

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

**Bulletin No. 2023-03 --- September 2023**

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**The President's Corner**

**LINES WEST - BUCKEYE REGION CHAPTER MEETING**  
**1-4 p.m., Sunday, 24 September 2023**

The meeting will take place at **The Grandview Heights Public Library,**  
**1685 W. First Avenue, Columbus, OH 43212-3301.**

The library opens at 1 pm, with our meeting starting at 1:30 pm  
in the large meeting room.

Following the meeting Bill Brubach will present the program he did at the PRRT&HS annual meeting earlier this year, titled "You Must Be Over 21", dealing with odd loco classes.

It is time, now, to begin to think about the upcoming annual election of chapter officers which will take place at our next meeting in December. All four officer positions are open for election. As previously announced, your current President, Secretary, and Treasurer will not stand for re-election. We feel that we have been in office long enough and that it is time for new officers with fresh ideas to keep this chapter moving forward. Anyone interested in being a candidate for an officer position will be given an opportunity to speak at our meeting this month. The election will take place through a nomination process at the December meeting.

A brief outline of each elective position follows, (as specified in the by-laws):

**President** - Chief administrative officer. Presides at all Chapter meetings and has general and active management of Chapter business. Makes reports to the Society as required.

**Vice President** - In the absence or disability of the Chapter President, performs the duties of the Chapter President. Performs such other duties as assigned by the Chapter President.

**Secretary** - Attends all Chapter Meetings and records the votes and minutes in a book kept for that purpose. Keeps a complete and accurate record of Chapter membership and is responsible for renewals thereof. Makes reports required in the by-laws.

**Treasurer** - Has custody of Chapter funds and keeps full and accurate accounts of receipts and disbursements in books belonging to the Chapter. Deposits all monies and

**Chapter Officers**

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



Email your comments to  
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other valuable effects in the name of the Chapter. Forwards dues information to the Chapter Secretary. Makes reports as required in the by-laws.

Our **Newsletter Editor** has notified us that he will be resigning his position effective after the September meeting. We need someone to step up to fill this position, someone who has the computer skills to take on this effort to produce and distribute the newsletter by electronic means to our membership. We need a dedicated volunteer!

Al Doddroe, President  
Buckeye Region Chapter

## 1955 Sandusky



In 1955 the yard and dock at Sandusky was the home to many 2-8-0, H-10 class locomotives. No. 9895 was of particular note being clean and shiny. Someone took pride in their locomotive.

## From Columbusrailroads.com

### **Russ Thompson's Buckeye Yard Memories**

Russ Thompson worked in the Conrail signal department in Columbus from 1976-1989. He came from a family of railroaders, including his Father, K.H. Thompson, a PRR – Penn Central - Conrail Engineer. The senior Thompson retired from the railroad in 1983 after 42 years of train service.

This five-part series from Russ Thompson's time working around Buckeye Yard says that there is more to railroading than just a shiny locomotive pulling a string of cars. Enjoy his adventures as a signal maintainer.

[http://www.columbusrailroads.com/new/?menu=05Steam\\_Railroads&submenu=53Buckeye\\_Yd\\_Memories\\_by\\_Russ\\_Thompson](http://www.columbusrailroads.com/new/?menu=05Steam_Railroads&submenu=53Buckeye_Yd_Memories_by_Russ_Thompson)

### **Bill Arter's Columbus Union Station**

Bill Arter's Vignettes appeared in the Columbus Sunday Dispatch from 1964 to 1971. They included a drawing of a building or scene in Columbus with a short description of the building's history. About a dozen of the hundreds of vignettes Mr. Arter created were connected to railroads. Here are his five Columbus Union Station Vignettes.

[http://www.columbusrailroads.com/new/?menu=05Steam\\_Railroads&submenu=x55Columbus\\_Vignettes\\_by%20Bill\\_Arter](http://www.columbusrailroads.com/new/?menu=05Steam_Railroads&submenu=x55Columbus_Vignettes_by%20Bill_Arter)

### **1928 - Union Station Viaduct Girders Reinforced.**

In 1928-1930, extensive remodeling was done to the then 30-year-old Union Station. The train shed was removed and replaced with umbrella-style train sheds at track level. A new concourse-waiting room was built over the station tracks. One of the two arcade arches was removed to ease automobile congestion at the station entrance.

Before this work could be started, the High Street bridge over the Union Station tracks had to be strengthened by the Columbus-based Fritz, Rumer & Cooke Co. The Fritz, Rumer & Cooke Co. played a role in this Union Station Project as it often did in Columbus railroad construction since its founding in 1873. F-R-C is still in business in the Twenty-First Century.

<http://www.columbusrailroads.com/new/pdf/articles%20newspaper/1928%200304%20union%20station%20viaduct%20repair.pdf>

# The Cincinnati & Muskingum Valley Railway

Photos of three Nineteenth Century consecutively numbered steam locomotives taken at Lancaster, Ohio, taken before the 1898 purchase of the C&MV by the Pennsylvania Railroad. The PRR changed the name from “Railway” to “Railroad”. The 148-mile line ran from Morrow to Dresden Junction in its pre-PRR days.

In 1911, the Cleveland Akron & Columbus Railway Co. and C&MV were combined into the 335-mile Cleveland Akron and Cincinnati Railway Co.

