



The Columbus and Hocking Valley Railroad

BEFORE GREENE COULD complete any arrangements, the whole country plunged into sharper controversy over the slavery issue, and finally into open conflict. (Greene and his business partner E. H. Moore would serve on the Athens Military Committee for the duration.) During the Civil War, prices rose at a furious rate. The subject of railroad construction was widely discussed in the press due to the exorbitant cost of coal and the difficulty of transporting it in sufficient quantities by canal boat.

There was very little advancement in the Hocking Hills during the war years, but Greene did find four other men who saw something of the same vision that beckoned him. Toward the end of the war, they decided to form a business venture. The incorporation papers of many railroads of the period indicate intentions to lay rails to more destinations than were actually constructed, and theirs was no exception. Remembering Latrobe's survey of 1854, Greene and his partners decided to expand upon Greene's original plans.

William P. Cutler, John Mills, Douglas Putnam, Eliakim Hastings Moore, and Milbury Miller Greene appeared before the Ohio secretary of state on April 14, 1864, to incorporate their railroad. The certificate stated:

We, the undersigned, do hereby certify that we have associated ourselves into a company under the name of the Mineral Railroad Company for the

purpose of constructing a railroad from Athens in Athens County, thence running through the Counties of Athens, Hocking, Fairfield and Franklin to the City of Columbus in said Franklin County, all in the State of Ohio, and with a capital stock of one million five hundred thousand dollars (\$1,500,000).¹

Five days after the incorporation, Greene employed an engineer to make a survey of the proposed route. Following completion of the survey that August, Greene spent a year securing options on the desired right-of-way and holding meetings in an effort to attract potential investors. He was greatly aided by the fact that he not only wrote but spoke eloquently. A man of imposing stature with clean-cut Yankee features, standing six feet tall and weighing nearly two hundred pounds, he was unquestionably prepared to meet and conquer any opposition. He earned an overwhelmingly warm response.

Greene opened the subscription books of the Mineral Railroad at his office in Athens on May 10, 1865. The \$250,000 pledged by the end of the summer was enough to build from Athens to Nelsonville. This support resulted in plans to begin grading in October 1865. However, just as he was preparing to ask for bids to construct the Mineral Railroad, an event occurred that made him hesitate.

Another effort was underway to build a railroad through the valley of the Hocking to Columbus, one whose origins went back to the previous decade. On September 25, 1852, Thomas Ewing (one of the first graduates of Ohio University) and William Neil addressed a public meeting held at Nelsonville to consider the proposition of building a railroad from Columbus to Nelsonville. Two more meetings took place there in the fall of 1852, on October 28 and November 11. At a fourth meeting, on April 20, 1853, there was a discussion about going farther, and organizing a railroad that would run from Columbus to Athens—however, Ewing and Neil apparently never undertook the formal process of incorporating. At a fifth meeting, this time held at Lancaster on July 11, 1853, William Dennison, a rising political figure who would be elected governor of Ohio in 1860, joined the project. Dissension soon arose, though, between the Lancaster and Columbus factions. The former seemed unwilling to allow the latter a majority of the directors for fear their interests might be sacrificed. As a result of this conflict, as well as the lack of capitalization, the Panic of 1857, and the Civil War, the project entered a 12-year dormant phase.²

Now it had been revived. Greene's partner, E. H. Moore, had been connected with this effort to create a Columbus-Athens line. It was probably Moore who persuaded its supporters to contact Greene.

In October 1865, Orange Johnson and his son-in-law, Francis Sessions, boarded the stage for Athens to meet with Milbury Greene. They left behind Peter and William Hayden, and Benjamin Smith, investors who owned businesses in the vicinities of Logan, Haydenville, Nelsonville, and Straitsville and were anxious to have the improved shipping and travel opportunities that a completed Columbus-Athens line could offer. Thus, their motivation was similar to the one that was beckoning Greene to build the Mineral Railroad. Their project involved a far more ambitious and costly undertaking than what Greene had in mind (despite the Columbus-Athens route sketched in the Mineral Railroad's certificate of incorporation, Greene was currently focusing on connecting only to Athens), but it was still less developed and capitalized than the Mineral.

Johnson and Sessions made a strong case that Columbus would be a better outlet than Athens for products of the valley. In the middle 1860s, Columbus was a developing manufacturing center with railroad connections to Cincinnati, Cleveland, and Pittsburgh. The men assured Greene that a good entry into Columbus could be secured. They asked Greene to come to Columbus and meet with the investors there before he started construction of the Mineral Railroad. Their arguments impressed Greene, in whose mind the Mineral Railroad began to grow.

