

# Pennsylvania Railroad Technical & Historical Society

## LINES WEST – BUCKEYE REGION CHAPTER

Bulletin No. 2021-02 --- May 2021

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### The President's Corner

In our last newsletter the probability of the PRR T&HS annual Meeting, hosted by our chapter, being cancelled was announced. That is now confirmed. Instead we will be hosting the annual meeting in May 2023. The projected dates are May 17-21. The rescheduling of the meeting was agreed to by the Embassy Suites Hotel and with the approval of our society President and Board of Directors. This new agreement allows the society to avoid a substantial cancellation fee that was part of the original contract. We had hoped to take our turn as hosts next year, however, the contracts for next year are already set.

Since we are still restricted by the COVID-19 Pandemic and with an abundance of caution there will not be a chapter meeting this summer. Recently there has begun a slight reduction in the COVID infection rate in Ohio, With the declining infection rate I anticipate a relaxation of meeting restrictions by the State. With that in mind we will plan on having a chapter meeting this Fall, probably in September.

The Bradford Railroad Museum is still planning on holding their festival this summer. The date is June 5th. We will not meet there as a chapter, but our members are encouraged to attend if you feel up to getting out and mixing with society in a mostly open-air affair. They will be offering a hot sandwich if you are interested, but you will need to confirm it ahead of time so they can plan on how much food to have on hand. Please go to their website ([www.bradfordrrmuseum.org](http://www.bradfordrrmuseum.org)) to get details on their program and to sign up for food.

Thanks to Alex Campbell, Rick Tipton and Russ Thompson for submitting articles to make this newsletter interesting reading. We still want articles from you, the members to include in the newsletter. Your participation is encouraged!

Al Doddroe, President  
Buckeye Region Chapter

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### Chapter Officers

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



Email your comments to  
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## 1919 - Locomotive Maintenance on the Pennsylvania Railroad



The PRR's Saint Clair Avenue Roundhouse and the 20<sup>th</sup> Street shops circa 1950-51. The photo was taken just before modifications brought on by the introduction of diesel locomotives changed the facility as it was configured in 1919.

The United States entered The Great War on April 4, 1917. It quickly became evident that the railroads were not up to the task of handling the surge in war time traffic. Freight trains heading for the east coast sea ports, with war materials, quickly became gridlocked. The railroads were not able to resolve the traffic problems on their own resulting in the federal government taking control of the railroads on December 28, 1917. The Federal Government held that control until March 1, 1920.

The United States Railroad Administration (USRA) untangled the blocked traffic at the sea ports by forcing the railroads to work together and to share their equipment. Over the course of the two plus years the USRA controlled the railroads the agency standardized equipment, operating practices, and modernized facilities around the country.

Columbus saw the Toledo & Ohio Central (NYC) build a new roundhouse and locomotive servicing facility at their West Columbus Yard. The PRR, too, modernized their Columbus locomotive servicing facilities as well as surrounding facilities like those at Bradford and Logansport. The following 1919 article from the *Railway Review* describes the changes made to the PRR locomotive maintenance facilities.



# RAILWAY REVIEW

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## New Locomotive Maintenance Program Pennsylvania Lines West

Scheme of Locomotive Upkeep Completely Revised, Involving Many New Shop Structures and Much New Equipment

