

T&OC Columbus Locals (1960s)

by James M. Cavanaugh

T&OC West Columbus-based engine and train crews manned no fewer than 14 local switching and terminal service runs in the 1960s. Reporting for work at West Columbus were the Marysville Turn, South Columbus Local (actually more of a yard job) and East Columbus Local. The St. Marys Local covering the NYC St. Mary's Secondary Track, an "orphan" branch of the T&OC in northwest Ohio, reported at the NYC Big Four Bellefontaine Yard. North of Columbus, there were four local switching jobs serving the Willis Day Industrial Park just off the T&OC Western Branch at Milepost 4, called the WIP 1, 2, 3 and 4, reporting at Stanley Yard in Toledo, and the Kenton and Findlay locals based at yard offices in those cities. South of Columbus, the Mine Run switching out the Peabody Coal operation at Claybank reported at Corning, and a Z&W Secondary Track local reported at Thurston or Fultonham. On the Eastern Branch, the north end local reported at Bucyrus, switching the branch for 69 miles up to Stanley Yard, and a Heath Local switched industrial plants near Newark just north of the PRR Panhandle main line.

For all jobs, a trainman got a two hour advance call from the West Columbus crew dispatcher. If your train crew reported at West Columbus, that meant two hours until you were on duty. For jobs reporting elsewhere, they called you two hours before you theoretically had to leave West Columbus by car to get to the job's starting point on time. You could drive there yourself, with the railroad reimbursing you something like nine cents a mile, or you could take the Greyhound or Continental Trailways bus, at least for jobs in Toledo (bad idea if you had the option of driving). For jobs that were multi-day, like the WIP and Mine Runs, the NYC furnished accommodations at the Stanley Yards YMCA, the Corning Freighthouse bunk rooms or nearby modest hotels. While not exactly Five Star, these rooms were functional, very clean and certainly exceeded expectations, and there was always a decent place to eat nearby.

Marysville Turn - The Turn was a five-day a week local. Train crews reported at the West Columbus Yard Office for 7 or 8 AM. Power was usually a single GP-9, one of the NYC's 1,750-horsepower road switchers. The cabin car was usually a standard NYC bay-window caboose, which offered more comfort and shelter on the 50-mile round-trip, although in later years the run was assigned a long platform local caboose. The head brakeman rode the engine, sitting in the middle seat, which offered no forward view on a GP-9. The Turn would often leave Columbus with 30 or more cars, and as much as 1,500 tons, a bit hefty for the solo GP-9 to drag up the grade past Mounds, but they did the job.

This train's main function was switching out the enormous new O.M. Scott & Sons plant which straddled the Western Branch at Scottslawn (MP 108). This facility shipped Scott's grass seed and fertilizer products to worldwide destinations, and received covered hoppers and tank cars of chemicals and raw materials. Scotts was producing 4,500 loads annually in those days, and its cars made up the bulk of the Turn's manifest. (The enormous traffic from the new Honda auto plant north of Marysville, reached via a stub of the former Erie-Lackawanna Marion to Cincinnati branch crossing the T&OC at Peoria, Ohio, came some years later.) The Turn also occasionally switched cars at industrial plants around San Margherita and Marble Cliff and grain elevators at Kile and Amlin, served several factory sidings just south of Scottslawn, and switched out the old Scott's warehouse and big Nestle plant in downtown Marysville. Nestle was on one of the short remaining sections of the largely-abandoned Delaware & Springfield, a lightly-built line that had

crossed the T&OC Western but now was connected via a turnout with north-facing points just south of Main Street in Marysville (MP 106). This D&S stub also ran past the original downtown Marysville depot and small original Scott's facilities. Nestle was about 1.5 miles west of the Western Branch switch. The diamond for the original D&S crossing was gone, but a second stub accessed by a 90-degree turnout with south-facing points extended for a few hundred yards east of the Western, serving an oil company, which produced no visible traffic.