In 1921, the PRR had a policy of

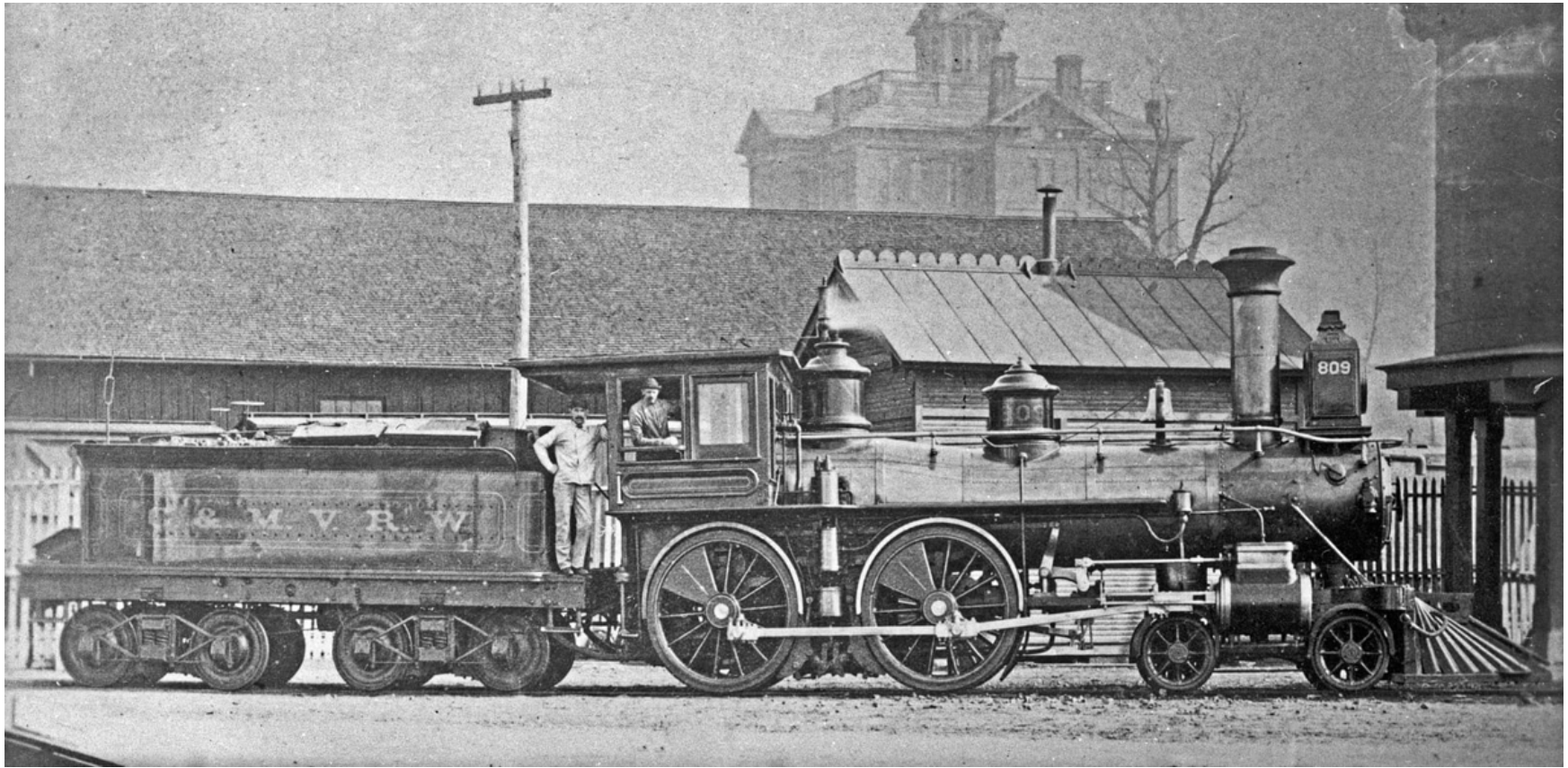
“ ... compacting the various Companies in the system, so as to secure greater efficiency and economy in operation and administration, and permit the parent company to route traffic and use the terminals and facilities of the subsidiary companies in the interest of the System as a whole without regard to the separate ownership and results to each of these smaller companies.”<sup>i</sup>

With that paper change, the CA&C became known as the PRR, and separate terminal facilities, such as the CA&C Freight House at Columbus, were eliminated.

The next paper change occurred in 1924 with the formation of the Pennsylvania, Ohio & Detroit Railroad Company. This accounting change included the CA&C and PRR Sandusky Branch, along with four other companies owned by the PRR. The 783-mile PO&D RR was for accounting purposes and never painted on rail stock.

Returning to the three Nineteenth Century photos, note that No. 809-811 are similar but not identical. They are clean and shiny, as expected in the era when assigned engineers took pride in “their locomotive”.

The following photos are from the Forgotten Railroads of Southeast Ohio Facebook group.



C&MV Rwy No. 809 at Lancaster, Ohio



C&MV Rwy No. 810 at Lancaster, Ohio





C&MV Rwy No. 811 at Lancaster, Ohio

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<sup>1</sup> *The Growth and Development of the Pennsylvania Railroad Company 1846-1926*, by H. W. Schotter, 1927