



Pennsylvania Railroad Technical & Historical Society LINES WEST – BUCKEYE REGION CHAPTER

Bulletin No. 2020-03 - September 2020

The President's Corner

We had planned on convening a chapter meeting mid-September. However, with the on-going COVID-19 pandemic and resultant restrictions imposed by the Ohio State government on requiring group meetings being held to a maximum of ten persons with social distancing, any attempt to put together a meeting at this time is not possible. At this time, we do not know when we will be able to schedule a meeting because the library's we use are not accepting reservations for meeting space. Therefore, a decision has been made cancel the September meeting. We will plan to have our next meeting in early December.

The December meeting will include the required election of officers for the next year, so we will try to find a way for us to get together to do chapter business. In the meantime, you, the members, should consider who you want for chapter officers going forward in the future.

There are a couple of items from the PRR T&HS to consider:

Since this year's annual meeting had to be cancelled, the society will be mailing to the membership the ballots for election of Directors. It will be important to get enough responses to make up the required quorum to conduct Society business. Please vote!

The Board of Directors is considering putting together a virtual meeting by way of Zoom with a slate of speakers who will present the clinics they had planned for this year's annual meeting that was cancelled. The tentative date is for either the 7th, or 14th of November. Look for notice on the society web site if they are able to get it organized.

Chapter Officers

Al Doddroe, President
Bob Flores, V-President
Jim Kehn, Secretary
Dick Briggs, Treasurer



Email your comments to
Alex Campbell
columbusrr@att.net

For the 2021 annual meeting, we are going forward with plans to host the meeting next May. Hopefully the corona virus problem will be well under control before then so the hotel can be used for a large gathering.

Al Doddroe, President
Buckeye Region Chapter

NEWSLETTER CONTRIBUTORS WELCOME

Members and friends of the Buckeye Chapter are invited to submit Pennsylvania Railroad related articles, stories and photos for publication in the Buckeye Chapter Newsletter. This is an opportunity to share what you have learned about the Pennsylvania Railroad Lines West in Ohio and Columbus Union Station (jointly owned by the PRR and NYC). The PRR had five lines out of Columbus all fodder for research and articles for the newsletter.

If you have an idea and some material but need help putting it together contact Jim Kehn (prrfreak@aol.com) or Alex Campbell (columbusrr@att.net). We would be glad to hear from you.

The next Buckeye Chapter Newsletter will be December, 2020.



PRR RESOURCES – MAPS & DRAWINGS

Columbus Railroads has compiled a collection of maps & drawings as well as links to the Columbus Metropolitan Library's collection of maps that a Pennsylvania Railroad fan should find interesting and useful. These are best viewed on a personal computer rather than a smart phone. It will take some effort on the user's part to become familiar with the Columbus Railroads' three indexes in order to find what will be of interest.

The CML maps use a software program that is easy to use. Take the time to become familiar with the program's features for best results.

Index 1 – STREETCAR MAPS & MORE – Here you will find a series of Columbus Streetcar system maps and maps of the city of Columbus going back to 1856. The 1899, 1910 and 1920 Baist's maps are good for locating steam railroad routes in Columbus.

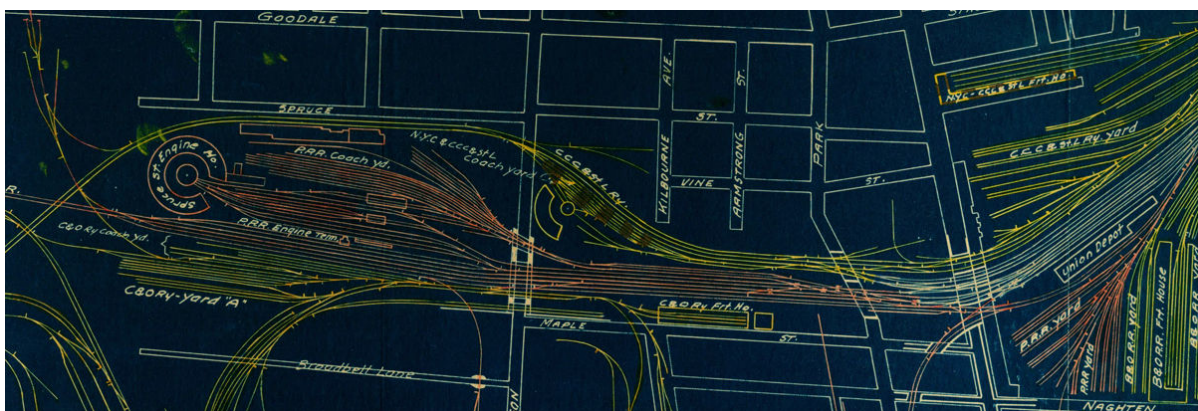
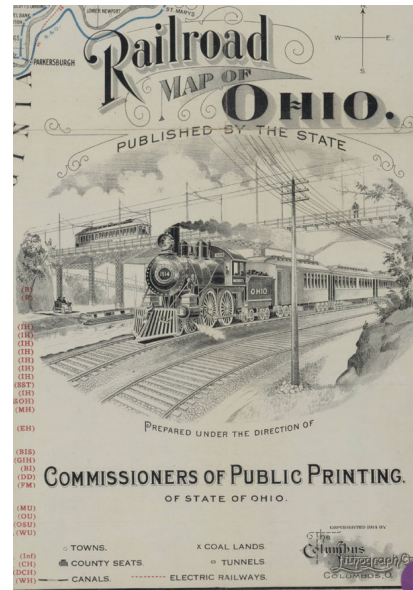
http://www.columbusrailroads.com/new/?menu=03Streetcars&submenu=32Streetcar_Maps_%26_More