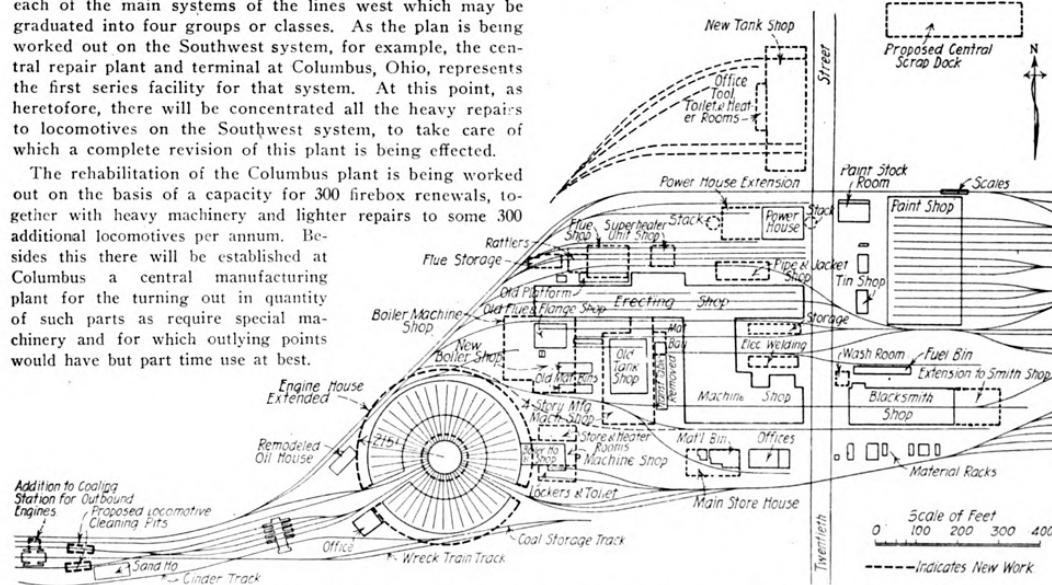
The following is a general statement as to the new program with attending facilities for the upkeep of motive power equipment on the Southwest system of the Pennsylvania Lines West. This work involves a series of terminals and repair plants ranging in four steps from the central plant at Columbus through successive stages to the "turn-around" points equipped for light running repairs only. The central plant has been completely revised and extended, while among the secondary plants are examples of both modernized facilities and complete new yards, terminals and shops.

For several years past the Pennsylvania Lines West have been giving attention to an enlarged and revised scheme of locomotive maintenance and during the past year very considerable progress has been made in the carrying out of this program. The plan involves the complete modernization of existing facilities, where such are to be retained, in addition to which several yards, terminals, and repair plants are being newly built in their entirety.

In general the program calls for inter-related facilities on each of the main systems of the lines west which may be graduated into four groups or classes. As the plan is being worked out on the Southwest system, for example, the central repair plant and terminal at Columbus, Ohio, represents the first series facility for that system. At this point, as heretofore, there will be concentrated all the heavy repairs to locomotives on the Southwest system, to take care of which a complete revision of this plant is being effected.

The rehabilitation of the Columbus plant is being worked out on the basis of a capacity for 300 firebox renewals, together with heavy machinery and lighter repairs to some 300 additional locomotives per annum. Besides this there will be established at Columbus a central manufacturing plant for the turning out in quantity of such parts as require special machinery and for which outlying points would have but part time use at best.

The Columbus engine terminal also is being enlarged and extended to enable the engine house force to conduct both heavy and light running repairs, independently of the system shop. This is a principle that is being adhered to in engine terminals all over the system; i. e., each roundhouse organization with its equipment is to be made such that all running repairs will be taken care of without resort to major shop facilities. To accomplish this, each enginehouse has built in conjunction, an "annex" fitted with a complement of machine tools such as are required for running repair work. Accompanying this article are tools layouts of the Columbus enginehouse annex and that of the Bradford terminal which are typical of these facilities and which will be seen to differ from each other, if at all, chiefly because of the greater amount of this work that must be taken care of at the Columbus terminal. Standard features of Lines West roundhouses, whether newly constructed or modernized, include also boiler washing and filling systems, indirect hot air heating through outlets in the side walls of the pits, ap-



Layout of Locomotive Repair Plant Showing Additions to and Revision of Previously Existing Facilities, Pennsylvania Lines West, Columbus, Ohio.

