

Chesapeake & Ohio Camera and Rail-Fan Excursion SUNDAY, MAY 27, 1951

OVER HOCKING VALLEY DIVISION TO - JACKSON, OHIO

Open to the Public

SPONSORED BY THE CENTRAL OHIO RAIL FANS ASSOCIATION

BRANCH LINE

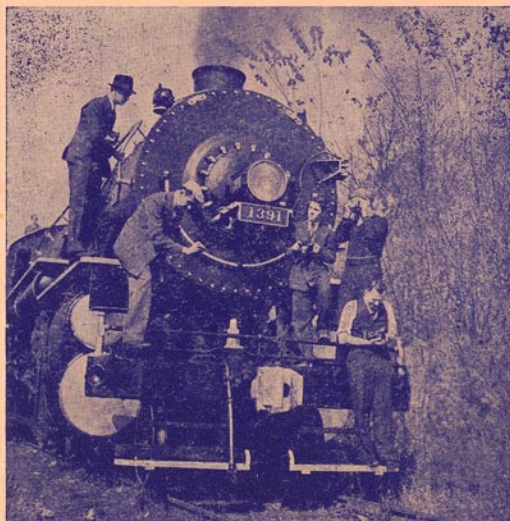
Dundas, Ohio, to Jackson, Ohio

. .

NO PASSENGER SERVICE
SINCE 1931

. .

Beautiful Scenery — Hocking
Hills — Many Camera
Subjects



SPECIAL TRAIN FOR OUR EXCLUSIVE USE

. .

TAKE PICNIC LUNCH
or buy
Sandwiches and Soft Drinks
in the Baggage Car

. .

Give Your Kiddies Their First
Train Ride

C and O HOCKING VALLEY SPECIAL H V Ry.

Four Liberal Stops for Pictures, Beautiful Correale Models and others to pose for camera fans! Models will be attired in very fashionable sportswear, courtesy F. & R. Lazarus Co., Dept. Store of Columbus, Ohio. Special Photo Stop at Lake Alma (near Wellston) — Photo tour and inspection of Detroit, Toledo & Ironton Railroad Shops at Jackson.

Train leaves Columbus, Ohio, Union Station, 9:00 A.M. (EST)—Round Trip Fare: Adults \$4.50; Children 5 to 12 \$2.25.

Train leaves Lancaster, Ohio, at 10:03 A.M. (EST) — Round Trip Fare: Adults \$3.95; Children 5 to 12 \$2.00.

Train leaves Logan, Ohio, at 10:35 A.M. (EST) — Round Trip Fare: Adults \$3.25; Children 5 to 12 \$1.75.

Train arrives — Jackson, Ohio, 2:00 P.M.

RETURNING — Train leaves Jackson, Ohio, 4:30 P.M. — Logan, Ohio, 5:30 P.M. — Lancaster, Ohio, 6:22 P.M. — Arriving at Columbus Union Station at 7:00 P.M. Children under 5 years can ride free if accompanied by parents or guardian.

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Plenty of fun whether you like to take pictures or just ride trains!

Avoid traffic jams, take your outing with us on the friendly C. & O. Here's a swell chance to make lots of new friends!

Buy Tickets by May 25th and save money. Avoid extra charge for tickets bought on train. Plenty of seats, if we know you're coming.

For further information or tickets write to — Railfan Headquarters c/o Hobby Mart "The Train Store of Columbus," 73 E. Gay Street, Columbus 15, Ohio. 'Phone MA. 5981.

If you have a Camera, don't miss any good shots by running out of film. Get stocked up at your favorite Camera Store

Camera Store distributing this bulletin may stamp their name here

THE CHESAPEAKE & OHIO RAILWAY

Special Timetable - Passenger Service

for

The Central Ohio Rail Fans Association

Sunday May 27, 1951 (Only)

H O C K I N G D I V I S I O N

Columbus - Lancaster - Logan - Jackson			
Miles	Eastern Time	Passenger Extra East	
0	Lv. Columbus (Union Station).....	9:00 AM	
16	Lv. Canal Winchester.....	9:30 AM	a
32	Lv. Lancaster.....	10:03 AM	a
49	Ar. Logan.....	10:35 AM	c, a
..	Lv. Logan.....	11:00 AM	
78	Ar. Dundas.....	12:00 Noon	c
..	Lv. Dundas.....	12:25 PM	
84	Ar. Lake Alma.....	12:35 PM	c
..	Lv. Lake Alma	1:00 PM	
85	Ar. Wellston.....	1:10 PM	c
..	Lv. Wellston.....	1:35 PM	
95	Ar. Jackson.....	2:00 PM	

