

ALL ABOARD!



NATIONAL ASSOCIATION OF RAILWAY BUSINESS WOMEN, INC.

ANNUAL FALL FOLIAGE FESTIVAL

COLUMBUS, OHIO TO POMEROY, OHIO

VIA

CHESAPEAKE AND OHIO RAILWAY

SUNDAY - OCTOBER 17, 1965



AUTUMN LEAVES

Identify their colors

Red, orange and yellow foliage -
the sugar maple.

Crimson to wine red - red maple.

Scarlet - dogwood or scarlet oak.

Orange to scarlet - sassafras.

Russett red - pin oak.

Yellow - Norway maple, birch, poplar,
tulip tree, elm.

Purple - red to violet - white oak.

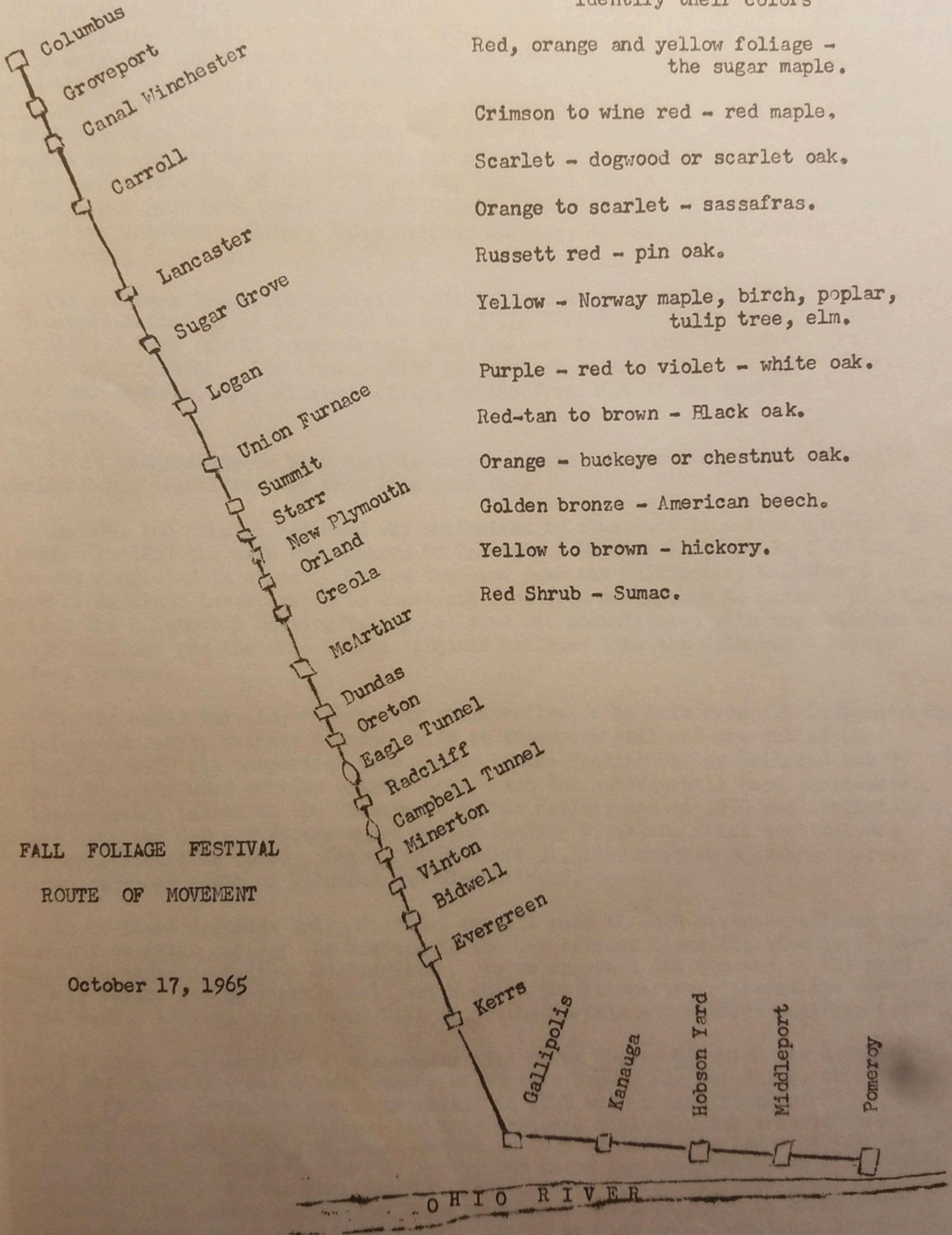
Red-tan to brown - Black oak.

