 Screen of shops and arcade are completed along High Street Viaduct in front of Columbus Union Station, with two large gateways like triumphal arches opening into the station forecourt. (Darbee - verify)

1900 (March 2005)

June 25, 1900 Future VP Charles Duncanson Young (1878-1955) joins PRR as summer employee at Columbus Shops while still a student at Cornell. (MB)

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)

July 26, 1900 Cincinnati & Muskingum Valley Railroad agrees to build spur to proposed new station of Cleveland, Akron & Columbus Railway at Trinway, Ohio. (Church)

Sep. 4, 1900 Ashland & Wooster Railway deeds its partly-constructed railroad between Apple Creek Jct. to West Lebanon, Ohio (9.42 miles) to Cleveland, Akron & Columbus Railway; CA&C then completes it to coal fields. (Church)

Sep. 15, 1900 Cleveland, Akron & Columbus Railway agrees with Fox Lake Coal Company to extend its Fox Lake Branch to Lawrence Township, Stark County, in return for guarantee of 50,000 tons per year. (Church)

Oct. 23, 1900 Toledo & Ohio Central Extension Railroad reorganized as Marietta, Columbus & Cleveland Railroad. (Church)

1900 Double-tracking completed between Pittsburgh and Columbus.

1901 (March 2005)

May 5, 1901 PRR and Erie Railroad inaugurate new through line between Buffalo, St. Louis and Nashville for World's Fair traffic; uses Erie east of Akron and PRR line between Akron, Columbus and points south and west; cars are carries on regular trains west of Columbus; trains are *Pan-American Express* and *Buffalo Express* eastbound, and *St. Louis Express* and *Nashville Express* westbound. (tt)

Aug. 4, 1901 PRR and Erie Railroad revise World's Fair service from west via Columbus and Akron; *Buffalo Express* renamed *Exposition Express*; adds third *Chautauqua Lake Express* direct to Chautauqua Lake at Jamestown, N.Y.

Oct. 26, 1901 Last run of joint Erie-PRR Buffalo-Columbus-St. Louis World's Fair service. (tt)

1901 Cleveland, Akron & Columbus Rail_ extends Apple Creek Branch to coal mines. (AR - check Church!)

1902 (March 2005)

Jan. 1, 1902 Apple Creek Branch of Cleveland, Akron & Columbus Railway opens from Apple Creek Jct. to West Lebanon, Ohio. (Church)

May 14, 1902 Ohio C. Barber sells Akron & Barberton Belt Railroad upon consolidation to Cleveland, Akron & Columbus Railway, B&O, Erie Railroad, and Northern Ohio Railroad for

\$1 million; purchasers agree to operate Akron & Barberton Belt Railroad as a joint terminal facility. (Church)

May 15, 1902 H.W. Thornton named Superintendent of Cleveland, Akron & Columbus Railway, replacing H.W. Byers, resigned for health. (AR)

June 15, 1902 Passenger accommodations withdrawn from No. 11 *Fast Mail* between Columbus and St. Louis. (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)

Aug. 8, 1902 Columbus & Logansport RPO established. (Kay)

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. 13, 1902 Columbus & Logansport RPO extended to Columbus & Chicago RPO. (Kay)

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)

Oct. 16, 1902 Portion of Columbus, Sandusky & Hocking Railroad between Columbus and Shawnee sold to Zanesville & Western Railway, part of Hocking Valley system; eventually becomes part of NYC system. (C&C)

Nov. 1, 1902 Sandusky Division of former Columbus, Sandusky & Hocking Railroad (Columbus-Sandusky) becomes part of Toledo Division.

Nov. 5, 1902 Toledo, Walhonding Valley & Ohio Railroad rejects leases of Columbus Terminal & Transfer Railroad and trackage rights over Columbus Connecting & Terminal Railroad (N&W) at Columbus made by Columbus, Sandusky & Hocking Railroad. (Church)

Nov. 26, 1902 PCC&StL Board approves \$1.5 million for improvements, including double track west of Columbus, third track between Pittsburgh and Steubenville, and double-tracking part of the Chariters Railroad. (NYT)

1902 PRR buys portion of Columbus, Sandusky & Hocking Railroad between Columbus and Sandusky at foreclosure.

1902 Cleveland, Akron & Columbus Railway completes new yard at South Akron containing 4.5 miles of track. (AR)

1902 Cleveland, Akron & Columbus Railway completes new yard at Columbus containing 3 miles of track. (AR)

1903 (March 2005)

Jan. 1, 1903 Cleveland, Akron & Columbus Railway joins Lines West Voluntary Relief Dept.

Apr. 30, 1903 Superior Court of Cincinnati rules that PRCC&StL is entitled to securities of Little Miami Railroad for betterments made on Columbus & Xenia Railroad, Dayton & Western Railroad, and Dayton, Xenia & Belpre Railroad in friendly suit. (Church)

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)

May 21, 1903 PRR begins pulling down all Western Union poles and 25,000 miles of telegraph wires along its system; then sends Western Union a bill for this expense; poles are pulled down with locomotives, cut up and burned; work begins in afternoon and is completed within about 24 hours; represents only about 1% of Western Union's system; greatest disruptions are in Pennsylvania. (temp. injunction expires 5/21); J.P. Morgan is said to have informed Cassatt, "I do not like George Gould, but I do not like a man who destroys \$5 million of vested property." (Davis has quote as \$50,000!? -NYT says value of loss is \$500,000)

Aug. 2, 1903 *World's Fair Express* No. 119 inaugurated between Columbus and St. Louis, westbound only. (tt)

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)

Dec. 21, 1903 R.C. Bannard appointed Superintendent of Cleveland, Akron & Columbus Rail__, replacing H.W. Thornton, to Pennsylvania Company.

1903 Cleveland, Akron & Columbus Railway opens new brick freight station at Akron. (C&C)

1903 New Columbus shops completed.

1903 Double track placed in service between "MI" Tower near Columbus and Alton (5.86 miles) on Cincinnati Division.

1904 (March 2005)

1904 Cleveland, Akron & Columbus Rail__ abandons Fox Lake and Zerbe Coal Branches because of exhaustion of mines. (AR)

1904 Cleveland, Akron & Columbus Rail__ begins running through freight trains between Cleveland and Crestline on PFW&C. (AR)

1905 (March 2005)

Apr. 12, 1905 Cleveland, Akron & Columbus Railway opens new station at Mount Vernon.

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)

1905 Cleveland, Akron & Columbus Railway completes relaying main line with steel rail. (AR)

1906 (March 2005)

Jan. 1, 1906 W.B. Wood named Superintendent of Cleveland, Akron & Columbus Railway, replacing R.C. Bannard, resigned.

Mar. 28, 1906 Cleveland, Akron & Columbus Railway files location for branch between Howard and Rightmire, Ohio. (Church)

June 1906 Second track opens between Woodstock and Urbana on Indianapolis (later Columbus) Division.

1906 Howard Branch of Cleveland, Akron & Columbus Railway opens to sand quarry (4.0? miles).

1906 All-electric "___" Interlocking placed in service at crossing of Hocking Valley, Toledo & Ohio Central and Columbus & Xenia west of Columbus

1907 (March 2005)

Mar. 4, 1907 Second track opens between Summit and Bradford on Indianapolis (later Columbus) Division.

Mar. 4, 1907 Congress passes hours of service law for certain employees engaged in interstate commerce; sets maximum of 16 hours consecutive work. (verify)

1907 Cleveland, Akron & Columbus Railway establishes telegraph block system between Hudson and Millersburg, Ohio.

1907 Cleveland, Akron & Columbus Railway establishes yard and engine terminal at Orrville; new 16-hour law requires that runs now be split into Cleveland-Orrville and Orrville-Columbus.

1908 (March 2005)

Feb. 1, 1908 Toledo & Ohio Central Railway begins operating Marietta, Columbus & Cleveland Railroad, one of properties acquired from Little Kanawha Syndicate, between Palos and Marietta, Ohio. (Church)

July 15, 1908 Columbus, Ohio, ordinance calls for elevation of PCC&StL tracks between Scioto River and Sandusky Street. (Church)

1908 Cleveland, Akron & Columbus Railway establishes telegraph block system between Millersburg and Columbus, Ohio.

1908 "___" Tower (electric interlocking) opens at Akron on Cleveland, Akron & Columbus Railway.

1909 (March 2005)

Sep. 29, 1909 Cleveland, Akron & Columbus Railway files to build branch to the Clinton Mine of the Massillon Run Coal Company in Chippewa Township. (Church)

1909 Cleveland, Akron & Columbus Railway adds six stalls to engine house at Orrville and enlarges yard.

1909 Cleveland, Akron & Columbus Railway opens 2.5-mile branch from Clinton to mines of Massillon Elm Run Coal Company. (AR)

1909 Lines West authorizes double track and improved grades between Columbus, Ohio, and Chicago, and between Indianapolis and Knightstown to facilitate movement of West Virginia coal and coke to new U.S. Steel plant at Gary.

1910 (March 2005)

May 24, 1910 Cleveland & Pittsburgh Railroad and Cleveland, Akron & Columbus Railway sign agreement for joint use of newly-relocated station at Hudson, Ohio. (Church)

1910 South Akron and Orrville Yards enlarged on Cleveland, Akron & Columbus Railway. (AR)

1910 Track elevation completed between Scioto River and Central Avenue, Columbus, on Cincinnati Division.

1910 New freight station completed at Springfield, Ohio.

1911 (March 2005)

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)

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; Cleveland, Akron & Columbus Railway Company and Cincinnati & Muskingum Valley Railroad Company consolidated to form Cleveland, Akron & Cincinnati Railway Company. (Church has TC&OR agreement filed 6/21; CA&C on 6/26)

Sep. 12, 1911 New alignment opens between Dunreith and Knightstown, Ind., on Indianapolis (now Columbus) Division.