The Turn usually cleared West Columbus ahead of the morning road train hotshot NT-5 and later NT-1, which were usually called for around 10 AM. By the time the road northbounds pulled up the hill out of West Columbus, the Turn would be clear on a team track just off the 207-car passing siding at Scottslawn, beginning the lengthy job of collecting and spotting cars at the Scotts plants.

The Turn was involved in a terrible wreck around twilight one evening in 1967 when she was run down from behind by a southbound T&OC road train. The southbound came around the curve out of downtown Marysville and saw green on the Scottslawn home signal. This "clear" signal was actually meant for the Turn, which was sitting on the main just north of the NYC Scottslawn operator's office about to get underway. While the green light high on the signal pole would be visible for several miles, the caboose markers on Turn's train would have been impossible to see until one got a lot closer. The road crew, not noticing the Turn, mistakenly assumed the "clear" signal was theirs and highballed toward Columbus. The story goes that the southbound road train engineer was making his last run after a 40-year career, and his family and a group of well-wishers were assembled for a retirement gala at the West Columbus roundhouse. When the southbound engine crew finally spotted the Turn's caboose lights on the main track in the twilight, it was far too late to stop. After opening the air brake to emergency, the brakeman and engineer jumped, although the engineer, part way down the F-9 covered wagon's latter, climbed back up to pull the horn to warn anyone who might be inside (fortunately all were still in the office). The fireman rode the collision out in the cab of the southbound's second locomotive unit. Fortunately no one was killed or too badly injured, but the southbound plowed through the cabin and a number of cars of the Turn, with the southbound's engines remaining upright. Needless to say, the engineer's retirement party was adjourned.

Although it was a fair amount of hard work, the Marysville Turn remained a favorite with crews, since they got home every night, unlike the Toledo and Hobson road train crews. On return to Columbus, there was often a long interlude at Highway Siding (MP 124) waiting for a track to open on the receiving side at West Columbus Yard (MP 130.6). After Buckeye Yard opened in 1970 with its access to the Western Branch at MP 123, north of Highway Siding, the Turn's route and waiting time southbound were notably shortened.

East Columbus Local and South Columbus Local (or South Columbus Yard Job) - I have written longer essays on these locals, which appear on the Columbus Railroads "Railroaders' Stories" pages. Below I attach some links to diagrams of the switching points on the East Columbus Branch and South Columbus Industrial Track.

St. Mary's Local - The 39-mile St. Marys Branch from Bellefontaine to St. Marys via Indian Lake and Wapakoneta was a stranded piece of the T&OC that no longer connected with the Western Branch. This line originally diverged westward from the Western at Peoria near the

Erie branch crossing (Western MP 98) north of Marysville and proceeded west to Bellefontaine via West Liberty and Zanesfield, snaking through the big kettle hills in this highest-elevation region of Ohio, 1,500 feet above sea level. The Bellefontaine-Zanesfield leg was abandoned in 1932 and Zanesfield to Peoria ceased operation in 1937. Mileposts on the remaining track showed distance from Columbus, with the starting point of the branch near Bellefontaine being MP 54.1 and the St. Marys terminus being MP 93.4.

Historically, the T&OC ran a three-hour itinerary local passenger train from Columbus to St. Marys twice daily from the 1890s until the 1930s (with a dozen station stops including Kile, Marysville, Peoria, Zanesfield, Bellefontaine, Lakeview, Santa Fe, Gutman, Slater, Wapakoneta and Moulton). The T&OC and the Detroit Toledo & Ironton also offered a through passenger service from Columbus to Detroit over the Western and St. Marys Branches via Peoria, and thence onto the DT&I at Slater (then called Columbus Junction), up through Lima and Toledo.

As an original T&OC line, trains on the St Marys Secondary Track were still manned by T&OC crews based in West Columbus. This continued even after the T&OC became part of the NYC and was thus the same road as the Big Four, on the Bellefontaine main line tracks of which the St. Mary's Local originated by the 1960s.