Orange - buckeye or chestnut oak.

Golden bronze - American beech.

Yellow to brown - hickory.

Red Shrub - Sumac.



FALL FOLIAGE FESTIVAL

ROUTE OF MOVEMENT

October 17, 1965

OHIO RIVER

WELCOME TO THE WONDERFUL WORLD OF MEIGS COUNTY

Cooperating groups

CHAMBERS OF COMMERCE & JAYCEES

ALL MEIGS COUNTY ORGANIZATIONS

Church Service - 12:15 and 1:00 P.M., Grace Episcopal Church
arranged by Meigs County Ministerial Association

Chicken Barbecue on used car lot just below Senior High School on Main St.

WALKING TOURS

For the following tours the distance is based on the stop light at the corner of Sycamore and Main Streets.

UP RIVER

Distance

Blocks

- | | |
|-------|---|
| 1/2 | 1. Chicken Barbecue served by the Meigs County Jaycees on the used car lot, Main Street. |
| 1 | 2. Grace Episcopal Church and Parish House. Beautiful Gothic building. Restroom facilities available in the Parish House. |
| 1 | 3. Pomeroy Junior & Senior High School and football stadium. Monument to V.B. Horton, pioneer industrialist. Rest area in Junior High auditorium. |
| 2 | 4. Pomeroy Baptist Church. Centennial celebrated October, 1965. |
| .8 M. | 5. Excelsior Salt Works. See the brine crystallization tanks 300 feet long and 30 feet wide. See the actual salt produced. |

DOWN RIVER

Blocks

- | | |
|---|---|
| 3 | 1. Meigs County Court House. One block from the river up Court Street. The only three floor building in the world with each floor on the ground level. The third floor porch is excellent for taking river pictures. Restroom facilities. |
| 3 | 2. Meigs County Pioneer Society Historical Museum (temporary) basement of Court House. Mr. A.V. Howell, President, has brought together an excellent collection showing Meigs County early history and river boats. |
| 5 | 3. Sacred Heart Catholic Church. Cornerstone laid May 22, 1898. Gothic building of native sandstone. |

BOAT TRIPS

At the levee between the two parking lots.

YOUR FALL FOLIAGE FESTIVAL EXCURSION is being sponsored by the COLUMBUS CHAPTER of the NATIONAL ASSOCIATION OF RAILWAY BUSINESS WOMEN, Inc. in the interest of good public relations and to stimulate interest in the railroad industry. Our members are serving as hostesses on this train. Please feel free to call upon them for any assistance you might need, as it is their desire that you have a pleasant journey so that you, too, will agree that traveling by rail is most enjoyable. The coaches in which you are riding are used only for excursions and special-rate tours, and are not representative of the high quality equipment used in scheduled passenger service. For your next vacation and a DeLuxe train trip may we suggest the scenic ride to the Greenbrier Hotel, White Sulphur Springs, W. Va. or to historic Williamsburg, Virginia.

The proceeds from this excursion will be used to buy model electric trains for handicapped children. A BIG TRAIN to buy LITTLE TRAINS for those unable to ride BIG TRAINS. Part of the proceeds will also be used to support the local "Meals on Wheels" organization. Our organization has a wheel known as the "Ironwood Wheel". One of our members, Mrs. William Achatz, is the President of the Meals on Wheels Auxiliary.