Sep. 30, 1911 Tonnage ratings on Indianapolis (now Columbus) Division increased by average of 15% because of line and grade improvements.

Nov. 22, 1911 Second track opens between Jacksons Hill and Dublin, Ind., on Indianapolis (now Columbus) Division.

Dec. 22, 1911 Second track opens between Dunreith and Knightstown, Ind., on Indianapolis (later Columbus) Division.

1912 (March 2005)

Jan. 1, 1912 Central System of Lines West created from lines of Cleveland, Akron & Cincinnati Railway and Toledo, Columbus & Ohio Central, formerly independent; Cleveland, Akron & Cincinnati Railway becomes Akron Division of Central System of Lines West; Cincinnati & Muskingum Valley Railway becomes Zanesville Division; portion of Toledo, West Virginia & Ohio between Coshocton and West Loudonville, Ohio, ceded from Toledo Division to Marietta Division.

Dec. 3, 1912 Cincinnati & Muskingum Valley train rear-ends Cleveland, Akron & Columbus train near Dresden, Ohio; 8 killed, 7 injured. (NYT)

1913 (February 2005)

Jan. 13, 1913 N&W leases to PCC&StL four receiving tracks in Joyce Avenue Yard, Columbus. (Church)

June 12, 1913 Toledo, Columbus & Ohio River Railroad adopts location for extension of Strasburg Branch from Parral to Massillon. (MB)

Mar. 23, 1913 Four days of heavy rain begin, causing severe floods in Ohio River drainage basin in Ohio, Indiana and Illinois; over 600 killed; PRR suffers over \$3.5 million in damages; also destroy remaining Ohio Canals (Ohio & Erie and Miami & Erie) for commercial navigation; are thereafter retained only for water supply, water power, or recreation.

Mar. 25, 1913 St. Louis and Vincennes Divisions out of service because of floods.

Mar. 27, 1913 Lines West General Manager Benjamin McKeen reports that one track has been reopened between Mansfield to Chicago; main line service reopens via Tyrone and Lock Haven. (NYT)

Apr. 1, 1913 Flood crests at Cincinnati with 19 inches of water on floor of Pearl Street Station.

Apr. 2, 1913 Service restored on St. Louis Division and between Cincinnati and Xenia on Cincinnati Division. (AR)

Apr. 5, 1913 Service restored on Vincennes Division; Cincinnati passenger station reopens. (AR)

Nov. 19, 1913 Pennsylvania Company, PCC&StL and N&W cancel agreement of Mar. 6, 1902 covering guarantee of Pocahontas Coal & Coke Company bonds and Dec. 31, 1901 contract with United States Steel Corporation requiring coal from N&W mines to be shipped over Lines West; however, most N&W coal for Lake points continues to travel over PRR, particularly from Cincinnati to the Chicago area and from Columbus to Sandusky. (MB, Lambie)

1914 (February 2005)

Mar. 1, 1914 Passenger service cut because of economic downturn and rising costs imposed by regulation; *Pan-Handle Limited* discontinued (eff.) between New York and Chicago via Columbus; No. 43 *Pittsburgh Day Express* discontinued and observation car placed on No. 27; No. 39 *Pittsburgh Express* discontinued between Harrisburg and Pittsburgh; No. 96 discontinued between Washington and New York. (Guide) (Snyder says disc. 39, 43, 47 Pitts Exp, 69, 36 Phila. Exp, 96, 1036) (NYT says disc. 23 trains on Lines West and Pittsburgh suburban service)

1914 Double-tracking completed between Bradford and Columbus, Ohio, completing a double-track line between Pittsburgh and Chicago via Columbus.

1914 Double track placed in service between Alton and Glade Run (8 miles), completing double track between Columbus and Xenia.

1915

June 18, 1915 Vandalia Railroad signs agreement with Pennsylvania Company for servicing its passenger equipment at Toledo; also with Toledo, Columbus & Ohio River Railroad for running freight trains between Walbridge and Toledo. (Church)

1916 (June 2004)

Feb. 14, 1916 Columbus City Council signs agreement with Toledo, Columbus & Ohio River Railroad to eliminate grade crossings at Fields Avenue & Second Avenue. (Church)

Mar. 19, 1916 John F. Miller (1830-1916), former VP of Cleveland, Akron & Columbus Railway, dies at Richmond, Ind. (RAG)

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)

Aug. 31, 1916 PCC&StL contracts with George A. Fuller Company for new engine terminal at Spruce Street, Columbus, Ohio. (CE)

1917 (June 2004)

Feb. 5, 1917 Delaware, Ohio, ordinance calls for relocation of Toledo, Columbus & Ohio River Railroad to east side of city. (Church)

1918 (June 2004)

Aug. 13, 1918 Cleveland, Hudson & Columbus RPO renamed Cleveland & Columbus RPO. (Kay)

Sep. 1, 1918 Indianapolis Terminal Division and Vincennes Division merged to form new Indianapolis Division; old Indianapolis Division renamed Columbus Division; Louisville Division and old Indianapolis Terminal Division territory ceded from Southwest System to St. Louis System.

1919 (June 2004)

No Matches

1920

No File

1921 (December 2009)

Jan. 13, 1921 Joint Reviewing Committee of the Pennsylvania Railroad System organized at Columbus; to hold monthly meetings in Pittsburgh; R.V. Massey, Assistant General Manager-Eastern Region, elected Chairman and H.R. Karns, General Chairman of BLE for Lines West, as Vice Chairman; position of Chairman and Vice Chairman will rotate between a member of management and labor every six months; consists of 8 management and 9 labor members, including C.E. Musser of the BRT, who will later become an official of the PRR's Personnel Dept. (PR)

Jan. 19, 1921 PRR completes extension of Bridge No. 3 over the Scioto River on the Cincinnati Division at Columbus; the city has widened the river channel hoping to prevent a recurrence of the 1913 flood damage. (PR)

Feb. 24, 1921 PRR Board approves payment of \$20.47 million to Pennsylvania Company in return for transfer of all rolling stock to PRR: PRR also to receive \$20.47 million in PFW&C stock at par and \$2 million in PCC&StL stock; approves purchase by PFW&C of Massillon & Cleveland Railroad for \$328,000 in PFW&C stock; authorizes extension of westbound classification yard at Columbus. (MB)

Mar. 7, 1921 PRR has resumed work on the Spruce Street Engine Terminal at Columbus to keep passenger engines from having to cross freight mains to and from Union Station. (PR)

Mar. 26, 1921 Grand Rapids & Indiana Railway, PCC&StL, Cleveland, Akron & Cincinnati Railway, Englewood Connecting Railway, Indianapolis & Frankfort Railroad, Louisville Bridge & Terminal Railway, Ohio Connecting Railway, Pittsburgh, Ohio Valley & Cincinnati Railroad, South Chicago & Southern Railroad, Toledo, Columbus & Ohio River Railroad, Cincinnati, Lebanon & Northern Railway and Wheeling Terminal Railway all leased to PRR, retroactive to Jan. 1, 1921. (Church)

Oct. 15, 1921 Philadelphia Terminal Division beats Columbus Division to win the W.W. Atterbury Trophy in the PRR system baseball championship game played at Shibe Park in Philadelphia. (PR)

1922 (December 2009)

Jan. 1, 1922 NYC leases Toledo & Ohio Central Railway. (GrnBk)

Apr. 22, 1922 1,500 PRR employees, including women, compete in system indoor athletic championships at Columbus, Ohio. (PR, NYT)

Oct. 5, 1922 ICC approves PRR leases of Toledo, Columbus & Ohio River Railroad, Cincinnati, Lebanon & Northern Railway, and Cleveland, Akron & Cincinnati Railway dated Mar. 26, 1921; PRR assumes operation of Cincinnati, Lebanon & Northern as part of Cincinnati Division. (Church, MB)

1922 Work resumed on Spruce Street Engine Terminal at Columbus. (PaNews)

1923

No File

1924 (June 2002)

June 7, 1924 Agreement signed merging Cincinnati, Lebanon & Northern Railway, Cleveland, Akron & Cincinnati Railway and Toledo, Columbus & Ohio River Railroad and Pennsylvania-Detroit Railroad into Pennsylvania, Ohio & Detroit Railroad; ICC delays approval of merger.

July? 1924 Four hours after adjournment of Democratic National Convention in New York, PRR dispatches extra limited trains with sleeping cars to Chicago, St. Louis, Cleveland, Fort Wayne, Indianapolis, Columbus, Dayton and Cincinnati. (NYT)

Aug. 25, 1924 Pennsylvania, Ohio & Detroit Railroad incorporated as merger of Pennsylvania-Detroit Railroad, Cincinnati, Lebanon & Northern Railway, Cleveland, Akron & Cincinnati Railway, Toledo, Columbus & Ohio River Railroad, and Manufacturers Railway under agreement of June 7, 1924; ICC delays approval of merger until Jan. 1, 1926.

Sep. 13, 1924 Pennsylvania, Ohio & Detroit Railroad Company formed by merger of Cincinnati, Lebanon & Northern; Cleveland, Akron & Columbus; Toledo, Columbus & Ohio River;

Manufacturers Railway; and Pennsylvania-Detroit Railroad; ICC delays approval until Dec. 10, 1925.