Index 2 – INTERURBAN MAPS & MORE - Maps of the Ohio interurban network, some route drawings, schedules, and brochures.

http://www.columbusrailroads.com/new/?menu=04Interurbans&submenu=34Interurban_Maps_%26_More

Index 3 – STEAM RAILROAD MAPS AND MORE – There are over 35 maps, schedules, and other documents. Two maps that are especially informative are the 1934 Unification Map and the 1914 Railroad Map of Ohio.

http://www.columbusrailroads.com/new/?menu=05Steam_Railroads&submenu=24Steam_Railroad_Maps_and_More



Columbus Sandusky & Hocking Railway Yard – 3/8/1910

Photos by Wilmer Gehres from the Gary Minor Collection

Pennsylvania Railroad fans that are familiar with Columbus, Ohio will know about Grogan Yard. Now gone it was located just south of the Ohio State Fairgrounds between the New York Central's Big Four and the PRR (CA&C) lines. Before Grogan Yard was built out in 1931 a smaller yard stretched from Cleveland Avenue to the PRR (CA&C) main. Originally constructed by the Columbus Shawnee & Hocking Railroad as a yard and locomotive servicing facility in 1880 the property was purchased by the PRR in 1902. At the same time the PRR purchased the Columbus & Sandusky Short line which also used the yard and locomotive facilities. At the time of the 1902 purchase by the PRR the two lines while not merged were consolidated under the name Columbus Sandusky & Hocking Railway.



The photo above was taken in 1910 when the property was owned by the PRR. The camera is looking east toward the CA&C in the far distance. Cleveland Avenue is behind the camera. The engine house and all but one shop building are off camera to the north (left). That machine shop building can be seen to the far left.



This enlargement of the center portion of the above photo shows the roof of the N&W roundhouse in the distance. Just before the N&W roundhouse the CA&C main is crossing the east end of the yard.



This coal trestle photo, taken on 3/8/1910, may also have been in the CS&H Yard.

The following links show the CS&H Yard in the 1910 Baist Real Estate Atlas.

<https://digital-collections.columbuslibrary.org/digital/collection/maps/id/74>

<https://digital-collections.columbuslibrary.org/digital/collection/maps/id/83>

How I Changed Jobs

By Russ Thompson

Having been hired in 1976 by Conrail as an assistant signalman, within a few weeks I was assigned to a gang that was installing signal and power cables underground along the side of the Bradford main between Amlin Ohio and a finishing location about 1/4 mile east of I-270.

One Thursday, I was operating a Case backhoe eastbound east of Leap Road and was about to go over the Buckeye lead to CP Darby and noticed three locomotives and a cabin making speed toward Buckeye, from the north.

The problem was that there was already an empty grain train across Buckeye starting to move farther west, and still was numerous car lengths from clearing the diamonds. Needless to say, I watched one big wreck.

The following Saturday, I was third in line on southbound SR 256 in Pickerington waiting for a southbound to pass when he went into emergency, and I got to see him pile up 11 cars.

All of the talk for the next week was no one could believe I had witnessed two major derailments in two days' time.

That week went smooth as did the following Monday.

On Tuesday, I was driving a line truck with Bob Cavin riding, as we were going over to 4881 Trabue Road for supplies. Bob once again brought up the derailments. Just as we were exiting the truck. I looked over at the hump lead, to see them derail twenty-three cars.

Without a gasp, I looked over at Bob and said, " It`s not that rare, there`s one now!", and walked into the building.

Word soon got out about me, and I wound up being assigned to the office assistant job for the two signal inspectors, with the understanding I was not to go near a live track. That lasted a little over six months. It turned out the signal inspector's office held all the signal system manuals. It was a blessing for me, as I was given the chance to learn more about the signal systems from those manuals than many signal employees with ten or fifteen years of experience.



News from the Past:

COLUMBUS PIQUA AND INDIANA RAILROAD

(*Ohio State Journal*, June 9, 1852) - The great importance of this road to the section of the country through which it passes, as well as to the city of Columbus, is becoming more and more apparent as the time for its completion approaches. A late number of the *Railroad Journal* contains a communication from M. G. Mitchell, the President of the road, giving its history, present position and future prospects, in a very fine light. The following extract from this statement will be read with interest:

THE LENGTH AND COST OF ROAD.

The road is 102 miles in length. Few roads in the West, owing the favorable character of the country, will be constructed at so low a cost, and contain so many characteristics of a first-class road. The entire cost, including depots, stations, and all necessary equipments for first year's business, will be \$1,250,000.

PROGRESS OF WORK.

The eastern division of the road, being 49 miles between the city of Columbus and Urbana, will be ready for the rails on or before the 1st of September next. 4,500 tons of rail have been purchased for that division, and are in course of arrival. Allowing four months for laying track and delays, we shall have this portion of the road in operation by 1st January, 1853. The completion of a connection between the Columbus lines and the little Miami and Mad River and Lake Eire Roads, passing between Cincinnati, through Urbana to Sandusky, on the Lake, will then be had. The work of the middle division, between Urbana and Covington, 32 miles, is rapidly advancing under a heavy force. The whole of the masonry, including piers and abutments at the crossing of the Miami river and canal at Piqua, will be completed by the first of September next. The earth work at this division is about half completed, and will be finished the coming fall.

The western division of 24 miles, between Covington and Union, is in the hands of responsible contractors. The contracts on this portion of the line require the completion of gradation and masonry, and furnishing the cross-ties on the track, by 15th May, 1853.

The state of advancement of the work is thus seen. 46 miles of the road will be in actual operation by January, 1853, and the residue of 56 miles by January 1854, without probability of failure.

Note: The Columbus Piqua and Indiana Railroad was the third railroad to reach Columbus in 1853. It would become the Pennsylvania Railroad – Bradford Line.
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