It is interesting to look back to earlier years when several passenger trains carried happy travelers over this line each day.

In 1864 the Mineral Railroad was authorized to construct line from Columbus to Athens. In 1867 the name was changed to Columbus & Hocking Valley. In 1870 the line was completed to Athens. During the same year the Gallipolis, McArthur & Columbus Railroad incorporated to construct line from Gallipolis to Logan - 62 miles. In 1881 the Columbus & Hocking Valley Railroad was consolidated with the Columbus & Toledo Railroad and the Ohio & West Virginia Railroad into the Columbus & Toledo Railway Company.

In the early days there were many small railroads in this area all independent operated and owned, primary purpose being to transport coal and ore out of the valley. In 1909 all properties were leased to the Hocking Valley Railroad for 99 years. This included various branch lines which had subsequently been constructed. In 1915 control passed to the Chesapeake & Ohio Railway and in 1930 was completely merged with the C&O and became known as the Hocking Division, which now included lines constructed to Toledo, Ohio. On December 31, 1949 regular passenger service between stations south of Columbus was discontinued.

As we leave Columbus Union Station, we will pass through several railroad yards. Located five miles east of the Station is the C&O Parsons Classification Yard where trains are made for various destinations. As we approach the top end of the yard you will notice on the right a tall tower where the yardmaster oversees the operation of the yard. Leaving the yard we will cross the Norfolk and Western railroad tracks.

Our first stop to pick up passengers will be at GROVEPORT which was named for two of its founders - Jacob Wert, owner of "Wert's Grove" and Wm. Rarey, owner of "Rarey's Port". Groveport was incorporated in 1847 with a population of 250. The Ohio Canel provided transportation for this thriving village until the railroad was constructed in 1868. The Town Hall erected in 1875 still stands today as original built. One of the founders, John S. Rarey, was noted for his great love of animals especially horses. He was challenged to tame a horse named "Cruiser" owned by Lord Dorchester. The malice and fury of this horse made him a terror. In three hours his savage nature had departed and both Mr. Rarey and his owner were able to ride the horse. Groveport is the only town by this name in the world.

CANAL WINCHESTER -- In 1818 Governor Brown decided that to bolster the economy of the state, a cheaper way to market for surplus goods must be found. A committee was appointed to study a means of constructing a canal from the Ohio River to Lake Erie. The canal was to run through a wheat field on the land of Henry Dove who was the first settler on the section of land where the village of Canal Winchester now stands. He objected to the canal and threatened to bring suit against the state for damages to his land and crop.

Someone suggested to him that, being half way between Lancaster and Columbus, there might be more money in laying out a town than in the collection of damages. He acted on this plan to survey and plat a town naming it after Winchester, Virginia, his father's former home. The active work began on the canal in 1829 and time immediately improved as laborers were paid 30-3/4 cents and two jiggers of whiskey per day or \$8.00 per month. Many settlers were attracted by the canal and the price of wheat advanced from 25 cents per bushel to \$1.00. Traffic on the canal was opened September 25, 1831; the speed limit of boats being 4 miles per hour. The community along the canal grew and prospered.

The first post office of the community was established at Waterloo in 1839 and moved to Winchester in 1841. At that time there were five other Winchesters in Ohio, so a citizen's committee met and selected the name of Canal Winchester for the new post office.

In 1849 a telegraph line was established from Columbus to Lancaster and the first telephone line in 1882.

In November 1867 the first rail was laid on the railroad from Columbus to Winchester and on January 13, 1869, the railroad reached Lancaster. By August 17, 1869 trains were running as far as Nelsonville and to Athens by July 25, 1870. The Winchester Milling Company started building along the Canal in 1868 but before much progress was made decided to locate on the railroad where it still stands. Other industry quickly followed to the railroad.

