

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

Bulletin No. 2022-03 --- September 2022

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**The President's Corner**

**Lines West-Buckeye Region Chapter Meeting**

The next chapter meeting is scheduled for **Sunday, 18 September 2022**. The meeting will take place at the **Grandview Public Library, 1685 W. First Avenue, Columbus, OH 43212-3301**.

The library opens at **1 PM**. We will start the meeting at **1:30 PM**. This will be the usual business meeting followed by a program presented by Pete White showing slides from Gary Salzgeber's collection. Gary's photos are concentrated on PRR subjects and are always interesting. (Thanks to Chad Cook for reserving the meeting space for us.)

Please be advised that the dates shown on the PRR T&HS website for the 2023 Annual Meeting are incorrect. The correct dates are 17-21 May. The meeting will be held at the Embassy Suites Hotel in Dublin.

The incorrect date information was made known to the Society Board of Directors at their recent meeting but at last check the website had not been corrected. We will continue to work on getting the website changed.

Al Doddroe, President  
Buckeye Region Chapter

**Chapter Officers**

- Al Doddroe, President
- Chad Cook, V-President
- Jim Kehn, Secretary
- Dick Briggs, Treasurer

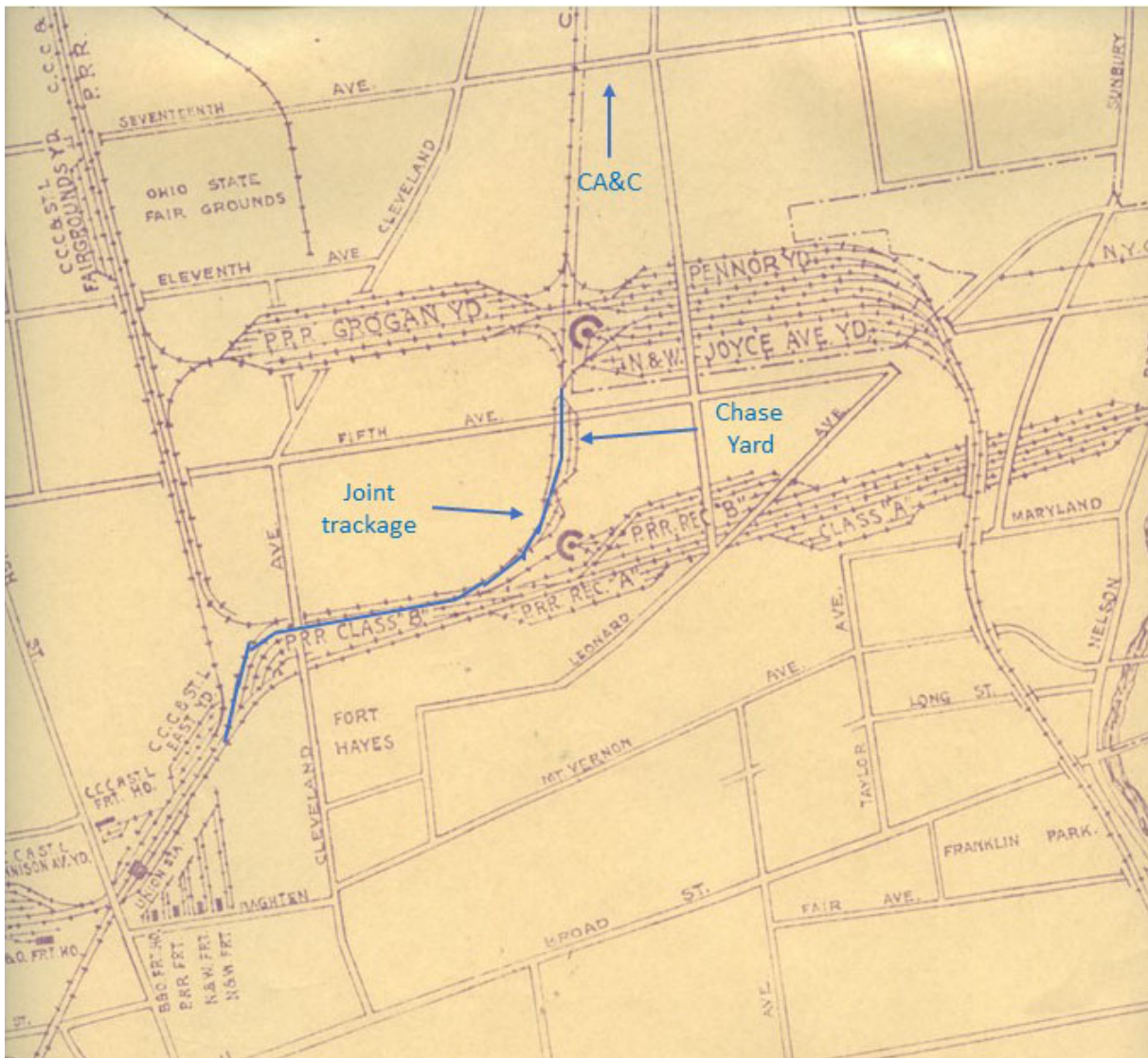


Email your comments to  
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## CA&C – N&W Joint Line

During the steam era there were more than a dozen railroad yards scattered around Columbus interconnected with a network of tracks. One 1.8 mile stretch of track, a CA&C-N&W jointly owned line between CW tower to the north and Neilston tower to the south, was a busy stretch of track.

There were N&W and CA&C passenger trains headed to Union Station. There were freight cars headed to freight houses. There were long strings of coal cars, empties and loads being transferred between the many yards located around Columbus. There were locomotives moving between the PRR engine house and Grogan Yard. There were locals servicing customers located in a hundred locations. A railfan waiting along the joint line wouldn't have to wait too long to see something interesting come by.



The joint CA&C - N&W line is marked in Blue. The map is dated 1943.

Sometime circa 1920 John W. Barriger, a railroad executive, paid a visit to Columbus. It was his custom to photograph the railroads he saw on his travels. During his visit to Columbus, he took six photos of the CA&C – N&W joint line presented here.