Miles	Eastern Time	Passenger Extra West	
0	Lv. Jackson.....	4:30 PM	
45	Ar. Logan.....	5:30 PM	a
63	Ar. Lancaster.....	6:00 PM	a
79	Ar. Canal Winchester.....	6:30 PM	a
95	Ar. Columbus (Union Station).....	7:00 PM	

Reference Notes

NOTE: "a" Stops to pick up revenue passengers for Jackson on going trip and to discharge revenue passengers on return trip.

NOTE: "c" Where both arrival and departure times are shown at stations on above timetable such station time would be for picture taking purposes.

C A M E R A T R A I N P R O G R A M

The Chesapeake and Ohio Railway, and the Central Ohio Railfans Association, welcome you to a day of fun, good fellowship and the opportunity to take many pictures on this unusual outing.

Railroads have always stressed safety and in order that you may be properly advised in this connection we would ask that you observe and admonish your children on the following pointers, when walking around the railroad at the different picture taking stops.

1. Please step over and not on top of the rails.
2. Please walk, and not run, when leaving the train, moving around to get pictures, and returning to the train.
3. Please do not stand in the vestibules of the passenger cars.
4. Please keep a watchful eye on your little folks. We say this because we all know that mothers and fathers always know best.
5. If standing on or near any tracks, always keep a watchful eye to see that no train is moving on that track.

The use of plain "horse-sense" is the best insurance against mishap, so lets not mar a pleasant outing by taking chances.

Please keep track of your cameras and other valuables. Take them with you when you leave the train, or put them in charge of your family.

We have arranged four picture stops of twenty five minutes each, at Logan, Dundas, Lake Alma and Wellston, in addition to the two and one-half hour lay-over at Jackson. When it is time for the train to depart from any of these places the engineer will blow four long blasts of the whistle. Please cooperate by promptly walking back to the train.

If time permits, we may make one additional picture stop. This may be possible if we all "work together as a team" and help to maintain our schedule.

As a special feature of this trip, we have engaged three girl models from the Correale Model Agency to pose for camera fans. You may ask them to pose for you at any time. They will model in both active and inactive sportswear, furnished through the courtesy of Columbus' largest department store, The F&R Lazarus Company.

You will find a lunch counter car in the middle of the train, serving sandwiches, soft drinks, coffee and milk, also small individual pies. This will be in operation during the entire trip, the prices are very reasonable and the service fast and friendly.

In addition to the train crew, three members of the Railfans Association are wearing uniforms and C&O insignia to assist you and act as guides. We are all at your service and will help you to have a good time.

In accordance with, and in celebration of this occasion, we have with us today, five "old time" employes of the old Hocking Valley Railroad, who, as guests of honor are riding with us today. No doubt many of you have ridden with them on passenger trains No. 30 and 37, formerly operated on this division of the C&O.

In that case, no introduction is needed, but for others, their names are listed here:

Sam E. Camp	-	Retired Conductor
Arthur C. Stamper	-	Engineer
James F. Grant	-	Retired Brakeman
W. J. Jackson	-	Fireman
C. H. Frey	-	Baggageman- Brakeman

These men can tell many stories about the old Hocking Valley Railway and they are all good sociable fellows - why not get acquainted?

While we are on the subject of getting acquainted, have you printed your name on the souvenir part of your ticket? Why not pin it to your lapel, or stick it in your coat pocket, being careful not to lose it.

Why not "let your hair down" and join in the fun and good Christian fellowship that we always have on these camera trips.

Our arrival at Jackson is scheduled for 2:00 PM. The train will leave Jackson on the return trip promptly at 4:30 PM. Don't miss your train. During this time you will have ample opportunity to take the tour through the Detroit, Toledo & Ironton Railroad shops with us, and also look the town over. If you wish to go up-town in Jackson, the main intersection, with stores, etc., is a block and a half up the hill from the railroad station. We will walk to the railroad shops on arrival at Jackson, after assembling the party on the station platform.