Greene and William Cutler, representing Mineral Railroad interests, traveled to Columbus and met with William A. Neil, Peter Hayden, William B. Hayden, Benjamin E. Smith, William G. Deshler, William B. Brooks, William A. Platt, Theodore Comstock, Aaron C. Headley, and Isaac Eberly on November 13, 1865. As a result of this meeting, they agreed that (1) they would organize a railroad company to own and operate a line running from Columbus to Athens, with projected branches extending into areas known to hold mineral wealth; (2) the name would be changed from the Mineral Railroad to the Columbus and Hocking Valley Railroad; (3) Milbury M. Greene would be named vice president for life with full control over construction of the railroad; and (4) construction would commence southward from Columbus at once.

Being familiar with the Latrobe survey of 1854, Greene engaged W. W. Graves to update it. Starting from Athens, Graves reached a point on Big Belly's

(now Big Walnut) Creek in January 1866. From there, he located two possible routes. One circled through the southern part of Columbus to the Columbus and Xenia Railroad (PRR). The other ran up Alum Creek to the Central Ohio Railway (B&O), whose track continued to the Columbus station.

The final route from Big Belly's Creek to Columbus was supposed to depend on the vote of the stockholders, with the largest subscription controlling, "other things being equal."³ But other things were not equal. While subscriptions on the southern route were far lower than on the Alum Creek route, the advantages of the southern route—in terms of entering the city on an independent line and securing terminal grounds (to be provided by George Parsons and David Deshler)—determined the choice.

The first meeting to raise financing for the project took place on February 16, 1866. More meetings were held along the line during that winter and spring. Greene's estimates of the total cost ranged between \$1.5 and \$2 million. The men decided to raise at least \$750,000 in cash—with subscription targets divided among Columbus (\$400,000); Groveport and Winchester (\$50,000 each); Lancaster and Logan (\$75,000 each); and Athens (\$100,000). The process of raising these sums occupied the summer and fall. On December 19, 1866, \$754,000 having been subscribed, the stockholders met in Columbus and elected the board. Peter Hayden, Benjamin Smith, William Deshler, William Brooks, William Dennison, Theodore Comstock, George Parsons, and Isaac Eberly, of Columbus; D. Tallmadge, of Lancaster; J. C. Garrett, of Logan; E. Hastings Moore and Milbury Greene, of Athens; and William Cutler, of Marietta, would serve as the first board of directors of the Mineral Railroad. The directors met and chose Peter Hayden⁴ as president, Milbury Greene as vice president, and John Janey as secretary and treasurer.

Athens eventually raised \$120,000, Columbus raised \$480,000, and total subscriptions came to over \$800,000. This money, with an equal amount in bonds, was enough to begin construction.

On April 6, 1867, the city council of Columbus passed an ordinance authorizing the Mineral Railroad Company "to maintain and operate its railroad across and along any street or streets, alley or alleys, situated west of the Columbus Feeder of the Ohio Canal and south of a line drawn through the center of Kossuth Street and prolonged to said feeder canal." There was a provision that, should the railroad be constructed so much above or below any street or alley as to obstruct travel, the company would erect "substantial bridges" or "sufficient culverts or passageways."⁵

Construction of the Columbus and Hocking Valley

In anticipation that a construction contract would soon be completed, Greene departed for Lynne, New Hampshire, the home of his onetime partner, Frederick Dodge. On May 23, 1867, the bids were opened and Frederick Dodge received the contract to build the entire line and have it ready for rolling stock within 18 months. Under the name of Dodge, Case, and Company, he agreed to do all the grading, masonry and bridging, turntables, water stations, and cattle guards for 75.26 miles of main line and 8 miles of sidings for \$800,000 in cash and \$865,000 in bonds, or about \$21,900 per mile, which was an average amount for the time.

The groundbreaking took place at Columbus on June 5, 1867, and the grade soon began to take shape along the path laid out by W. W. Graves and his associates. In a report to the stockholders, Milbury Greene stated that “the entire right-of-way through Fairfield County . . . and through Hocking County, except one case,” had been settled without recourse to legal proceedings; also through Athens County, “except three cases.”⁶ George Parsons set aside 13 acres of his South Columbus holdings to be used as a freight yard (Mound Street) and depot (South Station), and David Deshler contributed adjoining land along the Canal Basin near Mound Street for a material yard and equipment storage yard for construction crews. The citizens of Groveport and vicinity furnished the right-of-way from Big Walnut Creek to Winchester at a cost of \$7,500, and the citizens of Lancaster furnished the necessary grounds for tracks and depots at a cost of \$20,000. President Hayden expected that acquisition costs for the entire right-of-way would not exceed \$70,000 in cash and \$12,000 in stock—an underestimate, as events proved, of nearly 15 percent.

One of the points of the 1865 joint agreement had been to change the name of the company. On June 26, 1867, the Franklin County Court of Common Pleas consented to the Mineral Railroad becoming the Columbus and Hocking Valley Railroad Company.