Photo 1 - From the John W. Barriger III National Railroad Library Collection

The south end of the joint line. The camera is looking east away from Columbus Union Station. The five tracks curving to the left belong to the Big Four. The four tracks leading straight away from the photographer are the PRR (Pan Handle) / B&O joint line leading to Newark. The two tracks crossing the PRR/B&O mains and curving to the left start the CA&C / N&W joint line.

In the distance, left of the PRR/B&O Main is the PRR Yard B. To the right of the PRR/B&O main is a small yard for staging freight cars coming from or going to the PRR freight house. The girder bridge in the distance is part of the N&W flyover that takes the N&W across Yard B and across the PRR/B&O main to the N&W freight house.

The man walking toward the camera is likely a switch tender as all these switches on the east side of Union Station are manual.

Union Station still would have had a train shed in 1920. The umbrella sheds wouldn't replace the train shed until 1929. There is no Neilston Tower in the photo, that function is handled elsewhere. US Tower that controlled the PRR/B&O joint line is not visible across from where Neilston will be constructed.



Photo 2 - From the John W. Barriger III National Railroad Library Collection

The camera is now pointing north. The CA&C / N&W joint line curves to the right (east), the first of two curves that limit the train crew's visibility.

The five tracks curving to the left are the same Big Four tracks that showed in the previous photo. The Big Four has a small yard adjacent to the Ohio State Fair Grounds.

In the 1950s the Big Four ran twelve Cleveland - Cincinnati passenger/mail trains through Columbus. The family crossing the tracks should pay attention as these are busy tracks.





Photo 3 - From the John W. Barriger III National Railroad Library Collection

The camera is pointed east with the curve shown in the previous photo now behind the photographer. He is standing on the Cleveland Avenue Bridge. The two joint line tracks going under the bridge are the center tracks of the four.

The track on the fill and the track crossing the bridge belong to the N&W. The bridge is the north end of the N&W flyover that leads to the N&W freight house on Mt. Vernon Avenue. The track on the fill coming toward the camera ends at Cleveland Avenue. It served the Columbus Railway Power & Light Company's Milo Car House.

The left track of the four going under the bridge leads to an N&W interchange with the Big Four behind the photographer.