The Local reported at 8 AM at Big Four Bellefontaine Yard Office. Power was either a GP-9 or SW7, and the cabin was an especially decrepit long-platform NYC local caboose, probably last swept out before the Korean War, if ever. The Local's engine would back down onto its train in the BN outbound yard, and then back out of the yard onto the double track Big Four southbound main, backing slowly south for about a mile to the old upright manual stanchion branch switch, points of which faced south. After the brakeman threw the switch, the Local would change direction and proceed forward (northwest) up the branch track along Railroad Ave., past the Oaks and the Belle Center stub track which used to be the Big Four's northbound main to Berwick and Toledo before the section between Kenton (or Sands) and Belle Center was abandoned. All railroad directions departing Bellefontaine are downhill, but as the St. Marys track was decrepit 90-lb rail laid in 1897, speed was very slow - maximum 15 miles per hour. Bad joints, loose bolts and mudholes were many.

The Local, a three-day a week job by 1968, usually left BN with eight to fifteen cars. The head brakeman rode the caboose on the 78-mile round-trip to St. Marys. The first hour out, the Local moved north past Lewiston (MP 62.0), a small country elevator still active but with infrequent traffic. The first work point was 12 miles up at Russell's Point on Indian Lake (MP 65.5), picking up an empty lumber rack and dropping a loaded one at a lumber yard next to the old amusement park by Indian Lake. The switch points faced west and the Local had to back across busy U.S. Route 33 into the yard. Then the track bore westerly for another 10 miles, passing Santa Fe, Gutman and the north-south DT&I crossing at Slater (MP 75.6), where the operator tower had long since been torn down. The diamond at Slater was controlled by a locking device activated by a Big Four switch key, a twist of which could get the T&OC a green signal if no DT&I train was on the circuit.

The next work point was at Wapakoneta, where the track crossed the B&O's Lima line on the south side of town passing a warehouse or two and a fairly active elevator just west of the location of the former B&O tower. The tower and station at the diamond here (MP 82.7) had

been torn down, but there was an interchange with the B&O on a track in the southeast quadrant.

From Wapakoneta, the line ran southwesterly, passing some nine miles through farmland to Moulton and then switching onto the N&W's tracks on the east side of St. Marys (MP 92.2). Just before the N&W junction, there was a small wye to the south of the T&OC tracks where steam engines must have been turned around in prior years to back their trains across the N&W and down into the St. Marys station.

Several shippers in St. Marys with unsteady, declining traffic were located on two switching leads that ran west through a weedy field off the N&W main just south of where the T&OC branch fed onto the N&W. A quarter mile west of the N&W, they rejoined into a single T&OC industrial track running westward parallel to Oil Street, through yards of residential building lots, then crossed Spruce Street, curving to the south and descending into the heavily-wooded St. Mary's River valley. Just past this curve, a switch with east-facing points led to a track onto a peninsula between two branches of the river, on which the St. Mary's passenger station apparently once reposed. The crew would couple the engine onto the east end of small 50-ton coal hoppers and push them the last half mile down to the St Marys municipal power plant at the bottom of this valley at the foot of E. North Street, just above High Street. This track was overgrown with brush -- the conductor Mr. Titus would warn young brakemen not to ride on the side of the cars.

Just past the small power plant, the track was laid on a ledge on the south side of the river. At the top of an embankment to the left was a canal with still flat water with a few mallards paddling around, and an overflow gate that led to a small rock-filled spillway that came down the slope and into the river, with the railroad passing over it on a short trestle. Just past that the St. Marys Branch ended, disappearing into a grassy riverside knoll at Milepost 93.4 (distance from Columbus), 39 miles from the Big Four junction at Bellefontaine. It appeared the river itself also ended a few yards past that point, dead-ending into some kind of wall below a factory on the north side of High Street that straddled the water. We also occasionally spotted a boxcar there for some shipper. Not a soul was to be seen around these facilities, although they looked to be active and were receiving cars from the NYC. This was definitely one of the most interesting and mysterious little places on the T&OC.

Empty coal hoppers from the power plant were the first return cars picked up by the Local. The crew managed their work so as much setting off as possible was done on the outbound leg, with picking up on the return, and with Bellefontaine cars left to be collected on the way back. The exception was one major switchout at a warehouse just east of Wapakoneta near Interstate 75 that had switch points facing east. This required a number of moves to pull out three or four cars and spot drop-off cars along a loading dock.