Sep. 18, 1924 Spruce Street passenger engine terminal and coach yard placed in service at Columbus, Ohio, replacing more distant St. Clair Avenue engine terminal for passenger locomotives and all yard engines working west of High Street; includes 32-stall roundhouse; St. Clair Avenue remains for freight locomotives. (CE)

Dec. 10, 1924 ICC approves merger of Cincinnati, Lebanon & Northern, Railway, Cleveland, Akron & Columbus Railway, Toledo, Columbus & Ohio River Railroad (what else) into Pennsylvania, Ohio & Detroit Railroad; 12/10 is effective date; for accounting purposes, merger takes place on Jan. 1, 1926.

1924 New engine terminal and coach yard open at Columbus. (AR)

1924 Sandusky yard and coal pier rebuilt. (?AR?)

1925 (June 2004)

Feb. 16, 1925 VP Elisha Lee writes to Pres. Rea in regard to speeding up St. Louis passenger trains to meet NYC competition; NYC has more double track and stronger bridges on its route; to replace all rail under 100# between Columbus and St. Louis will cost \$1.7 million, and 17 bridges must be upgraded to permit K4s's to operate at 70 MPH. (SR 101/1)

May 1925 PRR drops Columbus Belt Railway plan after studies reveal operating costs would be higher than for existing lines and other railroads entering Columbus show no interest. (CE)

June 1, 1925 Northwestern and Southwestern Regions abolished and replaced by Western Region, embracing territory west of Columbus and Crestline. (?); Benjamin McKeen's title changed from VP-Southwestern Region to Resident VP at St. Louis; I.W. Geer from General Manager-Southwestern Region to Assistant General Manager-Western Region.

June 24, 1925 PRR Board authorizes grade separation at Dennison Avenue, Columbus; approves preliminary agreement for new Cincinnati Union Terminal; authorizes subscription to Potomac Freight Terminals Company, which is to build a freight terminal at 12th & Water Streets in Washington. (MB)

Sep. 27, 1925 L&N inaugurates *The Flamingo* as a through train between Cincinnati and both coasts of Florida with through cars from Cleveland, Detroit and Columbus via NYC; runs on *Southland* route via Atlanta and Albany. (Key)

Dec. 10, 1925 ICC finally approves merger of Cincinnati, Lebanon & Northern Railway, Cleveland, Akron & Cincinnati Railway, Toledo Columbus & Ohio River Railroad, Manufacturers Railway, and Pennsylvania-Detroit Railroad into Pennsylvania, Ohio & Detroit Railroad; effective Jan. 1, 1926. (C&C)

1926 (June 2004)

Jan. 13, 1926 PRR Board authorizes fitting up Rosenthal Building at Columbus as dining car commissary.

June 20, 1926 First International Eucharistic Conference convenes at Chicago; NYC carries 6,000 in special trains from New York (1), Buffalo (1), Detroit (3) and Montreal (1); PRR carries 3,225 in special cars from Cincinnati, Columbus, Richmond, Indianapolis, Providence, Dayton, Louisville, Grand Rapids and Newark; CCC&StL carries 4,500; B&O 2,000. (RyAge)

Aug. 15, 1926 PRR announces it will create a "College of Cookery" at Columbus to train dining car personnel.

1927 (July 2004)

June 23, 1927 Automatic train control and cab signals placed in service between Columbus and Indianapolis.

July 1927 "College of Cookery" opens at Columbus; instructors are German or English; most students are African-Americans; classroom features a working dining car kitchen with one side wall cut away and a gallery for student spectators. (prob. 7/6)

1927 Grogan and Sandusky Yards at Columbus enlarged for increased coal traffic from N&W bound for Sandusky.

1927 Sandusky coal pier rebuilt (AR)

1928 (July 2004)

May 1, 1928 Richmond Division abolished and divided between Cincinnati and Columbus Divisions (or just merged into Cincinnati?); Trinway-Morrow ceded from Cincinnati Division to Panhandle Division.

May 1, 1928 Ohio River & Western Railway abandoned between Woodsfield and Lawton, Ohio, and remaining portion between Lawton and Zanesville ceded to Panhandle Division. (this was date set by Ohio PUC for full abandonment between Woodsfield and Zanesville); Bellaire & Zanesville RPO cut back to Bellaire & Woodsfield RPO. (, Church, Kay)

May 9, 1928 PRR Board authorizes enlargement of Grogan Yard in Columbus, Ohio. (MB)

Oct. 6, 1928 Transcontinental Air Transport, Inc., Pres. C.M. Keyes announces plan for direct overnight service between Columbus and West Coast after Charles Lindbergh and C.S. Jones complete their investigation of western end of run; foresees planes fitted with sleeping berths. (NYT)

Oct. 21, 1928 Transcontinental Air Transport, Inc., announces the order of 10 Ford Tri-Motor airplanes to be delivered by Feb. 1, 1929; flight legs are to be Columbus-Dodge City, Kan., and Las Vegas, N.M.-Los Angeles; no further mention of night flying. (NYT)

Nov. 1928 Transcontinental Air Transport, Inc., takes delivery of first of 10 Ford Tri-motors; christened *City of Columbus*. (Serling)

Nov. 24, 1928 Ford Tri-motor *City of Columbus* flown from (NY?) to Washington. (NYT - verify)

1928 Automatic block signals placed in service Xenia to Columbus, Xenia to Clare and Xenia to Dayton.

1929 (July 2004)

Jan. 12, 1929 Charles A. Lindbergh departs Mitchell Field on Long Island in Tri-motor *City of Columbus* to plot routes and inspect facilities for Transcontinental Air Transport, Inc.; stops at Philadelphia en route to address 1,200 PRR employees at annual dinner of Transportation Club in Philadelphia; during dinner discusses matters with W.W. Atterbury and Elisha Lee. (NYT)

Feb. 27, 1929 PRR Board authorizes additional \$1 million for enlargement of Grogan Yard in Columbus. (MB)

June 26, 1929 PRR Board approves purchase of real estate for new, larger Pittsburgh Station in area bounded by Liberty & Penn Avenues and 11th & 20th Streets; also for widening right-of-way through Elizabeth and between Morrisville and Frankford; approves enlargement of Panhandle A & B Yards at Columbus; branch line from Tylerdale, Pa., to W.Va. state line; \$750,000 additional for Phoenixville electrification; \$2.4 million for first phase of Harborside Terminal at Jersey City. (MB)

June 26, 1929 Party of 10 departs Penn Station on special preview trip of air-rail service; transfers to Tri-motor *City of Wichita* at Port Columbus next morning; from Los Angeles, make quick round trip to San Francisco on Maddux Air Lines. (NYT)

July 7, 1929 First run of *Airway Limited* between New York and 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 ___ Stout of Ford 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)

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)

Sep. 25, 1929 PRR Board authorizes widening Panhandle Tunnel #1 at Pittsburgh; enlarging Grogan Yard at Columbus; extending 5th & 6th track between "ELMORA" and "LANE" at Elizabeth, N.J.; grade separation with CB&Q and C&NW at 15th Place & Stewart Avenue, Chicago; authorizes abandonment of 7th Street line in Camden. (MB)

Oct. 8, 1929 TAT shows in-flight movies on a flight west from Columbus, using a special projector and screen, and an experiment to create a diversion for passengers; limited to silent newsreels and cartoons; done in part to allay anxiety caused by earlier crash; Britain's Imperial Airways had shown world's first in-flight movies in Apr. 1925. (Mutual, Serling)

Nov. 12, 1929 PRR directors leave Philadelphia for three-day great circle inspection tour to Columbus and Cincinnati and return by Fort Wayne. (NYT)

Nov. 21, 1929 PRR announces it will install automatic train stop between Newark, Ohio, and Columbus, and continuous cab signals between New York and Washington and on lines to Chicago and St. Louis. (NYT)

1929 Automatic signals installed between Newark, Ohio, and Columbus. (ATC in 1927!!)

1929 Westbound yard at Columbus, Ohio, enlarged. (AR)

1930 (April 2015)

Jan. 1, 1930 Toledo & Ohio Central Railway (NYC) begins operating into Columbus Union Station under agreement dated Jan. 24, 1930. (VPWR)

Jan. 22, 1930 PRR Board authorizes increasing clearance in New York-Pittsburgh Subway for M1 locomotives; appropriates \$1.06 million for enlarging Grogan Yard in Columbus; building wye connection between the Cincinnati and Logansport Divisions at Ridgeville, Ind. (MB)

Jan. 24, 1930 Union Depot Company (Columbus) agrees with NYC for the Toledo & Ohio Central Railway to use the Union Station. (MB)

Early 1930 Cab signals placed in service on joint PRR-B&O line between Newark and Columbus, Ohio.