Tracklaying began, that long-ago November of 1867, with the construction of North Yard (Yard A) west from the connection with the Columbus, Chicago, and Indiana Central (PRR). April 29, 1868, brought completion of the upper and lower bridges over the Scioto River, continuing the feverish extension of the iron path toward the cherished coalfields.



Columbus received its first Union Station in 1850. The building, which sat on the east side of High Street, was used until 1875. *Ohio State University Photo Archives*



The low-numbered 4-4-0's saw considerable use in passenger service. Columbus and Hocking Valley No. 2 stands in front of the second Columbus Union Station in 1879, almost ready to leave for Athens. Partially visible through the cab door is engineer W. H. Robinson. Fireman Jack Casey is standing behind the cab holding his dinner pail. *C&O Historical Society*



The covered bridge spanned the Hocking River just east of Sugar Grove. The switch for the siding was in front of the water tower. *E. H. Miller Collection*



Without a doubt, the finest company-owned passenger facility on the entire Hocking Valley Railway stood at Logan. This magnificent depot-hotel was erected in 1880 and demolished in 1952. *E. H. Miller Collection*

The first construction train burnished the 56-pound rails on May 11, 1868, hauling gravel to the railhead in South Columbus. The engine belonged to the Little Miami, Columbus, and Xenia Railroad (PRR) and was provided courtesy of David Deshler and William Hayden, directors of that road. Benjamin Smith, president of the CC&IC, arranged for the loan of some cars. Ten days later, a steam shovel started fashioning the grade directly west of City Park. Construction south of Columbus was somewhat easier, and on June 25, 1868, the C&HV's rails entered Groveport, a distance of 12 miles. Hinkley and Williams, of Boston, Massachusetts, built the road's first locomotives in June 1868. Before the end of July, these 28-ton Americans, numbered 1 to 3, began busily earning their keep hauling construction trains.

Construction proceeded to such an extent that on July 16, 1868, an engine and car were run over the newly completed track to within sight of Winchester, a distance of almost 16 miles. Making the first excursion on the Columbus and Hocking Valley were Milbury Greene, Benjamin Smith, William Brooks, George Monypenny, Theodore Comstock, John Graham, John Janey, and W. C. Paxton. As a matter of amusement, someone suggested that every man present should drive a spike. Their efforts to do this brought ridicule from the tracklayers until Graham and Janey took their turns with the spike maul. Thanks to their early training in rail splitting, they commanded the respect of the workmen.

Rails reached Main Street in Lancaster on September 16, 1868. The first passenger train to Lancaster left Columbus at 7:00 A.M. on November 6, 1868, carrying W. H. Clements, J. N. Kinney, and Charles Reemelin, of Cincinnati; E. Gest, president of the Cincinnati and Zanesville Railway (PRR); and Milbury Greene, William Brooks, William Deshler, and Isaac Eberly, directors of the Columbus and Hocking Valley. At Lancaster, they all took the Cincinnati and Zanesville north to the mines of the Miami Coal Company, located eight miles from Zanesville. The return train left Lancaster at 4:15 P.M. and arrived in Columbus 1 hour and 28 minutes later.

Three more locomotives from Hinkley and Williams, numbered 4 to 6, arrived on December 2, 1868, and the CC&IC delivered four coaches from Barney and Smith the following day. The company announced that passenger service to Lancaster would commence following completion of the necessary facilities, possibly within a week, but delays due to the incompleteness of these facilities pushed the beginning of revenue service back into January. Meanwhile, the CC&IC set aside five rooms on the second floor of its new

building on North High Street for the officers of the Columbus and Hocking Valley, who took possession on December 17, 1868.

In another special to Lancaster on January 13, 1869, the president and directors invited members of the Ohio General Assembly, state officers, and prominent citizens. The train, with conductor George Carr and engineer Charles Wiggins, used Engine 3, pulled 12 coaches, and carried 720 passengers. The Lancaster City Council, headed by Mayor John Slough, welcomed the representatives of the general assembly. William P. Creed spoke on behalf of the council. Dr. Fleming responded for the general assembly and Samuel Galloway for the citizens. The members of the legislature were entertained as guests of the city council at the Tallmadge House and the Mithoff House.

On the next day, January 14, some 1,800 persons jammed into 18 coaches behind Engine 3 for a free ride from Lancaster to Columbus and return. The Columbus City Council met the train at Winchester. The officers and directors of the railway company entertained the Lancaster City Council at the Neil House. After considering the events of the day, the officers were of one mind as to any further offers of free rides for the general public. Accordingly, notices were posted stating that daily trains, both passenger and freight, would be inaugurated on January 20, 1869, between Columbus and Lancaster.

Construction south of Lancaster became increasingly difficult as the valley narrowed, necessitating several rock cuts near Enterprise along the Hocking River. The road was the first to reach Hocking County, with its rails finally spanning the 50 miles to Logan on May 11, 1869. An excursion to Logan on August 19 behind Engine 4 carried 1,200 passengers with another 600 turned away. Regular business to Logan commenced August 28, 1869.