In 1796 Ebenezer Zane, of Wheeling, a famous merchant, trail blazer, pioneer and soldier, petitioned Congress for a contract to open a road through Ohio from Muskingum, the Hocking and the Scioto Rivers. Ebenezer's brother Isaac was married to the daughter of Tarhe, Chief of the Wyandots. Early in 1798 the first settlers arrived in the Hocking Valley and LANCASTER was founded on November 10, 1800 by Zane. The town was called New Lancaster at the request of Emanuel Carpenter from Lancaster, Pa. The name was shortened to Lancaster in 1805. In 1840 the first canal boat of coal arrived from the Hocking Valley. On April 11, 1854 the first train arrived with bands playing cannon roaring and 8,000 people shouting. Lancaster is the center of a rich agricultural region. The principal industry is glass. The Anchor Hocking Glass Company is the world's largest manufacturer of machine-made glassware. The Fairfield County Fairgrounds founded in 1850 is the oldest fair of continuous operation in Ohio. The movie "Green Grass of Wyoming" was filmed in this fairgrounds.

In 1790 when the Indians were preparing to attack the white settlers, two scouts, McClelland and White, were sent to the top of Standing Stone to observe their preparations. White rescued a captive white woman, regained his hiding place, and the three held off the entire Wyandot tribe and their Shawnee allies all that day and escaped down the Hocking River in a storm that night. The novel "Forest Rose", published in 1848, by Emerson Bennett, received its inspiration from this battle with the Indians.

LOGAN was founded in 1816 by Governor Worthington and named for the Indian Chief Logan who was a very good friend of Governor Thomas Worthington. Oldtown Railroad yard was the site of an Indian Village and gets its name from Oldtown Creek, which empties into the Hocking River. Thomas Worthington established the first flour mill in this part of the territory and donated the land which is now Worthington Park. There are twenty-one industries in Logan employing some 2,300 persons, the largest being the Carborundum Company, manufacturers of abrasives and industrial grinding wheels.

Your "Route of Movement" map shows the next town as Union Furnace. A few years ago a Brick Plant and Supply Center for the Ohio Fuel Gas Company were in operation there.

Next is SUMMIT, aptly named as it is at the top of a hill. This is the location of a twenty-three car passing track for use of trains "doubling the hill". This is railroad lingo and means taking half the cars in the train up the hill at a time.

Next, on the left is STARR. The Coonville Branch line extends a mile and a half to our left from Starr. This branch line served productive coal mines until strip mining was started in this vicinity some years ago.

NEW PLYMOUTH on the right and ORLAND on the left are next in line. These are small country towns with no existing industries. Racoon Creek runs along the track here, a very small stream at this point.

A strip mine is now in operation at CREOLA.

McARTHUR is the County Seat of Vinton County, population 2500. Industries at McArthur include a brick plant, Baker Wood Lumber and Treating Plant, Austin Powder Company, and other smaller business firms.

DUNDAS is the junction point of the Chesapeake and Ohio and Baltimore and Ohio Railroads. The Jackson Sub-division starts at Dundas, going to Hamden, Wellston, and Jackson, passing Lake Alma between Hamden and Wellston. About a mile and a half east of Dundas is the deepest fill on the Hocking Division of the C&O Railway. This was originally a double deck trestle due to its great depth.

Next we pass ORETON. The town was named Oretton because of the abundance of Iron ore in the territory. The ore was mined and hauled to the foundry at Wellston. Charcoal was another product of Oretton. A Mr. Davis who operated a lime quarry here, built a lake along the C&O track between Hamden and Wellston and named it Lake Alma for his wife. The New York Coal Company operated a coal mine at Oretton. The company constructed 60 or 70 homes and a large rooming house for its employes, also a company store and a church and school. Oretton is now a complete ghost town.

After we pass thru EAGLE TUNNEL we come to a 10-degree curve, one of the sharpest curves on the Hocking Division.