Feb. 1, 1930 J. L. Maddux, Pres. of TAT-Maddux Air Lines, announces major shakeup in management; administrative office moved from St. Louis to Los Angeles and executive office from St. Louis to New York; Eastern Division headquarters moved from St. Louis to Columbus; six executives retired; H.S. Jones of PRR added to Maddux's staff to take charge of new program of economy; eliminate bus transfers to and from airports. (NYT)

Mar. 1930 TAT-Maddux Air Lines now operating two planes on westbound run from Columbus in air-rail service. (PaNews)

Mar. 26, 1930 PRR Board appropriates additional \$10.8 million for Philadelphia Improvements; approves eastbound freight track between “BW” Interlocking and East Columbus, Ohio; authorizes seeking to abandon the part of the Missaukee Branch between Merritt and Michelson, Mich. (MB)

Mar. 30, 1930 Chesapeake & Ohio Railway inaugurates *The Sportsman* between Newport News and Detroit, running over the previously freight-only Northern subdivision to Columbus and then over the Hocking Valley and Pere Marquette; features deluxe “Imperial Salon” coaches with rotating and reclining bucket seats; at first, the train has no Washington connection and never has through cars north of Washington. (RyAge, Turner)

Apr. 14, 1930 PCC&StL Railroad Board adopts a location for extending the New Cumberland Branch to Monaca, Pa., and across the Ohio River to the PFW&C; authorizes an eastbound freight track from “BW” Columbus to East Columbus. (MB)

Apr. 19, 1930 Transcontinental Air Transport, Inc., requires a record seven planes to handle the Easter travel between Columbus and Waynoka: three westbound, two eastbound, a sixth from St. Louis to Wichita and a seventh from Wichita to St. Louis; much of the travel is within the Midwest and Plains and not transcontinental. (PR)

May 1, 1930 TAT-Maddux Air Lines establishes 24-hour rail-air service from New York via *Airway Limited* to Port Columbus and Southwest Air Fast Express Line from St. Louis to Dallas/Fort Worth. (PaNews, PR, RyAge)

June 5, 1930 Union Depot Company (Columbus) Board approves replacing the train shed with umbrella platforms by Nov. 1. (MB)

July 3, 1930 Record 31 passengers, 15 for the West Coast, depart on the westbound *Airway Limited*; require four planes from Port Columbus the next day. (PR, PaNews)

July 28, 1930 ALCO-Timken 4-8-4 demonstrator locomotive No. 1111, the first U.S. steam locomotive with roller bearings, begins more road tests on PRR, running on No.13 and No. 6 between Harrisburg and Columbus, replacing an M1a. (PaNews)

July 1930 Grogan Yard at Columbus enlarged from 1,010 to 2,105 car capacity. (AR has completed in 1931)

Aug. 8, 1930 Columbus Division employee picnic at Put-in-Bay draws 2,600; two special trains of 14 and 15 cars are run to Toledo, where vacationers take the steamboat *Greyhound* to Put-in-Bay. (PaNews)

Sep. 8, 1930 Richmond & Madison RPO cut to Columbus & Madison RPO. (Kay)

Sep. 12, 1930 TAT-Maddux Air Lines tests an improved Ford Tri-motor between Columbus and St. Louis; is capable of 125-150 MPH vs. 100-110 MPH, saving 1:27. (PR)

Sep. 1930 Train shed of Columbus Union Station removed for replacement with umbrella sheds and tracks rearranged. (C&C - removal authorized in May, begins late June (PR 6/25) - according to NYC AR was completed in 1931)

Oct. 1930 Union Depot Company contracts for new umbrella platform shelters and a new Concourse at Union Station, Columbus. (RyAge)

Oct. 23, 1930 Aviation consultant Charles A. Lindbergh leaves New York in a new Ford Tri-Motor to inspect the New York-Columbus leg of TAT's new all-air coast-to-coast service. (PaNews)

Oct. 24, 1930 Aviation consultant Charles A. Lindbergh arrives at Columbus in stormy weather, completing his inspection of the New York-Columbus link the TAT's new transcontinental route. (PaNews)

Oct. 25, 1930 Transcontinental & Western Air, Inc., establishes 36-hour coast-to-coast all air service (mail and passengers) with overnight stopover in Kansas City; this flight connects with *St. Louisian* at Port Columbus for second 48-hour air-rail trip; rail leg on Santa Fe abolished and route changed to operate with overnight stopover in Amarillo instead of running via Clovis; fare is \$200 for all-air and \$181.68 for rail-air; the Newark- Columbus leg incidentally parallels the PRR; the first flight departs Newark Airport at 8:00 AM with Postmaster General Walter F. Brown and Amelia Earhart as passengers; major celebration at Port Columbus; T&WA also inaugurates a Columbus-Chicago connecting service, permitting 8-hour New York-Columbus-Chicago service. (PR, PaNews)

Oct. 29, 1930 Ten-track Pennor receiving yard opens at Grogan Yard in Columbus, Ohio, north of Norfolk & Western Railway's Joyce Avenue Yard; used by N&W coal trains proceeding west across Akron Branch into main Grogan Yard. (CE, Tipton)

Nov. 5, 1930 PRR establishes Central Tracing & Consigning Bureau in Chicago Union Station under Superintendent of Freight Transportation A.F. McSweeney; is linked by teletype to principal yards in Chicago, Fort Wayne, Crestline, Logansport, Grand Rapids, Toledo and Grogan/Columbus. (PR)

1930 B&O installs position light signals on joint line between Columbus and Newark, Ohio. (B&O AR, C&C - C&C has 1929)

1930 Old trainshed of Columbus Union Depot removed and tracks rearranged. (C&C)

1930 Norfolk & Western Railway completes track elevation and rearranging and enlarging Joyce Avenue Yard at Columbus, Ohio. (AR)

1930 Extensions made to Bay Jct. Yard at Sandusky. (C&C)

1931 (April 2015)

Jan. 28, 1931 PRR Board approve the retirement of the following: Vine Street ferry building at Philadelphia; shelter at Eddystone; connection to the Greenough Colliery at Sagon Jct. near Shamokin; east and west cabin hump tracks at Northumberland; old Little Miami Railroad office building at 295 North High Street, Columbus, Ohio. (MB)

Mar. 1931 Old Little Miami Railroad office building at Columbus, built in the mid-1850s, razed. (PaNews)

Apr. 7, 1931 Sandusky & Columbus RPO discontinued. (Kay)

Apr. 21, 1931 New overhead Concourse opens at Columbus Union Station, with stairs leading to the new umbrella-sheltered platforms. (PaNews)

Apr. 1931 Replacement of Columbus Union Station train shed by umbrella shelters completed. (Darbee)

Apr. 26, 1931 PRR inaugurates Broad Street Philadelphia-Chicago sleeping cars on the *Duquesne* westbound and *Manhattan Limited* eastbound; through New York-Cincinnati sleeping car placed on the *Golden Arrow* westbound; *American* westbound cut to 22:50, making it the fastest ever New York-St. Louis train on any line; the *Rainbow* No. 43, a late, after-theater train, placed on a 20:00 schedule between New York and Chicago, running as the *Mercantile Express* No. 135 west of Pittsburgh, giving the PRR four 20-hour trains to Chicago; a new 23-hour Chicago-New York sleeping car is placed on the *Seaboard Express/Cincinnati Limited* operating over the Pan Handle route via Columbus and Logansport; a new 25-hour sleeping cars between Chicago and New York via Logansport, Richmond and Dayton is placed on the *Cincinnati Day Express/"Spirit of St. Louis"*; new westbound Washington-Chicago sleeping car placed on the *Commercial Express/Metropolitan*; through coaches placed on the *Liberty Limited* between Washington and Chicago, ending its all-Pullman status, and a stop added at Gary eastbound. (Mutual, PaNews)

Apr. 26, 1931 Local New York-Columbus sleeping car line established. (PassDept)

Apr. 28, 1931 PRR System acquires trackage rights over Norfolk & Western Railway at Columbus, Ohio, between CW" Tower on the Akron Branch and "JC" Tower (later "JA" and "NEILSTON") on Columbus Division at the junction of the CA&C and the Union Station's east throat (1.65 miles); the N&W and C&AC lines are combined to form a double-track line around the north side of Yard B; includes provisions for an interlocking at Columbus and supersedes an old agreement of Oct. 1, 1892. (C&C, MB, RTL, Tipton)

Apr. 28, 1931 PRR and Norfolk & Western Railway agree to construct "CW" Tower near 5th Avenue, Columbus, Ohio. (MB)

May 1, 1931 Transcontinental & Western Air, Inc., establishes daily air service between Port Columbus and Cicero Field, Chicago; also 8-hour all-air service between New York (Newark Airport) and Chicago, which runs parallel to the PRR; Chicago Mayor Anton Cermak (1873-

1933) and his granddaughter christen the first plane at Chicago; Cermak will be assassinated two years later. (A-sheet, PaNews)

May 1931 Average freight train speed on the Columbus Division is 20.8 MPH, a new record. (PaNews)

May 29, 1931 Rail motor car makes last run between Columbus and Sandusky, ending passenger service on the Sandusky Branch. (A-sheet)

June 20, 1931 PRR begins weekend coach and Pullman excursions from Chicago to Cincinnati, Indianapolis, Louisville, Dayton and Columbus. (PaNews)

July 20, 1931 ICC approves revised rates for 5-ton containers and PRR doubles scope of service, extending it to Akron, Chicago, Columbus, Detroit, East St. Louis, Louisville, Grand Rapids, and Toledo; places an additional 3,000 containers in service. (PaNews, Mutual, NYT)

Sep. 1931 Despite the Depression, PRR carries tens of thousands of passengers on low-rate excursions to New York for Labor Day weekend from points as far away as Columbus, Detroit, Cleveland, Hagerstown and Charleston, S.C. (NYT)

Oct. 16, 1931 General Manager-Western Region W. C. Higginbottom promoted to General Manager-Eastern Region; John C. Rill to General Manager- Western Region, replacing Higginbottom; P. L. Grove to Assistant to the General Manager-Central Region, replacing J. B. Fisher, granted leave; J. A. Appleton to General Superintendent of the Lake General Division; Raymond Swenk to General Superintendent of the Northwestern Division; F. L. Dobson to Superintendent of the Philadelphia Terminal Division; I. B. Sinclair to Superintendent of the Pittsburgh Division; J. B. Phelen to Superintendent of the Middle Division; Felix R. Gerard to Superintendent of the Philadelphia Division; C. F. Lingenfelter to Superintendent of the Columbus Division, replacing J. F. Henry; F. W. Stoops to Superintendent of the Toledo Division. (MB, PaNews)

Nov. 16, 1931 Former VP of Lines West Daniel Trigg McCabe (1849-1931) dies at Columbus, Ohio, at age 82. (PaNews)