After that it was a straight two-hour nonstop run at 15 mph back to Bellefontaine Yard. While it was a long day with 13-16 hours on duty, with the hour-plus drive from and to Columbus at either end, this was a relaxing and almost pastoral railroading experience. There were no conflicting moves on the branch, no waiting in sidings, and no tedious switching out of large cuts of cars.

Kenton and Findlay Locals - These two jobs reported locally at the NYC yard offices. Power was an MP-15, and occasionally these engines were carried to and from these sites from West Columbus as dead engines on the T&OC worker road train, NT-7.

The Kenton job covered some local industries, both on the Western and Eastern, and interchange cars with the Erie main line at Sands. The Eastern passed over the Western Branch and the headwaters of the Scioto River on a trestle just south of downtown. The Local reached the Eastern by means of a steep and sharply curving interchange track in the southeast quadrant, via a switch at MP 72.2 just west of the Kenton Yard Office. There was more railroad at Kenton than met the eye, with six or seven active shippers reached mainly off the Eastern.

The Findlay job switched several shippers in Findlay (Western MP 44.1) and interchange traffic with the N&W at North Findlay (milepost 43.3) and Mortimer (MP 38.9). The main task was switching the Whirlpool plant a mile south of Mortimer, which produced over 3,000 carloads annually, the big Dow Chemical plant just south of that, and several adjacent industries. The N&W also had a long switching lead parallel to the Western from Mortimer to the small rail infrastructure complex at the Whirlpool plant. This track complex allowed the two railroads' locals to switch the Whirlpool plant in the clear of their respective main tracks, avoiding the need to stop work to let through trains pass. The Findlay local also served several shippers downtown, covering plants once served by several defunct railroads such as the Lake Erie & Western that historically ran through Findlay.

Willis Day Industrial Park (WIP) - The Willis Day Industrial Park, known on the T&OC as the WIP, was a large warehouse and factory complex just south of Toledo. The T&OC reached the WIP via a switching lead at Western Branch MP 6.5 about two miles south of Stanley Tower. This lead, with south-facing points on the Western, led into the south end of the WIP layout.

The WIP locals included four weekday trains. Nos. 1, 2 and 3, for which train crews reported out at the WIP and worked three end-to-end switching shifts every 24 hours. WIP-4, a highly sought-after job which reported at Stanley Yard Office in the early evening and took large cuts of cars out from Yard O to the WIP via the T&OC's south end access track working what was often a 16-hour day. Power for WIP 1, 2 3 was an SW-7 yard engine that stayed at the site except for servicing at Stanley, and there was no caboose on these jobs which were true yard shifts.

Power for WIP-4 was a GP-7 or GP-9, and the cabin car was either a green NYC road caboose or an ancient NYC long-platform caboose. The head brakeman rode the engine. Sometimes the conductor drove out to the WIP in his car after the train left Stanley so the crew would have use of it to go to a restaurant if there was a long break in the work.

The Willis Day Industrial Park paralleled the Western Branch but at some distance from it. The north end of the Park's 14 or so tracks converged onto several switching leads in a big field, curving around toward Stanley Tower. It appeared this site had been served off the Toledo Terminal Railroad originally, but there was a chain link gate overgrown with vines cutting the track at the point where it led to the TTRR, indicating no activity had taken place there for years. The south end of the WIP tracks converged onto several switching leads ending at a switch just under Interstate 675 where the main switching lead joined the Western Branch.

WIP 4 would usually take 30 or so cars out to the warehouse complex from Stanley. The train would pull these cars through the congestion around the Tower and then four miles down the Western to the WIP switch at MP 6.5, back the cars off the Western and make several moves to line them up on the south leads. Then the locomotive would run around the cars and take a cut through the complex up to the north end switching leads adjacent to the TTRR and start switching cars onto the various warehouse track leads, a process that took several hours. WIP-4 was an all-night job with fairly constant motion, not a relaxing proposition. In the morning, the crew gathered return cars for Stanley and backed down the lead onto the main and then back past Stanley Tower to Yard E or O. I was told that at times WIP-4 went off duty at the Park and WIP-3 would bring the return cars back to Stanley. That seemed logical as the 16-hour working limit on WIP-4 was really challenging for this job.