For many years RADCLIFF was a thriving town. Three coal mines, known as the Lilley, Thompson and Rinehart mines, were all located between Radcliff and the Campbell Tunnel. Several wagon mines loaded coal on the railroad. The town boasted three good general stores, two fraternal orders - Odd Fellows and Wisemen, three churches. All that remain today are the Post Office, two churches and one grocery store. Some of the best apple orchards in southern Ohio are in this vicinity.

CAMPBELL TUNNEL was named for a family owning and living on the farm to our right as we approach the tunnel. There will be a stop here to take pictures.

MINERTON. In the days of steam engines, this was a fueling station for both coal and water. Coal was hauled up a ramp with mules and dumped into a hopper. The engine would stop under the hopper and fill the tender.

At VINTON we cross Raccoon Creek for the last time. This creek empties into the Ohio River five miles down stream from Gallipolis. The main business at Vinton is a Produce and Feed Store. For years there was a water-powered flour mill here. The mill and dam are still in operating condition. It is rumored that someone is trying to purchase and keep it up as a novelty.

BIDWELL is a farmer's town. It is noted as a gathering place on the anniversary of Emancipation Day each year.

The largest moulding sand mill in southern Ohio is located at KERRS. It has been owned and operated by the Keener Sand and Clay Company of Columbus, Ohio, for the past 35 years. Two miles farther you can see the Evans Warehouse (Bob Evans' famous sausage).

Next is GALLIPOLIS where the rolling hills are bathed in rich color, the fall flowers are in bloom and the air crisp and fresh. This "Old River Town" is a community settled by a group of exiles from the courts of France in October 1790. The founding French Five Hundred contributed in great measure to the continuing hospitality that is a part of the Gallipolis tradition. Many of the homes are well over 150 years old and are in excellent condition - a haven for the lover of antiques. "Gatewood", home of the famous columnist, O. O. McIntyre is located at Gallipolis and is occupied during the summer months by his widow. "Our House" now a museum, another famous home, was once visited by General Lafayette. Ten miles down the beautiful Ohio River is Gallipolis Roller Dam, one of the largest of its kind in the world.

After passing through KANAUGA, HOBSON YARD, AND MIDDLEPORT (a distance of 18 miles) we come to our destination - POMEROY!

"Pomeroy has long been an interesting community. It is a town rich with tradition and legend in every building and on every street corner.

Located proudly on a majestic bend in the Ohio River, the village of Pomeroy has withstood wars, blizzards, floods, fires and droughts. It has enjoyed prosperous years and struggled through troublesome days.

Long known as a community with fine citizens -- who many out-of-towners sincerely vow are the friendliest that can be found -- Pomeroy has earned respect by the solemn dedication of its citizens,

It should not be said that Pomeroy already has seen its years of prosperity. We have to look to the future with a positive attitude. Certainly, it is nice to think of the past with pride. The people of Pomeroy have accomplished much. But we also must point clearly to the future.

Perhaps it is hard to imagine what Pomeroy would look like with a home, store, or factory on every vacant lot or hill. But it is possible. Isn't it?

Pomeroy, with the combined help, work and talents of every citizen will continue to grow during the next 125 years. Then our ancestors may look into their past, also with pride, even as do we."

The preceding was an editorial published in THE DAILY SENTINEL in celebration of Pomeroy's 125th Anniversary. After reading of their hopes for the future, we now cite some of their glorious past--

During the Civil War General Albert Gallitan Jenkins made several raids into Meigs county, north of Pomeroy and once into Racine, but very little damage was done in any of them.

Morgan's force split just beyond Kerrs Run. One part, under the command of Dick Morgan, brother of General John Morgan, went to Chester, burned the new bridge over Shade River and also the large mill, then on to Bashan and here it drew up in battle line with sabers glittering in the sun of a beautiful Sabbath morning.

But it charged by the First and Eight Kentucky Regiments, it broke and fled.

About three hundred men with their leader were captured here.