This bridge was special to 1950s railfans because it was thought to not be sturdy enough to carry any steam locomotive but the M class 4-8-0. Consequently, two N&W M class locomotives, the oldest steam power in Columbus, lasted in service until the end of steam in 1960.



Photo 4- From the John W. Barriger III National Railroad Library Collection

The photographer is still standing on the Cleveland Avenue bridge this time looking west. The edge of the Milo part of PRR's Yard B with empty coal cars visible is on the left.

The track on the right which opens to two tracks leads to the Big Four interchange.



Photo 5 - From the John W. Barriger III National Railroad Library Collection

The photographer is still standing on the Cleveland Avenue bridge this time looking east. On the left is the fill for the approach to the N&W flyover. Next is the shared track. Adjacent to the shared track is the Milo yard part of Yard B used by the CA&C. To the right of the string of freight cars next to the pole line is the PRR Yard B classification Yard. The PRR 20<sup>th</sup> Street shops are in the far distant haze.



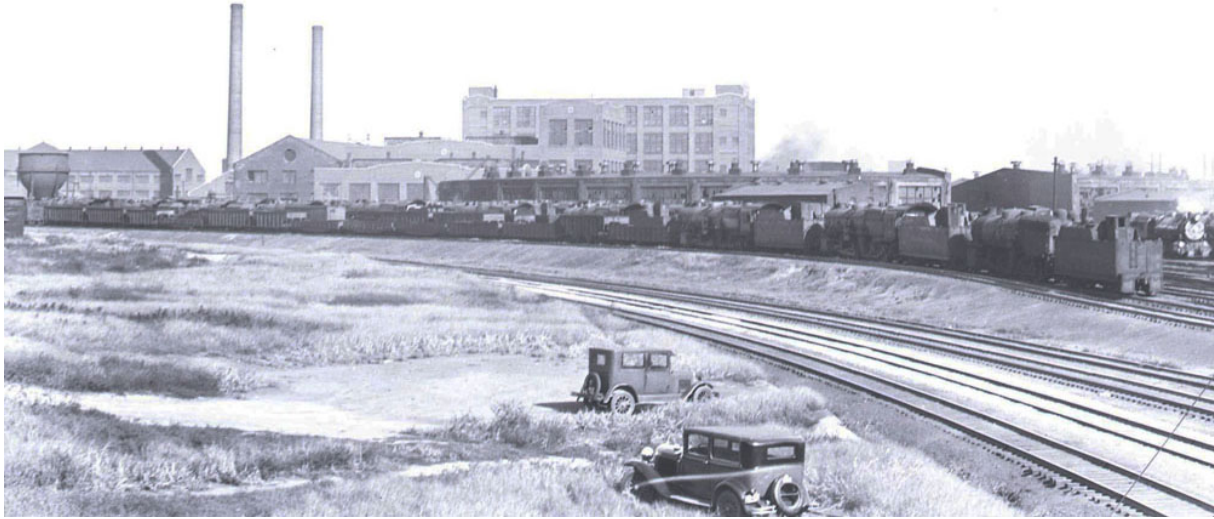


Photo 6 - From the John W. Barriger III National Railroad Library Collection

The last photo of the joint line taken by John Barriger shows the joint line curving to the north. The Chase Avenue Yard is in the background with its lineup of steam locomotives. Beyond the locomotives is the PRR's St Clair engine house and the 20<sup>th</sup> Street shops.

The Chase Avenue Yard was the original CA&C Yard. It was replaced by the Milo section of Yard B which was strung out along the north side of the Yard B Classification Yard.

Once the CA&C stopped using the Chase Avenue Yard it became the locomotive storage yard. Some locomotives were stored serviceable waiting for a traffic lull to pick up, some were waiting to be scrapped, replaced by newer locomotives. It was always an interesting place for a kid to visit and climb over the equipment.

This was the last of the six photos John Barriger took of the CA&C/N&W joint line during that circa 1920 visit to Columbus.

To view an aerial photo of the CA&C/N&W joint line - click here →

[http://www.columbusrailroads.com/new/?menu=05Steam\\_Railroads&submenu=21Aerial\\_Photos](http://www.columbusrailroads.com/new/?menu=05Steam_Railroads&submenu=21Aerial_Photos)

Then click on "Cleveland Avenue Looking East".