WIP crews lived at the Stanley Yard YMCA. The quarters and food were fine, but it was quite boring being off duty for 14-16 hours unless you had a car. We tried some fishing in ponds around Stanley Yard to pass the time (fun to catch but do not eat!), and occasionally went to a Toledo Mud Hens AAA league ball game. WIP-4 offered no such amusements, with work taking 16 hours and barely enough time to sleep before going back on duty. Especially when it was freezing cold during the night, a brakeman really earned his pay on these jobs.

Bucyrus/Eastern Branch Local - This job reported at 8 AM at the old NYC Freight House on Rensselaer Street in Bucyrus (Eastern MP 69.6) three days a week. It worked the Eastern Branch north to Stanley and back. Power was a GP-7 or 9 and the cabin car was a long-platform NYC caboose. The head brakeman rode the locomotive. The pleasant but taciturn Pete Baldy was the engineer on this crew for years, and his even quieter brother was the conductor.

The Eastern was well-engineered, well-drained bee-line straight right-of-way with good heavy rail, although maintenance lagged especially after the NYC-PRR merger. The Local first made up its train in a small decrepit yard just south of the PRR Pittsburgh-Chicago main line crossing and interchange adjacent to an 1890s gothic stone and brick station reminiscent of the Chicago School of architecture. In addition to freight off the PRR there were many empty hoppers destined for Spore, just north of Bucyrus (MP 63.8), where a massive stone and gravel works sat adjacent the branch. This was a pick up and drop for the Local, as the shipper switched its own cars internally with a small four-wheeled industrial diesel.

The Local's main switching was in Fostoria where the Eastern crossed and interchanged traffic with the B&O, N&W (former Nickel Plate) and C&O. A number of shipper business remained active there in the 1960s, although more were shuttered as Ohio slowly became the "Rust Belt". The Local could get clear on the team track at Fostoria to let southbound Big Four and T&OC trains pass. This was also the site of the long-inactive NYC Interlocking Tower near Jackson Street, which controlled the Eastern Branch from Stanley to Berwick when the nation's first integrated-circuit Train Control System was installed in the 1930s on what was then a premier single-track main line. Other switch points served by this local included the Heinz Pickle Works at Pemberville (MP 17.3) and occasional lime hoppers at Stony Ridge (MP 9.9). The Local returned to Bucyrus late in the evening. Unlike the St. Mary's branch where speed was limited to 15 MPH, the Eastern Local could run 25-30 MPH between switching points, and was able to cover the 138 miles over the ground necessary to do this job in a single shift.

Heath Local - This job served industries, including a big aluminum plant on a three-mile stub of the Eastern Branch north of its crossing with the B&O/PRR Panhandle main line at Heath Tower (Eastern MP 133.3) about 14 miles north of Thurston. After the NYC-PRR merger in 1968, the NYC stopped running locals and switched this traffic onto the PRR, but due to legacy work rights the T&OC crews kept these jobs. Power was an SW-7 which I occasionally saw when passing by Heath Tower on Panhandle runs. I never worked this job, so I do not know the routine.

Mine Run - The T&OC Mine Run was a local based in Corning, the southern terminus of the Western Branch and northern end of the Southern Branch. Its sole purpose was to handle Peabody Coal's big yellow specially-built coal hoppers during loading at the company's big facility at Claybank (Western Branch MP-189.8), make up three 100-car unit trains per week, and hand them over to T&OC road crews for the journey to a power plant at Bay City, Michigan. Over a million tons of coal moved to Bay City each year, with smaller amounts going from Claybank to Dayton and other power plant destinations, reaching an aggregate total of nearly two million tons in top production years.