To continue reading the 1919 *Railway Review* article click here →

<http://www.columbusrailroads.com/new/pdf/railway%20review%201919%200621%20pr%2020th%20st%20shops.pdf>

## RELATION OF COLUMBUS & XENIA TO THE LITTLE MIAMI RAILROADS

By Rick Tipton

The winter issue of the PRR Technical & Historical Society - Lines West Buckeye Chapter newsletter referred to a November 11, 1859 article in the Columbus (OH) Gazette. In that long-ago article, there is a cryptic and perhaps confusing reference to the “Roundhouse belonging to the C., C. & C and L. M. and C. & X. Railroads north of the depot”. In 1859 this roundhouse, just north of the 1850 Columbus Union Depot on the east side of High Street, was jointly owned/operated by three railroad corporations in that period:

1. **The Cleveland Columbus & Cincinnati Railroad**, which at this point had reached southwest from Cleveland to Columbus, opening up central Ohio to Lake Erie and to rail connections to New York.
2. **The Columbus & Xenia Railroad**, which had built the 55 miles east-northeast from Xenia to Columbus and bridged the Scioto River to arrive in Columbus in 1850.
3. **The Little Miami Railroad**, which built from Cincinnati, arriving in Xenia in 1845 and soon connecting there with the Columbus & Xenia.

Many of us (especially Pennsy fans) are aware of a one-volume *Centennial History of the Pennsylvania Railroad Company 1846-1946*, authored by Burgess and Kennedy. However, this 835-page doorstop was in turn a “Reader’s Digest condensation” of a massive 1945 report by railroad consultants Cloverdale & Colpitts, funded by PRR. This report’s 770-page Volume III covering Lines West is available online in the Hagley Digital Archives. I warn you, only go there if you have a high tolerance for rail corporate history, but it’s rich in detail, and inarguably accurate. I figure it is the next best thing to wading through Lines West Secretary Church’s notes from the Board of Directors.

Anyway, the “rest of the story” is that the Columbus & Xenia was organized (1843) and built by Ohio interests allied to the Little Miami. From December 1853 the two roads became a permanent joint operation with equal division of earnings. They pooled their equipment; we even have photo evidence of locomotive tenders bearing “LM&C&X RR” markings. Thus, although in 1859 they were two separate corporations, their roundhouse and depot interests were “shared equally”, and they issued a joint passenger timetable. Thus, in 1859 the newspaper recognizes the two roads as a single operating entity.

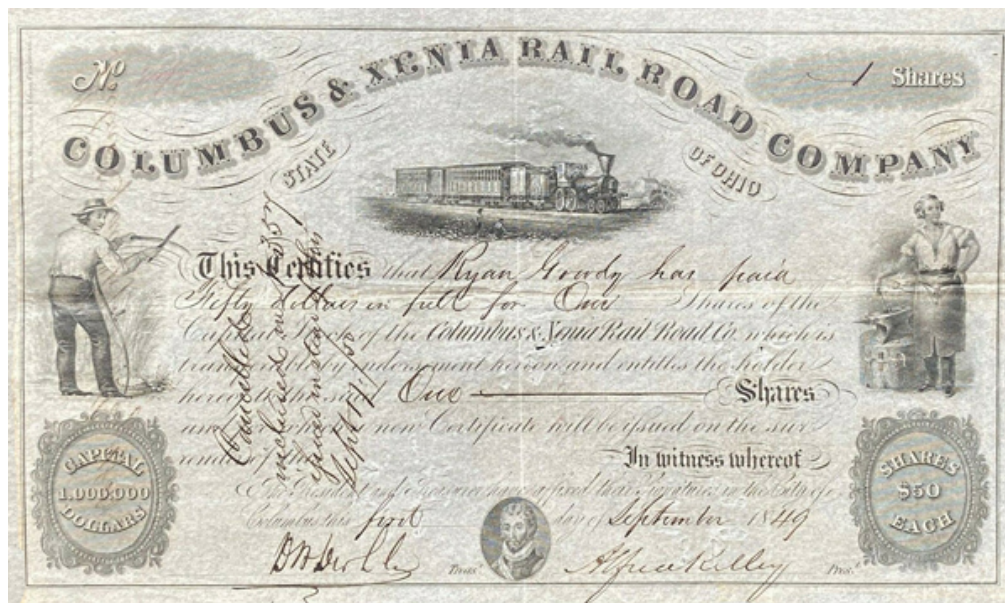


Pennsy influence reached Columbus from Pittsburgh in the 1850's and with partial ownership of the Columbus & Newark in the mid-1860's. To carry our thread forward, the Little Miami leased the Columbus & Xenia for 99 years on March 18, 1869. And in turn the Little Miami was leased December 1, 1869 to the Pittsburg Cincinnati & St. Louis Railway, which brought it into PRR control, and extended PRR's Lines West operations into Cincinnati. By this time the Little Miami also had a line from Xenia through Dayton, which gave Pennsy Lines West a second route from Columbus to Richmond IN and west to Indy. Under Pennsy control, together the Little Miami and the Columbus & Xenia became the "Little Miami Division", and much later the "Cincinnati Division".