The other part of the raiders headed for Buffington Island under the command of General John Morgan, and fought the battle of Portland; General Shackelford had charge of those that followed the Chester and Bashan group, and General Hobson was in command of the forces following the enemy to Portland with General Morgan.

It is supposed that General Morgan had about 6,000 men when he crossed the Ohio River on his start into Indiana and of this number less than 400 escaped death or capture. About 400 crossed the river at Bellville.--(From Walter Sines' History).

Pomeroy was, at different times before becoming an incorporated village, known as The Banks, and Salisbury.

The Wall City was a well-known boat on the Ohio River in the 1800s. It was owned by Pomeroy interests and is said to have gotten its name from the high cliffs, or wall of rocks, behind the town. The boat sank just below the landing at Ravenswood.

A fire in Pomeroy during 1893 burned the county jail ----- The fire in Pomeroy on August 19, 1927 burned the Ben Ewing Funeral Home, the Democrat publishing building and many other structures in the village. It started during the early hours of the morning.

History shows that in 1853 the Meigs county Courthouse in Pomeroy was judged one of the most beautiful in the state. Particular mention was made of the curving stairways.

Valentine Baxter Horton (1803-1883) built the first towboat on inland waters in the United States. It was built in 1836 for the Pomeroy Coal Company at the Old Pomeroy Boat Yard near the present location of the Pomeroy Junior High School. A monument now stands there commemorating the event. The report in Walter Sines' History of Meigs County indicates there were eight ladies and five gentlemen on the boat during its first trip. The boat was named the "The Condor" for the large bird of South America.

The courthouse and jail in Pomeroy was built at a cost of \$42,000. The Pomeroy & Sons Company donated five lots in Pomeroy in 1842 for the construction of public buildings. It was during that year the county seat was moved from Chester to Pomeroy.

Pomeroy was connected to Athens by the telegraph in 1848 and to Gallipolis in 1871. Telephone service in Pomeroy started during 1882.

Pomeroy was named for Mr. S. W. Pomeroy.

The section between Pomeroy business district and Middleport was for many years known by the name of Coalport.

When Pomeroy was incorporated in 1840 the greater part of the distance from Kerrs Run to what is now the business section of Pomeroy was an unbroken forest.

It is thought the first automobile fatality in Meigs county occurred on Lincoln Hill. The date is unrecorded.

A post office was once operated, during the young years of the 1800s, at the mouth of Kerr's Run. It was named the Nyesville Post office after Nial Nye, Sr., who established a grocery store, saw and grist mills and a boat landing there before the county was organized in 1819.

The first settler in what is now Pomeroy is believed to have been Samuel Ervin who built a cabin in 1807 near the later location of the Horton boatyard. The second cabin was constructed about 1809 by Amos Partlow near the present location of the Excelsior Salt Works.

In the early part of the 1800s, Samuel Willis Pomeroy owned the greater part of the coal lands about Pomeroy. His daughter married Valentine B. Horton, pioneer industrialist, in 1833.

The cannon on the courthouse grounds in Pomeroy was presented to Meigs County on Memorial Day in 1925 by Gen. Fountian.

The Hocking Valley Railroad (now C&O over which you traveled) was opened from Logan to Pomeroy in 1881.

It wasn't so long ago that residents of Meigs County and Pomeroy huddled over crystal radio sets with earphones, listening to voices and tiny music plucked from the air by the galena apparatus and yelling for joy when "we got Pittsburgh."

Later came Pomeroy's own broadcasting station. It was moved to Huntington and became what is known as WSAZ.

The firm is the same that today broadcasts over Channel 3 straight into your home through television WSAZ started operation on Lincoln Hill in Pomeroy.