1931 Enlargement of Grogan Yard at Columbus completed. (C&C)

1932 (April 2015)

Apr. 24, 1932 PRR imposes major long-distance service cuts because of Depression: *The Cincinnati Limited* westbound combined with "*The Spirit of St. Louis*" east of Columbus; *The Duquesne* combined with *The Fort Dearborn*, a new New York-Chicago train (westbound only), although *The Duquesne* name continues to be applied to certain cars operated between Philadelphia and Pittsburgh; westbound *Iron City Express* discontinued; *The Metropolitan* discontinued west of Pittsburgh westbound and subsumed into *The Fort Dearborn*, with New York- Pittsburgh portion renamed *Pittsburgh Day Express*; *Pittsburgh Night Express* and *Philadelphia Night Express* renamed *The Sea Gull* for the summer season; *Eastern Express* discontinued between Philadelphia and New York; last portion of *Keystone Express* between

Columbus and Indianapolis discontinued; westbound *Golden Arrow* combined with *Red Arrow* east of Mansfield; *Western Express* discontinued; through New York-Chicago sleepers removed from *The Rainbow* and carried on *The Pittsburgher* as far as Pittsburgh; *The New Yorker* discontinued east of Pittsburgh and through cars carried on *The Pittsburgher*; *Pan-Handle Express/Seaboard Express* discontinued between New York and Columbus; eastbound *Golden Arrow* discontinued entirely and cars carried on *Liberty Limited* and "*Spirit of St. Louis*" under *Golden Arrow* name; *Philadelphia Express* discontinued between Pittsburgh and Philadelphia. (A-sheet)

June 1932 PRR gives 63 acres to Columbus, Ohio, Council of Social Agencies for subsistence gardens. (NYT)

June 28, 1932 Transcontinental & Western Air, Inc., Pres. Richard W. Robbins presents the center propeller of Ford Tri-motor *City of Columbus* to Pres. Atterbury for the PRR archives. (PR, NYT)

July 1932 PRR expands "pre-cooling" of passenger cars for summer season to cover 1,000 cars on 173 trains; cars received cooled air from refrigerating units at New York, Philadelphia, Baltimore, Washington, Pittsburgh, Cleveland, Columbus, Cincinnati, Detroit, Chicago, Indianapolis, Louisville and St. Louis. (Mutual)

July 1932 NYC installs "pre-cooling" of passenger cars at New York, Buffalo, Detroit, Pittsburgh, Chicago, Cincinnati, Indianapolis and St. Louis. (AR)

July 1932 NYC air conditions 15 dining cars used on long-distance trains. (AR)

1933 (April 2015)

Mar. 19, 1933 Last run of No. 644-645 between Cleveland and Columbus. (A-sheet)

Apr. 30, 1933 Cleveland-Columbus day train No. 604-605 cut back to Akron- Columbus and rail motor car assigned. (tt, Wallis)

May 22, 1933 London, Midland & Scottish Railway *Royal Scot* train is exhibited at Columbus. (RyAge)

Nov. 8, 1933 PRR Board authorizes the following retirements: passenger shelter at Heinz, Pa.; passenger & freight stations at Kennerdell, Pa.; Driftwood engine house; 6 stalls of the roundhouse at "OD" Yard, Erie; connection with the Potato Creek Railroad at Liberty, Pa.; station at Martins Ferry, Ohio; 100-foot turntable at Wellsville, Ohio; engine terminal at Du Bois, Pa.; Chase Avenue yard office at Columbus, Ohio. (MB)

Dec. 27, 1933 PRR Board authorizes the following retirements: connection between the Harsimus Branch and the NYC at Point of Rocks, Jersey City; Fair Hill freight station in North Philadelphia; Nescopeck engine house; freight transfer platform at Ridgway, Pa.; passenger station at Ashtabula, Ohio; old car shop and turntable at Columbus; Cincinnati Union Passenger

Station tracks Nos. 2, 4 & 5; East Washington Street Shop at Indianapolis; interlocking at Glen Jct. east of Rock Glen, Pa. (MB)

1934 (April 2015)

Apr. 1, 1934 PRR agrees to grant trackage rights to the Chesapeake & Ohio Railway from a point west of Dennison Avenue to west of High Street at Columbus, Ohio. (MB)

May 5, 1934 Burlington *Zephyr* displayed at Pennsylvania Station, Pittsburgh; runs to Columbus in the evening. (PR)

May 18, 1934 TWA, Inc., places DC-2's in regular service between Newark Airport, Pittsburgh and Columbus. (TWA)

Aug. 1, 1934 PRR places additional air conditioned cars on Midwest corridor trains, including Chicago-Cincinnati on the *Cincinnati Night Express* and *Southland*, Chicago-Columbus on the *Atlantic Express* eastbound and *Chicago Night Express* westbound, Chicago-Louisville on the *Chicago/Louisville Night Express*, and Chicago-Dayton-Springfield. (RyAge)

Sep. 30, 1934 PRR discontinues stops at Port Columbus airport station, breaking the rail-air connection. (tt)

Nov. 4, 1934 Columbus & Cincinnati RPO established. (Kay)

Dec. 27, 1934 Columbus-Cleveland passenger train deliberately wrecked by opening a switch so that it runs into box cars on a siding; three trainmen killed and 16 passengers injured; three men later charged with first degree murder; prosecution charges Hubert Lindsey, 53, and a friend tampered with the switch to discredit an employee so Lindsey's step-son-in-law might get his job. (RyAge, NYT)

1935 (April 2015)

Apr. 28, 1935 PRR renames Chicago-Columbus day train Nos. 33-34 *The Fort Hayes* and night train Nos. 108-109 *The Ohioan*; *Chicago/Louisville Night Express* Nos. 306-307 renamed *The Kentuckian*. (PR)

Nov. 1, 1935 Pittsburgh Division Superintendent H.T. Frushour (1882-1958) appointed Superintendent of LIRR, replacing J.C. White, who becomes General Manager-Western Region; D.K. Chase to Superintendent of the Eastern Division; C.F. Lingenfelter to Superintendent of the Toledo Division, replacing Chase; J. T. Ridgely to Superintendent of the Columbus Division, replacing Lingenfelter; W.W. Patchell from special duty to Superintendent of the Indianapolis Division, replacing Ridgely. (PR, RyAge)

Nov. 2, 1935 PRR operates 12 specials and extra sections for the Notre Dame-Ohio State football game at Columbus. (RyAge)

Nov. 30, 1935 Norfolk & Western Railway's Norfolk-Columbus sleeping car on *Pocahontas* extended to Cleveland via Big Four. (Guide)

1936 (April 2015)

Mar. 3, 1936 PRR acquires full control of Pennsylvania Transfer Company of Pittsburgh; renamed Pennsylvania Truck Lines, Inc.; originally operates trucks within 50 mile radius of Pittsburgh; later expanded to 65 station to- station routes for PRR in Pa., W.Va., Ohio and Indiana, Altoona to Columbus and Detroit. (MB, C&C)

Mar. 19, 1936 Eastbound *Red Arrow* arrives at Grand Central Terminal 15 hours late after detouring via Girard Jct. and Buffalo; at 6:30 PM, PRR announces that all service on main line is being terminated at Lancaster; Chicago service is being detoured over NYC between Cleveland and New York; *Pittsburgher* departs Grand Central Terminal at 12:15 AM via Cleveland and Columbus. (NYT)

June 21, 1936 Time of westbound "*The Spirit of St. Louis*" cut by 0:50 to 21:30; *American* cut by 1:30 to 21:20 and *St. Louisian* to 22:40; PRR inaugurates a new Dayton-New York sleeping car, running on "*The Spirit of St. Louis*" east of Columbus. (PR, Guide, RyAge)

1936 Toledo, Columbus & Ohio River Railroad abandons 19.5 miles between Loudonville and Coshocton.

1937 (April 2015)

Mar. 7, 1937 Regular equipment replaces rail motor car on Akron-Columbus day train No. 604-605; reverts to railcar by end of year. (Wallis)

Sep. 8, 1937 PRR Board authorizes purchase of 1 lightweight dining car and 1 600- HP diesel switcher; Savarins lunchroom on the Exit Concourse of Penn Station; a wye from the Akron Branch to the north side of Grogan Yard at Columbus, Ohio. (MB)

1938

No File

1939 (April 2015)

Mar. 14, 1939 VP Charles D. Young addresses the Ohio Valley Advisory Board in Columbus; warns that war, now imminent in Europe, will produce rail traffic above 1929 levels and bring crises and congestion as it did during World War I; in fact, it won't happen, and Young will earn a general's rank for his role in keeping things moving. (RyAge)

Apr. 26, 1939 PRR Board authorizes renewing the coal wharf and track changes at St. Clair Avenue in Columbus, Ohio (rescinded Oct. 22, 1941); approves retirement of engine house at New Philadelphia, Ohio, and "SCIO" Tower in Ohio. (MB)

Apr. 28, 1939 Greyhound Terminal of Columbus, Inc., incorporated in Ohio to build and operate new bus terminal; 39% owned by Pennsylvania Greyhound Lines, Inc. (Compt)

Apr. 30, 1939 Double headed 36-car freight en route from Pitcairn to Columbus hits a derail leaving Kenny Yard and tumbles into a ditch, killing 5, the crews of both locomotives and the conductor. (RyAge)

May 1, 1939 Henry H. Garrigues (1881-1945) named Chief Engineer of Maintenance of Way-Eastern Region; George S. West (1893-) named General Superintendent at Williamsport, replacing Garrigues; Paul E. Feucht (1900-) named General Superintendent of Southwestern General Division, replacing West; J.S. Gillim named Superintendent of Buffalo Division; Paul W. Neff (1896-) named Superintendent of Columbus Division; W.T. Covert (1873-) named Assistant Chief Engineer. (RyAge - more)

Sep. 24, 1939 Columbus-New Paris, Dayton-Lytle, Xenia-Springfield ceded from Cincinnati Division to Columbus Division.