After each unit train departed, the Mine Run crew would use its pair of GP-9s to make up cuts of hoppers in the three long tracks inside Peabody's Claybank facility on the east side of the Western main line. Peabody brought coal in here from its Sunnyhill strip mine and from several other mines in the area, including the Congo mine just over the hill from Corning. After the coal was sorted, cleaned and processed, and conveyed up into a loading tipple, the mine run crew would shove these cuts underneath the structure for the cars to be filled one at a time.

Every second day, a Corning Extra train from Columbus would arrive at Claybank, bringing 100 Peabody empties back from Michigan. The road crew would drop the empties in the 136-car Claybank siding, grab their caboose and go on to Corning (MW 197.5). The Mine Run crew would take the Columbus crew's road engines (usually four six-axle units with a mix of 3,600-horsepower EMD SD-45s and 3,000-horsepower SD-40s) and run back up to Claybank, using this road power to move the heavier loaded cuts to make up the train in the siding, and shove additional empties through the loading facility. The road crew would take their rest at the bunkhouse or at a hotel in nearby New Lexington. The next morning, the road crew would take the Mine Run GP-9s and caboose back up to Claybank, where the newly loaded 100-car Peabody unit train, designated with a "PCC" symbol, was ready to depart northward. After the unit train pulled out, the Mine Run crew would start the process over again.

Claybank was aptly named, as the portion of the Western Branch between New Lexington tunnel and Moxahala tunnel where the strip mines were operating was lined with deeply eroded steep embankments of yellow clay looming above shockingly polluted streams that ran blood-red with sulfuric waste from abandoned deep mines. The coal and railroading provided jobs for this otherwise beautiful but economically depressed area of Perry and Athens Counties, but at a high price. Most strip mine scars have been healed gradually, but the deep mine waste continues to flow. Sunday Creek that runs from Rendville to the Hocking River south of Chauncey has been declared "irretrievably" polluted by deep mine effluent, and is devoid of marine life along its 20-mile length.

Z&W - In the 1960s the Zanesville & Western Secondary Track began at a small weed overgrown yard at Thurston (Milepost 28.8, this distance being from Columbus). Here the Z&W's east-west line originally crossed the T&OC's north-south Eastern Branch before the Western Branch was built between Columbus and Truro and took over the Z&W between Truro and Thurston.

The Z&W was historically a through line from Zanesville to Columbus via Thurston and Truro, running up what was later designated as the East Columbus Branch up across Stelzer Road and 5th Avenue, north of Bexley and parallel to the N&W yards over to Union Station. A second line of the Z&W ran south from Fultonham to Rendville and into Corning, crossing Sunday Creek there and proceeding through a tunnel over to Congo, Drakes and Shawnee. All of that was gone by the 1960s, leaving only the deteriorating track from Thurston to Fultonham (MP 56.2).

The only local traffic at Thurston was at a small elevator on the Eastern a few hundred yards above the junction and Thurston Tower. The Z&W extended eastward through Thornville, crossing at Walser the small inactive B&O branch that ran from Newark to New Straitsville via Junction City, and then to Fultonham, where there were other active shippers. The Z&W covered a "Y" pattern of tracks and switching at several points onto the PRR Cincinnati branch that ran through Lancaster, Bremen, New Lexington, Roseville and Zanesville, Dresden and eventually Trinway up on the PRR Panhandle main line. The Z&W, known as the "Zig Zag & Wobble" to locals, line was abandoned around 1972. I never got to work on the Z&W, and never met many who did, so I could not say what the experience held.

Impact of the T&OC Locals

Unlike railroading in the 21st Century, when the big lines do not want any active switches between their enormous intermodal terminals, leaving it to shippers to get their loads to the railroad by truck, local runs such as the Marysville Turn and St. Marys Local were traditionally the roots of the rail system, gathering nutriment in the form of freight and revenues to feed onto the major arteries to head for distant destinations. Without them, the railroads would die of malnutrition. Watching this gathering system slide downhill into oblivion in the 1960s and 1970s was most painful.