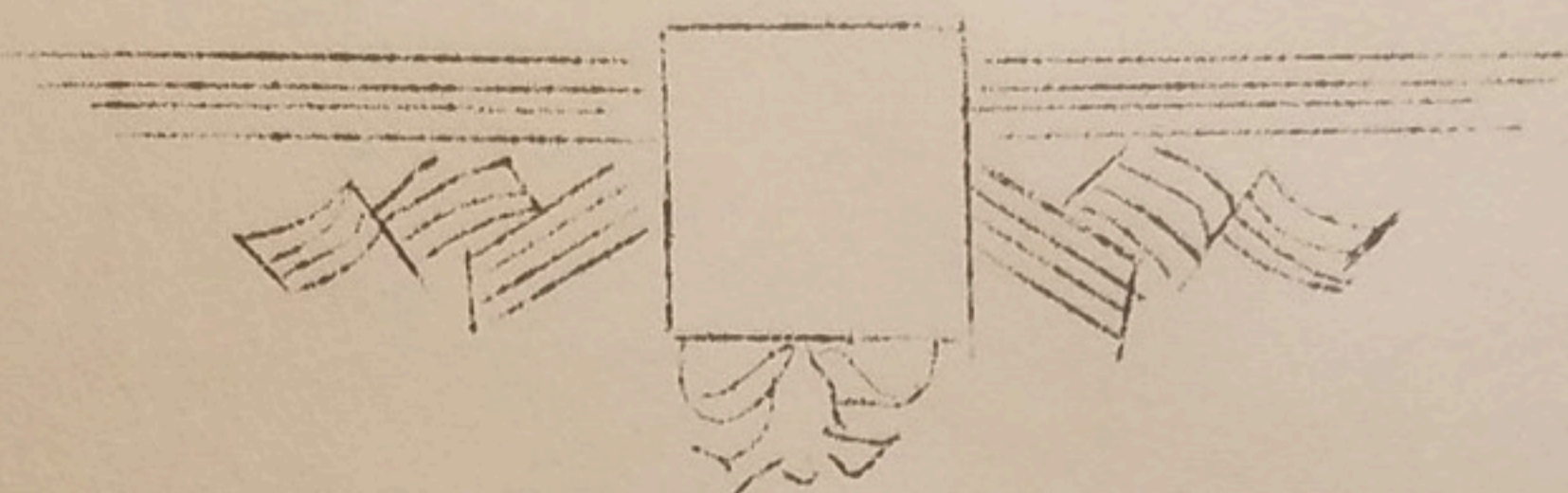
Though Meigs County has no television station, Radio WMPO in Middleport-Pomeroy broadcasts in this area.

The street car line was started in the late years of the 18th Century in Meigs County by the Ohio River Electric Railway and Power Company. This company continued operation of it until February 25, 1919, when the line was placed in the hands of a receiver. Later the property was sold at judicial sale and was purchased by a committee of bondholders.

Permission was granted by the PUC to sell the property to a corporation known as the Ohio River Railway and Power Company on July 5, 1924. On June 26, 1929, the company cancelled its passenger schedule. The line ran from Middleport to Racine, and later was extended to Hobson.



MENU



First to tempt you - may we suggest DOUGHNUTS AND COFFEE? - - 10¢ each

SANDWICHES - - Ham - 35¢ Swiss cheese on Rye - 35¢ - -
American Cheese - 25¢ Ham and Cheese - 40¢

POTATO CHIPS - FRITOS - - 10¢ each

COFFEE - MILK - ORANGE DRINK - - 10¢ each

COCA-COLA - 7-UP - ROOT BEER - - 15¢

CANDY BARS - CHEWING GUM - - 5¢

ICE CREAM AVAILABLE ON RETURN TRIP

APPLES - - 5¢

REFRESHMENT CAR IS LOCATED IN CENTER OF TRAIN

HOSTESSES WILL ASSIST PASSENGERS IN SECURING REFRESHMENTS IN CARS LOCATED
A FAR DISTANCE FROM THE REFRESHMENT CAR

COLUMBUS CHAPTER
- - NATIONAL ASSOCIATION OF RAILWAY BUSINESS WOMEN - -