1940 (April 2015)

Feb. 24, 1940 New Greyhound bus terminal opens at Columbus, Ohio. (BusTrnspt)

July 31, 1940 Gasoline-electric car No. 4648 running as train No. 3380, Hudson to Akron, wrecked in head-on collision with Columbus-Cleveland freight FC-4 at Silver Lake near Cuyahoga Falls, Ohio; gasoline explosion incinerates all 43 aboard; engineman had blacked out and failed to take siding; fire causes PRR to accelerate its plans to rebuild 22 of the 34 gas-electric motor cars on the system to diesel-electrics; rail car No. 4636 and then No. 4656 are assigned to the Akron Branch shuttle. (MB, PR, PRRFAX, Wallis)

Sep. 25, 1940 PRR Board approves additional \$22,000 for Golden Gate International Exposition; additional tracks in Grandview Yard at Columbus, Ohio; improved coal and water facilities at Millbrook, Ohio, to handle the Class T1 locomotives; abandoning 9 miles of the Walhonding Branch at Warsaw Jct. (MB)

Oct. 12, 1940 Pres. Roosevelt's train arrives at Columbus, where he views Fort Hayes, then proceeds to Dayton for a visit to Wright Field and a radio address. (NYT)

Oct. 29, 1940 Republican presidential candidate Wendell Willkie addresses 65,000 people at a field meeting at Taylor, Ohio, on the Columbus & Newark joint PRRB& O line. (Withers)

1941 (April 2015)

Jan. 2, 1941 PRR, B&O and Norfolk & Western Railway agree for the exchange of property and relocation of tracks for the construction of the PRR's westbound receiving yard at Columbus, Ohio. (MB)

Jan. 8, 1941 PCC&StL Railroad Board authorizes additional tracks in Grandview Yard at Columbus. (MB)

Mar. 26, 1941 PRR Board authorizes finishing and accepting parts of the second floor of Suburban Station; installing automatic block signals between Lancaster and "COLUMBIA" Interlocking; additions to the Stiles Street Yard in Linden, N.J.; reverse signaling on Tracks 2 & 3, North East to Perryville, Perryville to Oakington, Edgewood to "GUNPOW," Bengies to North Point, Winans to Odenton, Bowie to Landover, and Landover-Washington; revising eastbound yards at Columbus, Ohio; extending Plum Creek Branch 600 feet across the Bessemer & Lake Erie Railroad to a junction with Unity Railways near Unity Jct., Pa.; abandoning 1.03 miles of the Penfield Branch on the Renovo Division. (MB)

June 11, 1941 PCC&StL Railroad Board authorizes purchasing property for the extension of the westbound receiving yard at Columbus and track changes in the eastbound yard; authorizes rearranging "DS" Interlocking at Terre Haute Union Station. (MB)

Aug. 1, 1941 Motor truck service established Columbus to Sunbury and Westerville, Ohio.. (LCL)

Aug. 23, 1941 Cleveland-Columbus day train No. 614-615 makes last run; train is removed at the request of the War Dept. so that its cars may be used for troops; Akron-Columbus train No. 604-605 extended to Cleveland-Columbus and conventional equipment replaces rail motor car. (tt, PR, Wallis)

Nov. 1941 Station-to-station truck service established Columbus-Marion, Ohio. (LCL)

1942 (April 2015)

May 18, 1942 Experimental Class Q1 4-6-4-4 duplex freight locomotive No. 6130 completed at Juniata; first steam locomotive built there since S1 of 1939; costs \$395,322; streamlined by Raymond Loewy; is assigned to Columbus- Chicago service. (CMP, Edson)

Sep. 1942 ODT opens a new route for West Virginia and Kentucky coal to New England via Columbus and Marion, Ohio, to relieve traffic congestion at Hagerstown and Potomac Yard. (RyAge)

Oct. 14, 1942 PCC&StL Railroad Board authorizes second track and grade reduction, Stubblefield-Marty; westbound siding for 150 cars at Hayden, Ohio; extending 3 additional classification tracks in Yard A, Columbus, to 118 cars. (MB)

Dec. 9, 1942 PRR board authorizes sale of 12,000 shares of New Haven common stock at the best obtainable price; authorizes acquisition of all equipment of Northern Central Railway Company; construction of 40 additional J1 2-10-4's for \$7.2 million; authorizes purchase of the equipment of the Northern Central Railway for \$5.5 million; locomotive handling facilities at West Morrisville; extending the westbound receiving yard at Columbus and Tracks 3 & 4 on the Columbus & Newark Division between Nelson Road & Leonard Avenue; applying to abandon the portion of the Pomeroy Branch between Chatham and Landenberg. (MB)

1943 (April 2015)

Jan. 13, 1943 PRR Board authorizes the completion of double track on the Columbus Division between Richmond and Indianapolis by building 16.3 miles east and west of Greenfield, Ind. (MB)

Jan. 27, 1943 PRR Board authorizes construction of a wye in the northeast angle of Grogan Crossing on the Pennsylvania, Ohio & Detroit Railroad at Columbus, Ohio. (MB)

Mar. 10, 1943 PCC&StL Railroad Board authorizes extending the westbound receiving yard and Tracks 3 & 4 on the Columbus & Newark Division between “US” Tower at Nelson Road and Leonard Avenue at Columbus; authorizes \$1.96 million for improving clearances on the Panhandle Division, including eliminating Tunnel No. 4 at Bertha, Pa., and No. 9 at Cadiz Jct.; completing double-tracking on the Columbus Division between Richmond and Indianapolis by building 16.3 miles east and west of Greenfield, Ind. (MB)

Apr. 28, 1943 PRR board authorizes purchase of 6 secondhand 2-8-8-2's from N&W for \$250,200; installing electro-mechanical air conditioning on car No. 1801; new float bridge at Greenville; enlarging stations at Aberdeen and Edgewood for military travel; signaling on Tracks 3 & 4 between “US” Tower and Leonard Avenue, Columbus, Ohio; approves retirement of station at Juniata Bridge, Pa., and Painter, Va. (MB)

May 1943 PRR acquires 6 Norfolk & Western Railway Class Y3 2-8-8-2's to meet motive power shortages; become PRR Class HH1 and used in drag and hump service out of Columbus.

June 9, 1943 PCC&StL Railroad Board authorizes reverse signaling on the westbound main track between Mounds and High Street, Columbus; authorizes \$1 million to complete double-tracking between Stubblefield and Marty; approves abandonment of the last 0.67 mile of the Bridgeville & McDonald Branch and all of the Millers Run Extension between Cecil and Bishop (1.10 miles). (MB)

Nov. 5, 1943 Tender No. 6955 streamlined at Columbus Shops as second tender for streamlined K4s No. 3768; old tender No. 6000 de-streamlined. (PRR-FAX)

Nov. 23, 1943 ICC approves the merger of the Columbus & Xenia Railroad and Dayton & Western Railroad into the Little Miami Railroad. (C&C)

Dec. 1, 1943 Columbus & Xenia Railroad merged into Little Miami Railroad under agreement of June 29, 1943, after approval by the ICC on Nov. 23. (C&C)

Dec. 1,

c. Dec. 8, 1943 Second track opened between Greenfield and Knightstown on Columbus Division. (PR)

1944 (April 2015)

Jan. 3, 1944 Two trains carrying 1,000 Mexican workers for the PRR depart El Paso; Train "A", consisting of a refrigerator car (for dining car supplies), 2 sleepers, 9 coaches and 2 diners with 500 men for the Central Region, leaves at 12:30 AM, running via St. Louis, Columbus, and Orrville to Pittsburgh; Train "B", consisting of a refrigerator car, 2 sleepers, 10 coaches and 2 diners with 500 men for the Western Region, leaves at 1:20 AM, running via St. Louis, Indianapolis, and Logansport to Fort Wayne. (CMP)

Nov. 29, 1944 PRR Board authorizes the purchase of 90 lightweight passenger cars; third track and reverse signaling of middle track between Crestline and Bucyrus; extending 40 indoor stalls and 35 radial tracks at the St. Clair Avenue roundhouse at Columbus to accommodate the Class Q2 locomotives; approves the retirement of the transfer yard at Northumberland. (MB)

Dec. 20, 1944 PCC&StL Railroad Board authorizes extending 40 stalls and 35 outside tracks at the St. Clair Avenue roundhouse at Columbus for Class Q2 locomotives. (MB)

1944 Yards east of Columbus, Ohio, enlarged. (C&C)

1945 (April 2015)

July 15, 1945 ODT bars operation of sleeping cars on routes of 450 miles or less; 163 sleeping cars withdrawn from PRR service or 18% of total number requisitioned by ODT; *The Pittsburgher*, all-Pullman train between New York and Pittsburgh discontinued; *The Edison* becomes a mail train; routes discontinued are: New York to Washington, Baltimore, Pittsburgh, Cape Charles, Norfolk, Richmond, Williamsport and Emporium; Philadelphia to Washington, Pittsburgh, Cape Charles, Richmond, Providence, Boston, Erie and Buffalo; Washington/Baltimore to Pittsburgh, Akron, Springfield, Mass., Providence, Rochester, Canandaigua and Buffalo; Pittsburgh to Buffalo, Columbus, Cleveland, Harrisburg, Detroit, Cincinnati and Scranton; Chicago to Cincinnati, Cleveland, Columbus, Springfield, Ohio, Dayton, Indianapolis, Louisville and Detroit; St. Louis to Indianapolis and Columbus; Cincinnati to Cleveland and Grand Rapids. (PassDept,)