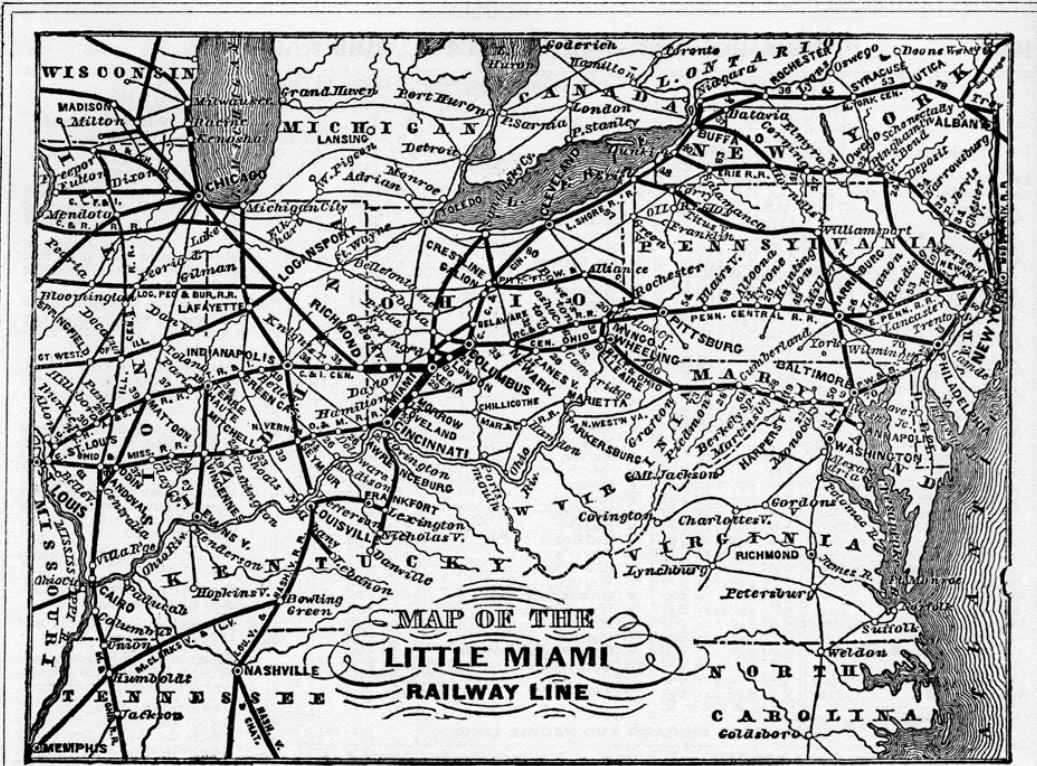
One artifact of this is that the yard just south of the 1897 Columbus Union Depot grounds seems to always have been identified as "the Little Miami yard", even though it was 55 miles away from the rest of the Little Miami's physical plant. And the track leaving Columbus High Street for Xenia was often referred to as "the Little Miami side", even into the 1970's.

Another artifact that always struck me as strange appears in late-PRR timetables, where the original Little Miami line from Xenia to Cincinnati is titled "the C&X Branch" of the Buckeye Division – surely a case of the tail wagging the dog.

To finish up, the Cleveland Columbus & Cincinnati mentioned in the 1859 article eventually went "to the dark side", becoming part of the Big Four and later the New York Central System. In the 1870's the CC&C extended its line from Columbus and built to Cincinnati via Springfield and Dayton.







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**LITTLE MIAMI RAILROAD.**

(Leased and Operated by Pittsburg, Cincinnati and St. Louis Railway Company.)