Cordially yours,

THE CAMERA TRAIN COMMITTEE and
THE CHESAPEAKE & OHIO RAILWAY

SHORT HISTORY OF THE HOCKING VALLEY RAILWAY

Originally organized as the Columbus and Hocking Valley, objective of the company was to construct a rail line from Columbus to Athens, Ohio. Actual construction began in the year 1867 and that portion of the line from Columbus to Lancaster was opened to rail traffic in 1868. Construction progressed with track laying crews reaching Nelsonville in 1869 and Athens in 1870, Athens being the eastern terminal of the Athens subdivision today.

Also, in 1870, a branch line was built from Logan to New Straitsville by way of Webb Summit and Gore.

In 1875 plans were laid and a line projected from Columbus to Toledo. This new company was known as the Columbus and Toledo Railroad. Actual construction commenced in 1875, completed through to Marion in 1876 and opened for service the same year. Final construction was completed from Marion to Toledo in 1877.

During the same year tracks were laid from Nelsonville to a connection at Monday Creek Junction with the line running from Logan to New Straitsville. This branch was then and is still known as the Monday Creek Branch and runs by way of Snow Fork Junction, Greendale and Carbon Hill. In addition the Snow Fork branch was built in 1877 from Snow Fork Junction to Murray City and New Pittsburgh.

By 1880 the Ohio and West Virginia Railroad had been completed between Logan and Gallipolis and the following year from Gallipolis to Pomeroy. During 1881 the entire corporate structures of the three railroads heretofore named, became a single corporate entity, known as the Columbus, Hocking Valley & Toledo Railroad. Thus a new transportation giant with fertile fields of freight and passenger revenue came into being. Direct shipment of the products of mines, steel mills and agricultural products of southeastern Ohio to the state Capitol and the Great Lakes came into being and southward trains carried the finished products of factories and the food industry back into the areas served by the southern division of the railroad.

Thus started the "heyday" of not only the Hocking Valley, or the C.H.V.&T. as it was then known, but also of the many business and industrial enterprises located there. The tile and brick industry in the "Valley" flourished and added weight to the stream of freight traffic which flowed up and down the rail line.

A line was constructed from Wellston to Jackson in 1895 and a connection made with the Logan-Pomeroy line at what was then called Mc Arthur Junction, now Dundas. Electric interurban cars operated on this line as well as steam trains. The electric was known as the Wellston-Jackson Belt Railway. The two principal stations on that line, namely Wellston and Jackson are still in use today.

The system was reorganized with a shorter name - Hocking Valley Railway, in the year 1896. About 1917 (history available is not clear on the exact date) the operation of electric cars was discontinued and their frequent schedules were replaced by a steam locomotive and single coach shuttling back and forth on the Jackson branch. This train was called "The Commuter". Shortly after, however, this service was discontinued and several round trips a day were made by steam train service until 1931 when passenger service on the Jackson branch was ended.

Shortly before this, passenger service also became a thing of the past on the New Straitsville, Monday Creek and Murray City branches. Two trains nicknamed the "Shotgun" and the "Cannonball" made their farewell trips, and in 1933 the line from Logan to Dewey Junction was abandoned. The advent of the private auto and the decline of industry in southeastern Ohio were directly responsible for these cutbacks in service.

In 1930 the Chesapeake & Ohio Railway took over all lines of the Hocking Valley Railway. These lines then became the Hocking Division of the C & O Railway. Passenger service continued through part of the year 1932 on the south end of the line when another cutback was made from two to one round trip a day between Columbus and Athens and Logan and Pomeroy. This one train-a-day service continued on until December 31, 1949. This day marked the last runs of the "varnished" cars on the South end. Trains No. 30 and 37 and No. 130 and 137 became a memory as they wound they way home to the Columbus terminal, never to return.

Today, on this Special Train, we seek to relive some of the scenes and operations of yesteryear. To those of us who have become railroad fans in the last decade, it is a memorable event and a new experience to ride over the lines that figured so prominently in the "heyday" of the Hocking. Through our combined efforts, we have endeavored to bring, also, the opportunity of a "first train ride" to our younger generation. To all of you, we extend a warm welcome and our thanks for your support of our efforts.

THE CAMERA TRAIN COMMITTEE