Sep. 12, 1945 PRR Board approves the retirements of engine house facilities at Dennison, Ohio; car icing facilities at 20th & Whitcomb Streets, Columbus. (MB)

Sep. 12, 1945 PCC&StL Railroad Board authorizes purchasing land for extending the eastbound receiving yard at Columbus, Ohio. (MB)

Oct. 24, 1945 PRR Board authorizes cab signals on the High Line between "ZOO" and "ARSENAL" Towers, on the Delaware Extension between "ARSENAL" and "STADIUM," on the freight tracks between "ARSENAL" and "BRILL," and on the Delair Bridge Line between "JERSEY" and Pavonia Yard; new dormitory buildings at Columbus; rearranging "B" Yard at the Columbus Coach Yard; approves retirement of the reservoir west of Gallitzin. (MB)

Dec. 19, 1945 PCC&StL Railroad Board authorizes a new trainmen's service building at Columbus, Ohio. (MB)

1945 Second track opens between Gem and Greenfield, Ind., (7.06 miles), completing the double-tracking of the Columbus Division between Richmond and Indianapolis. (AR, C&C)

1946 (April 2015)

Feb. 15, 1946 ODT drops limit on use of sleeping cars from 450 to 350 miles, returning 372 Pullmans to private use (Trains has 334); order for 1,200 troop sleepers nearly completed; PRR restores Pullman service to 17 cities; *The Pittsburger* restored as an all-Pullman overnight train; the day train remains as *The Steel King*, using name from 1941; other sleeper routes restored are: New York- Pittsburgh, New York-Norfolk, New York-Emporium, Washington-Akron, Washington-Buffalo, Washington-Providence, Washington-Springfield, Mass., Washington-Rochester, Washington-Canandaigua, Philadelphia- Buffalo, Philadelphia-Erie, Pittsburgh-Scranton, Cleveland-Columbus and Columbus-St. Louis. (Washington-Montreal sleepers also restored) (Guide, RyAge, Trains)

Mar. 26, 1946 Meeting held in the office of the Chief of Motive Power with Regional General Managers Nancarrow, Feucht and Pevler to consider operation of the Class T1 locomotives; 10 are to be assigned to passenger pool service between Harrisburg and Pittsburgh and 14 between Crestline and Chicago with new deliveries to be split between the two services and some possibly assigned to Columbus-St. Louis. (VPO)

1947 (April 2015)

Jan. 10, 1947 Willett Company of Indiana, Inc., renamed Penntruck Company, Inc.; operates contract truck services in area bounded by Chicago-Detroit-Columbus- Louisville-Indianapolis. (MB)

Jan. 19, 1947 First major reduction of peak wartime passenger service; *The Pennsylvania Limited* (eastbound) combined with *The St. Louisian* east of Pittsburgh; *The Akronite* (westbound) combined with *The Clevelander* east of Pittsburgh; the Washington section of *The St. Louisian* (westbound) discontinued west of Harrisburg; *The Duquesne* (eastbound) extended from Philadelphia to New York; Cleveland-Columbus day train No. 604-605 cut to Akron-Columbus; cuts total 9,000 miles per day; to be soon increased to 15,000 miles. (tt, VPO)

Feb. 1, 1947 Paul D. Fox (1908-1992) elected Treasurer, replacing Howard W. Schotter (1887-1958), promoted to Assistant VP in Charge of Finance; Herman T. Furshour appointed Assistant VP & Chief Engineer-New York Zone; Andrew F. McIntyre to General Manager-New York Zone, replacing Frushour; Charles E. Adams to Superintendent of Southwestern Division, replacing McIntyre; John W. Leonard to Superintendent of Passenger Transportation-Eastern Region, replacing H.B. Stetson, appointed Superintendent of the Monongahela Division; J. D. Fuchs to Superintendent of the Eastern Division, replacing Leonard; W. H. Mapp from Superintendent of the Monongahela Division to Superintendent of the Columbus Division; Assistant to the General Manager- Eastern Region H.H. Garrigues retired for health. (MB)

Apr. 23, 1947 PRR Board authorizes the purchase of 8 freight diesels; diesel facilities at Enola, Columbus, Crestline and 55th Street, Chicago. (MB)

Sep. 16, 1947 PRR dieselizes freight trains LCL-1 and CG-8 with EMD 6,000 HP A-B-B-A units; both trains extended to Chicago; LCL-1 runs from Harsimus Cove to 55th Street; CG-8 from 59th Street via Columbus to Greenville. (RyAge)

Oct. 8, 1947 PRR Board authorizes retirement of "BW" Interlocking at Columbus, Ohio. (MB)

Oct. 16, 1947 James M. Symes in a confidential memo to Chief of Motive Power Howell T. Cover asks if it is possible to convert the T1 into a freight locomotive for use between Crestline and Chicago or Columbus and St. Louis. (VPO)

Nov. 24, 1947 Columbus & Cincinnati RPO discontinued. (Kay)

1948 (April 2015)

Mar. 10, 1948 PRR Board authorizes installing diesel facilities at Meadows, Harsimus Cove, Greenville, New Brunswick, Barracks (Trenton), 46th Street, Reed Street, Frankford Jct. (all Philadelphia), Lancaster, Buttonwood, Ebenezer, Buffalo, Gallitzin, Pitcairn, 28th Street (Pittsburgh), Stoney Creek (Chester), Wilmington, Benning, Ivy City, Little Creek, York, Baden, Freedom, Canton, Colehour, 55th Street, 59th Street, 12th Street (all Chicago), 21st Street (Detroit), Wellsville, 18th Street (Columbus), and Rose Lake. (MB)

Mar. 22, 1948 PRR imposes government-ordered cuts in steam-powered passenger miles because of coal strike, mostly confined to local service; PRR has only 18-day supply of coal left (); eliminates night train between Columbus and Cleveland, which is not restored. (verify -or day tr? nite tr was restored)

Apr. 24, 1948 Last run of Akron-Columbus day train No. 604-605, later restored. (Guide)

July 11, 1948 Under ruling of Ohio PUC, PRR restores day trains No. 604-605 between Akron and Columbus with railcar and no baggage service until it can get formal approval of discontinuance. (Guide,)

Aug. 7, 1948 Cleveland & Columbus RPO discontinued. (Kay)

Aug. 14, 1948 Last run of day train No. 604-605 between Akron and Columbus, leaving overnight train No. 624-625 between Cleveland and Columbus with Cincinnati sleeping car. (Guide)

Sep. 15, 1948 PRR board orders extension of train telephone service to *Broadway Limited*, *"Spirit of St. Louis"*, and *Cincinnati Limited*; retirement of troop loading platforms at Fort Hayes, Columbus, Ohio; reports 13,500 employees dropped since 1946. (MB)

Oct. 27, 1948 PRR Board authorizes purchase of 15 6,000 HP freight diesel cab units, 2 4,000 HP passenger cab units, 50 1,000 HP switchers, 50 660 HP switchers, and 20 380 HP switchers; conversion of 50 P54 coaches to MU cars; construction of diesel facilities at Enola, Conemaugh, Pendleton Shops, Spruce Street (Columbus), 29th Street Shop (Columbus), Scully, Grand Rapids, Mingo Jct., and Kinsman Street (Cleveland). (MB)

Nov. 10, 1948 Directors leave on three-day inspection trip to Chicago, going via Fort Wayne and returning via Columbus. (MB)

Nov. 12, 1948 S1 locomotive No. 6100 scrapped. (Edson has 1/49??)

Dec. 8, 1948 PCC&StL Railroad Board authorizes extending 40 stalls and 35 outside tracks at the St. Clair roundhouse at Columbus for Class Q2 locomotives. (MB)

1948 Three Baldwin Centipede sets assigned to Columbus. (PRRTHS)

1948 PRR installs train communication system between Columbus and Sandusky.

1949 (April 2015)

Mar. 18, 1949 PRR announces that it will convert parts of the Columbus and Crestline Shops to diesel repair and maintenance. (NYT)

June 22, 1949 PRR Board authorizes modifying Juniata Shops and 20th Street Shops at Columbus, Ohio, for diesel maintenance. (MB)

Nov. 1, 1949 Williamsport and Wilkes-Barre Divisions merged to form Susquehanna Division with headquarters at Williamsport; Norristown-Newton (jct w LV!) ceded from Wilkes-Barre Division to Philadelphia Terminal Division; Erie & Ashtabula and Cleveland Divisions merged to form Lake Division with headquarters at Cleveland; Monongahela Division abolished and merged into Pittsburgh Division; Logansport Division abolished; Bradford-Logansport ceded to Columbus Division and balance merged with Chicago Terminal Division to form Chicago Division. (MB)

1950 (April 2015)

Apr. 17, 1950 Arturo Toscanini and the NBC Orchestra depart Penn Station in a 13-car special train on an 8,500-mile, 20-city tour; Toscanini occupies the refurbished private car *Columbus*; train returns to New York on May 28. (Mutual)

Sep. 13, 1950 PRR and Norfolk & Western Railway agree to abandon "CW" Interlocking at 5th Avenue, Columbus, and replace it with a modern electro-pneumatic interlocking system. (MB)