General Officers under the Lessees:

JOHN DURAND, Gen. Supt., Columbus, O. | W. L. O'BRIEN, Gen. Pass. and Tkt. Agt, Columbus. | C. W. SMITH, Gen. Freight Ag't, Columbus. O.

Eastward Bound Trains.												Westward Bound Trains.											
Nov. 14, 1869.												Nov. 14, 1869.											
STATIONS.												STATIONS.											
Mls.	Exs.	Mail	Fast	Exs.	Acc.	Acc.	Acc.	Acc.	Acc.	Acc.	Acc.	Frs.	Exs.	Exs.	Exs.	Fast	Acc.	Acc.	Acc.	Acc.			
Lve. Cincinnati <sup>1</sup>	0	A. M.	A. M.	P. M.	*P. M.	P. M.	P. M.	P. M.	N	O	N	P. M.	Lve. Columbus <sup>7</sup>	105	11 00	1 40	5 25						
" Pendleton	3	9 00	9 15	9 30	9 45	10 00	10 15	10 30	10 45	11 00	11 15	11 30	" Alton	11 25	11 40	12 00	12 15						
" Plainville	9	9 35	9 50	10 05	10 20	10 35	10 50	11 05	11 20	11 35	11 50	12 05	" West Jefferson	11 38	11 53	12 13	12 28						
" Milford	14	9 47	10 02	10 17	10 32	10 47	11 02	11 17	11 32	11 47	12 02	12 17	" Glade Run	12 00	12 15	12 35	12 50						
" Miami	17	9 57	10 12	10 27	10 42	10 57	11 12	11 27	11 42	11 57	12 12	12 27	" London <sup>6</sup>	12 00	12 15	12 35	12 50						
" Branch Hill	23	10 15	10 30	10 45	11 00	11 15	11 30	11 45	12 00	12 15	12 30	12 45	" Florence	12 26	12 41	13 01	13 16						
" Loveland <sup>2</sup>	27	10 30	10 45	11 00	11 15	11 30	11 45	12 00	12 15	12 30	12 45	1 00	" S. Charleston	12 38	12 53	13 13	13 28						
" Foster	32	10 42	10 57	11 12	11 27	11 42	11 57	12 12	12 27	12 42	12 57	1 12	" Selma	12 51	1 06	1 26	1 41						
" S. Lebanon	36	10 54	11 09	11 24	11 39	11 54	12 09	12 24	12 39	12 54	1 09	1 24	" Cedarville	1 00	1 15	1 35	1 50						
" Morrow <sup>3</sup>	41	11 08	11 23	11 38	11 53	12 08	12 23	12 38	12 53	1 08	1 23	1 38	" Pierce's	1 10	1 25	1 45	2 00						
" Fort Ancient	45	11 18	11 33	11 48	12 03	12 18	12 33	12 48	1 03	1 18	1 33	1 48	Arr. Xenia	3 35	3 50	4 10	4 25						
" Freeport	45	11 32	11 47	12 02	12 17	12 32	12 47	1 02	1 17	1 32	1 47	2 02	Lve. Springfield <sup>4</sup>	2 10	2 25	2 45	3 00						
" Corwin	51	11 32	11 47	12 02	12 17	12 32	12 47	1 02	1 17	1 32	1 47	2 02	" Yellow Springs	2 50	3 05	3 25	3 40						
" Claysville	56	11 46	12 01	12 16	12 31	12 46	1 01	1 16	1 31	1 46	2 01	2 16	Arr. Xenia	3 40	3 55	4 15	4 30						
" Spring Valley	58	11 51	12 06	12 21	12 36	12 51	1 06	1 21	1 36	1 51	2 06	2 21	Lve. Xenia <sup>4</sup>	3 45	4 00	4 20	4 35						
Arr. Xenia <sup>4</sup>	65	9 15	12 10	6 45	12 13	6 35							" Spring Valley	4 05	4 20	4 40	4 55						
Lve. Xenia	65	9 20	6 55										" Claysville	4 20	4 35	4 55	5 10						
" Yellow Springs	75	10 05	7 20										" Corwin	4 42	4 57	5 17	5 32						
Arr. Springfield <sup>5</sup>	84	10 50	7 45										" Freeport	4 57	5 12	5 32	5 47						
Lve. Xenia	92	9 20	12 30	7 00	12 20								" Fort Ancient	5 12	5 27	5 47	6 02						
" Pierce's	69	7 10											" Morrow <sup>3</sup>	4 46	5 01	5 21	5 36						
" Cedarville	73	7 20											" S. Lebanon	5 08	5 23	5 43	5 58						
" Selma	79	7 33											" Foster's	5 20	5 35	5 55	6 10						
" S. Charleston	84	7 44											" Loveland <sup>2</sup>	5 30	5 45	6 05	6 20						
" Florence	89	8 06											" Branch Hill	5 45	6 00	6 20	6 35						
" London <sup>6</sup>	95	8 21	1 21										" Miami	6 00	6 15	6 35	6 50						
" Glade Run	100	8 29	1 47										" Milford	6 15	6 30	6 50	7 05						
" West Jefferson	105	8 42											" Plainville	6 30	6 45	7 05	7 20						
" Alton	111	9 00	2 25										" Pendleton	6 45	7 00	7 20	7 35						
Arr. Columbus <sup>7</sup>	120	11 00	2 50	9 00	2 25								Arr. Cincinnati <sup>1</sup>	6 25	3 55	6 30	10 00	10 05	8 00	6 45	4 35		