When picking up cars at Wapakoneta or dropping Peabody hoppers at Claybank, I used to think how remarkable it was that for nearly a century, a shipper in a small city in Ohio could load goods out its back door onto a boxcar on its siding, and then call upon a system of 500 or so privately-owned common carrier railroads cooperating to move those goods at a published tariff rates over each other's 300,000 miles of track, all of uniform standard gauge, subject to largely uniform safety and operating rules, and deliver the goods under standard shipping documentation anywhere ranging from Cape Breton Island (a third of the way to England), to San Francisco, Southern Mexico, or to Churchill up on Hudson Bay, and to be responsible (mostly) for delivering the goods undamaged to the designated consignee, (mostly) on schedule. How could North America not have become prosperous, with this astounding infrastructure? How many of our ancestors built it and worked on it? In spite of the robber barons, stock swindlers and economic disasters and railroad bankruptcies, this system of capitalism and an occasional infusion of governmental incentives more or less delivered its promised benefits. When I see the few remaining vestiges of the T&OC local lines gradually

eroding away, it is sad. But they did their work and had their times, so we should be grateful for that.

[Written from notes and memory going back 45 years - comments and corrections are most welcome]

Conrail Schematic Switching Diagrams:

<http://www.columbusrailroads.com/new/pdf/T&OClocals1addendum.pdf>

St. Mary's Branch remnant Photos: <http://www.titchenal.com/trails/nwohio/stmarys.html>

BETWEEN COLUMBUS AND ST. MARYS.									
18				Ms		November, 1909			
PM	PM	AM	Ms	Ms	Ms	AM	PM	PM	PM
[LEAVE]					[ARRIVE]				
8 00	7 30	7 00	0	+	St. Marys	9 45	7 26	8 10	
8 09	2 39	7 08	3		Moulton	9 34	7 13	8 58	
8 20	2 50	7 18	10	+	Wapakoneta	9 23	7 04	8 49	
8 36	3 06	7 31	17		Slater (Columbus Jc.)	9 11	6 51	8 36	
8 38	3 08	7 34	19		Gutman	9 08	6 48	8 33	
8 44	3 14	7 40	22		Santa Fe	9 02	6 41	8 28	
8 51	3 21	7 47	26		Lake View	8 55	6 34	8 19	
8 54	3 24	7 50	28		Russell's Point	8 51	6 31	8 18	
7 01	3 31	7 57	31		Lewistown	8 44	6 24	8 09	
7 17	3 47	8 14	39	+	Bellefontaine	8 30	6 09	7 54	
7 31	4 01	8 32	46		Zanesfield	8 16	5 55	7 40	
7 43	4 12	8 44	51		East Liberty	8 06	5 44	7 29	
7 56	4 25	9 00	58		Peoria	7 53	5 30	7 15	
8 00	4 30	9 06	61		Otter	7 45	5 23	7 08	
8 07	4 37	9 13	64	+	Marysville	7 38	5 16	7 00	
8 13	4 43	9 20	68		Dipple	7 29	5 07	6 48	
8 23	4 53	9 30	74		Arnold	7 21	4 53	6 39	
8 30	5 00	9 37	77		Kile	7 16	4 46	6 31	
8 40	5 10	9 46	82		Renner	7 09	4 36	6 21	
8 46	5 18	9 57	85		Highway	6 55	4 29	6 14	
8 55	5 26	10 10	91		West Columbus	6 45	4 20	6 05	
8 00	5 30	10 15	92	+	Columbus	*6 40	*4 15	*6 00	
[ARRIVE]					[LEAVE]				

Columbus-St. Marys Passenger Train Schedule from 1909

Genealogy of the T&OC Branch Lines:

St. Mary's Secondary Track: Peoria to St. Marys (59.7 miles) built 1897-1900 by the Columbus Northwestern Railway Company

Z&W Secondary Track: Thurston to Fultonham (28 miles) built 1883 by the Columbus and Eastern Railroad Company

Eastern Branch (Toledo to Thurston): Stanley Yard to Heath (132.7 miles) built 1869-76 by the Atlantic and Lake Erie Railroad Company, completed in 1879-80 by the Ohio Central Railroad Company

Heath to Thurston and Bremen (27.3 miles) built 1871-75 by the Atlantic and Lake Erie Railway Company