Nov. 1, 1950 Last 5 General Divisions (Eastern Ohio, Eastern Pennsylvania, Northern, Southern, Western Pennsylvania) abolished; Renovo and Buffalo Divisions consolidated to form Northern Division with headquarters at Buffalo; Toledo Division abolished and Toledo Jct.-Detroit line transferred from Western Region to Eastern Division of Central Region, and the Sandusky Branch transferred to the Columbus Division; J.L. Cranwell from General Superintendent of the Western Pennsylvania General Division to Assistant General Manager-Central Region; J.B. Jones from General Superintendent of Eastern Ohio Grand Division to General Superintendent of Transportation- Central Region; J.A. Schwab from General Superintendent of Southern General Division to Assistant General Manager-Eastern Region; A.J. Greenough from General

Superintendent of Eastern Pennsylvania General Division to General Superintendent of Transportation-Eastern Division; E.T. Adams from Superintendent of Renovo Division to Superintendent of Northern Division; Norman M. Lawrence from Superintendent of Buffalo Division to Assistant to the VP-Central Region; J.D. Fuchs from Superintendent of Chicago Division to General Superintendent of Transportation-Western Region; H.L. Kimble from Superintendent of Toledo Division to Superintendent of Chicago Division. (MB)

Nov. 13, 1950 Single track opens through enlarged Panhandle Tunnel No. 5, permits handling of oversized loads directly between Columbus and Pittsburgh. (CE)

Dec. 14, 1950 Last run of night train No. 624-625 and Cleveland-Cincinnati sleeping car, ending all passenger service between Akron and Columbus via Orrville; last No. 625, mostly a mail and express train, runs to 12 cars, including 2 sleeping cars with Korean War draftees en route to a training camp in Kentucky. (tt, GO, ClvIndPress - or Fri. 12/15?)

1951 (April 2015)

Jan. 24, 1951 PRR Board authorizes installing cab signals and respacing wayside signals and remote control of sidings between Columbus and New Paris, Ohio; authorizes retirement of Wissinoming, Pa., station; 21 stalls of 32-stall roundhouse at Dennison, Ohio; engine house at Colehour, Ind. (MB)

May 26, 1951 United Railroad Workers of America (CIO) denounces PRR layoff of 4,000 car shop workers at Altoona, Mahoningtown, Pitcairn, Enola, Renovo, Columbus and Terre Haute as threatening national defense in wartime; asks Pres. Truman to investigate. (NYT)

1951 Work begins on wayside cab signals between Columbus and New Paris.

1952 (April 2015)

Jan. 19, 1952 Passenger service ends on Ohio Central Division of NYC, ending its use of Columbus Union Station. (MB - verify)

Jan. 19, 1952 Last run of C&O Railway Hocking Valley locals Nos. 35-36 between Toledo and Columbus, leaving the section of *The Sportsman*. (Miller)

Apr. 23, 1952 PCC&StL Railroad Board authorizes interlocking the hand switches at the east end of Columbus Union Station; reverse signaling on the two main tracks between Neilston and "CW." (MB)

1953 (April 2015)

Apr. 24, 1953 Member companies of Union Depot Company (Columbus) agree to new interlocking at east end. (MB)

Dec. 23, 1953 PRR Board approves the following retirements, most related to ending steam locomotive service: Vanderbilt Avenue team yard in Brooklyn; Thorndale coaling station; engine

servicing facilities west of 4th Street in Altoona; “BH” Interlocking at Torrance; coal wharf at Rainey; original 9 stalls of the Shire Oaks roundhouse; coaling station and turntable at Kane; coal wharf at Meadows Engine Terminal; track pans at Rahway and Plainsboro; steam locomotive facilities at Stony Creek engine house in Chester, Pa.; coaling station at Perryville; coaling station and engine house at Cape Charles; stalls 5-22 at Scully roundhouse; steam locomotive facilities at Burgettstown and Washington, Pa.; coal dock at Dennison; **Spruce Street engine house at Columbus, Ohio**; 10 stalls of Logansport roundhouse; coal docks at East Rochester and South Akron, Ohio; coal dock and engine house at Orrville; steam locomotive facilities and part of the engine house at 21st Street, Detroit; steam locomotive facilities at Alliance and Mansfield, Ohio; 18 stalls of the Fort Wayne roundhouse; coal wharf and water station at Wanatah, Ind.; “LICKING” Interlocking at Newark, Ohio. (MB)

1953 Wayside cab signals installed between Columbus and Dayton. (RyAge says Columbus-Xenia)

1954 (April 2015)

Jan. 12, 1954 No. 6498 is the last steam locomotive to leave the old erecting shop at the 20th Street Shops in Columbus, now used for diesel repairs. (columbusrailroads.com)

Dec. 16, 1954 Union Depot Company (Columbus) Board hears report studying possibility of relocating station to old engine house property at Spruce Street. (MB)

1954 Cab signal installation completed between Columbus and New Paris, Ohio, completing cab signals between New York and Indianapolis.

1954 Spruce Street roundhouse at Columbus, Ohio, razed. (columbusrailroads.com)

1955 (April 2015)

Mar. 1955 Employment at the 20th Street Shops at Columbus, Ohio, has fallen to 1,364, down from 8,000 in 1920; 189 steam locomotives are kept serviceable on the “dead line,” and 19 are currently in use. (columbusrailroads.com)

May 25, 1955 PRR Board authorizes retirement of the following facilities, to be done by Dec. 31, 1958: steam locomotive facilities at Ivy City Engine Terminal in Washington; Lancaster, Pa., yard, turntable and engine terminal; turntables at Columbia, Pa., and Huntingdon, Pa.; eastbound classification yard at Northumberland; turntable and water station at 17th Street, Altoona; track pans at Wilmore and Latrobe; water stations at Bay View Yard, Bowie, Cherry Street in New Castle, Pa., Millbrook, Ohio, Morrow, Ohio, Conesville, Ohio, and Collier, W.Va.; water and coaling station at Ashtabula; **Spruce Street power plant at Columbus**; Bradford, Ohio, engine terminal; coaling station at Martinsville, Ind. (MB)

1956 (April 2015)

Apr. 27, 1956 PRR leases 12 Santa Fe 2-10-4's to ease motive power shortage caused by upturn in traffic and delay in receiving new diesels; cost is cheaper than making heavy repairs to restore

its own J1's to service; they are used in coal drag service between Columbus and Sandusky. (Keystone)

May 3, 1956 First AT&SF 2-10-4's delivered to PRR at Chicago; assigned to haul 110-car coal trains between Columbus and Sandusky; outperform J1's, making run in two hours less time. (Keystone)

July 1, 1956 PRR begins placing leased AT&SF 2-10-4's in storage at Columbus because of steel strike. (Keystone)

July 18, 1956 PRR temporarily discontinues Columbus-Chicago passenger train because of steel strike.

Oct. 27, 1956 *The Fort Hayes* makes last run between Logansport and Columbus. (tt)

Oct. 28, 1956 Reserved seat coaches and special service charge dropped on "*Spirit of St. Louis*", which is cut to 19:10 eastbound; *Indianapolis Limited* restored for winter; *Philadelphia Night Express* discontinued; reserved coach seats discontinued on *Liberty Limited*; *The Red Arrow* restored between Philadelphia and Pittsburgh; St. Louis-Washington sleepers withdrawn from *St. Louisian* and "*The Spirit of St. Louis*", ending this service; Nos. 13-14 *Mail & Express* inaugurated (or begins carrying revenue passengers) Pittsburgh-St. Louis; revenue passenger service on *Mail & Express* Nos. 11-12 cut to Columbus-Richmond. (Guide, tt, A-sheet)

1957 (April 2015)

Apr. 1, 1957 PRR closes city ticket office at 26 South 3rd Street, Columbus.

May 22, 1957 PRR Board approves stock options ranging from 30,000 shares to Pres. Symes, 20,000 to VP's Bevan, Carpi, Patchell and Newell, down to 1,000 shares; authorizes retirement of Youngwood machine shop, old UNJ office building at 100 South Clinton Street, Trenton, and turntable st Spruce Street, Columbus. (MB)

June 29, 1957 Last run of revenue passenger service on *Mail & Express* Nos. 11-12, Columbus to Richmond; last passenger service via Piqua. (tt)

Oct. 27, 1957 *Liberty Limited* discontinued as B&O engrosses about 75% of Washington-Chicago traffic; through Washington-Chicago cars added to *The General*; *Indianapolis Limited* discontinued; No. 11-12 operating between Columbus and Richmond, Ind., discontinued.

1958 (April 2015)

June 27, 1958 Last run of Chicago-Columbus sleeper on *The Buckeye*. (A-sheet)

Dec. 18, 1958 Union Depot Company (Columbus) Board requests PRR install signals between High Street & Dennison Avenue after "RN" block office closed. (MB)

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)

1959 (April 2015)

Feb. 22, 1959 *Cincinnati Limited* Nos. 40-41 combined with "*Spirit of St. Louis*" east of Columbus and the Columbus-Cincinnati segment given Nos. 77-78; No. 38 *The Cleveland* (eastbound) combined with No. 22 *Manhattan Limited* east of Pittsburgh; No. 54 *The Pennsylvania Limited* (eastbound only) combined with No. 32 *The St. Louisian* east of Pittsburgh, running as No. 32 instead of No. 54; *The Red Arrow* combined with *The General* east of Pittsburgh and through New York-Detroit coaches discontinued. (PassDept, tt)

June 26, 1959 Last run of PRR passenger service between Columbus and Bradford, Ohio, with oil-electric car. (tt, A-sheet)

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)

1960 (April 2015)

Mar. 1960 Last Class J1 at Columbus moved from Grogan Yard to 20th Street Shops to be cut up for salvage. (ColEvngDsptch)

Fall 1960 PRR agrees to sell Columbus-Sandusky Branch to N&W, connecting N&W with NKP; also agrees to a lease of the Wabash to the N&W.

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