<sup>1</sup> Connects with Railways diverging from Cincinnati, and Cin. and Louisv. U.S.M. St'mers. <sup>2</sup> With Marietta and Cincinnati Railway. <sup>3</sup> With Cincinnati and Zanesville Railway. <sup>4</sup> With Dayton, Xenia and Western Railway. <sup>5</sup> With Clev., Col., Cin. & Indianap. Railway. <sup>6</sup> With Cincinnati, Sand, and Clev. Railway. <sup>7</sup> With Springfield and Columbus Railway.

**Dayton and Richmond Branch.**—Trains leave Xenia for Dayton at 4 30 and 7 05 a. m., 1 25, 3 50 and 7 40 p. m., arriving at Dayton at 6 46 and 7 50 a. m., 2 06, 5 15 and 8 30 p. m. Leave Dayton for Xenia at 8 25 and 9 22 a. m., 6 01 and 9 15 p. m., arriving at Xenia at 9 12 and 10 55 a. m., 6 52 and 10 12 p. m. Trains leave Xenia for Richmond at 4 30 a. m. and 1 25 p. m., arriving at Richmond 9 40 a. m. and 4 05 p. m. Leave Richmond for Xenia at 5 50 a. m. and 4 15 p. m., arriving at Xenia at 10 55 a. m. and 6 52 p. m.

The 1870 schedule for the Little Miami Railroad which included the Columbus & Xenia Railway. 8

## RAIL THERMOMETER

By Russ Thompson

Ah Spring!! Time to think about planting and grass cutting.

On the railroads, with today's welded rails on most mainlines, low joints and broken rails have been greatly reduced. What welded rail brought us in the beginning was more sun kinks, where the sun heated the steel so much it expanded and had to find someplace to go. Now days, welded rail is heated as it is laid and spiked down. There are also keepers or creepers attached to the base of the rail, against the ties, to keep it from shifting. By doing these things, many of the sun kinks have been eliminated.

In the days of stick rail, as the rail was being laid, the foreman was required to keep a special thermometer with him. With this he could get the temperature of the rail. On the side of the thermometer was a graph showing the gap needed between the rails to prevent sun kinks. The thermometer was laid flat on the top of the rail, with the bulb contacting the rail, and the readings facing up. Almost all of these were railroad marked, and difficult to find these days. They came in a special holder to keep from breaking. If you are lucky enough to find one, be sure to check that the bulb is intact, as this was the first thing to break. These early thermometers were mercury thermometers.

On the collector's scene, a hard-to-find railroad lantern frame, with a very rare globe, recently sold in Missouri for \$42,000 plus buyer's premium to be added on. Time to recheck your collection?