The first freight train from Nelsonville arrived at Columbus on August 17. Headed by Engine 6, it consisted of twenty-two 12-ton cars from the mines of Brooks and Houston. Fifteen of these cars were destined for Chicago. The train carried a small cannon, the discharge of which gave notice of the train's arrival at each station. Passenger service to Nelsonville began September 17, 1869, with stages connecting for Athens.

Tracklaying began again at Nelsonville on May 4, 1870. Since the grade had already been completed, it did not take long to distribute the ties and rails so the men could spike and ballast the remaining 13 miles. The first passenger train traveling the entire 75.26 miles of 56-pound rails steamed into Athens on July 25, 1870. Thereafter, trains departed Columbus for Athens daily at 8:10 A.M. and 3:55 P.M. Now that all the obstacles had been sur-



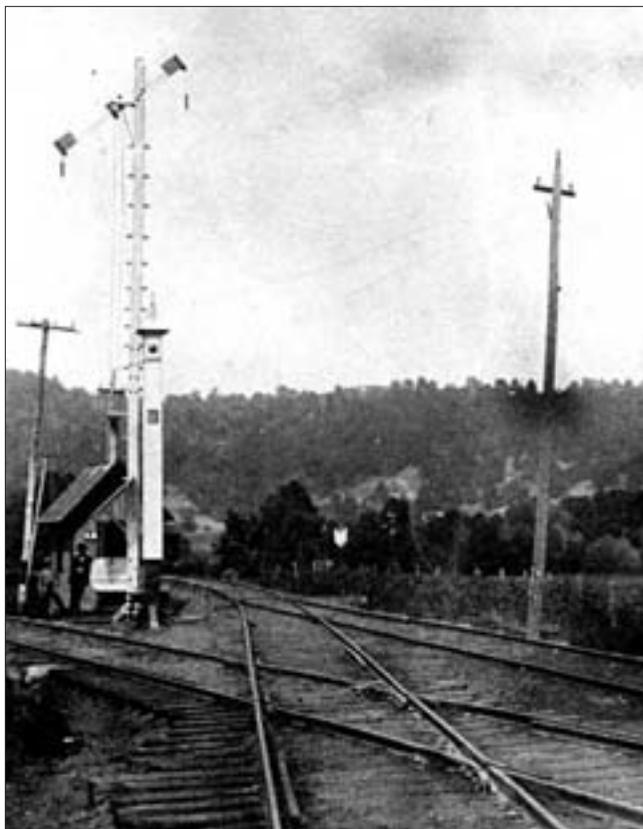
The main track of the Monday Creek Branch, seen here circa 1890, traversed the middle of Nelsonville Yard on its route to New Straitsville. *E. H. Miller Collection*

mounted, the final cost of the main line was \$1,876,543.37, or \$24,927 per mile, including equipment.

The Columbus and Hocking Valley had been built to tap rich deposits of coal, iron ore, and salt known to exist in the valley. A very rich vein of Middle Kittanning or Number 6 coal averaging six feet thick outcropped on either side of the line near Nelsonville. On the main line, five mines were in operation with a capacity of 250 cars per day. Two passenger trains ran daily in each direction. The road was well-equipped, prosperous from the start, and for several years showed a larger profit per mile than any other road in Ohio.⁷

The Straitsville Branch

At a stockholders meeting held at Logan on April 9, 1870, to discuss the construction of a branch line to Straitsville, a group presented a statement on



The CHV&T and the K&M crossed at Armitage, just west of Athens. This view, taken about 1890, looks east toward the T&OC connection at Corning. *E. H. Miller Collection*

the vast quantity of coal along Monday Creek above Nelsonville. They wanted to know “why it is thought desirable to build from Logan where there is little coal instead of from Nelsonville where coal is plentiful and grades favorable?” The officers made no promises to the stockholders, but said they would take the matter under advisement.

Nevertheless, the Columbus and Hocking Valley asked for bids on the Straitsville Branch; they were opened at Logan on May 21, 1870. Contracts for construction from Logan to Webb Summit went to Westhaven and Gage, of Logan County; from Webb Summit to Winona, to Wm. Romosier, of Columbus; from Winona to Gore, to Hall and Adcock, of Hocking County; and

from Gore to Straitsville, to G. W. Russell and Company, of Columbus. Gould and Wright, of Athens, received the bridging contract. G. D. Clark, of Lancaster, and D. W. Cook, of Logan, provided the cross-ties. Construction commenced in late July, and the spiking of the last rail took place on December 6, 1870. The first coal shipment moved out that same day.

The branch diverged from the main line at Logan and ran some 11 miles within Hocking County and an additional 2 miles in Perry County to New Straitsville. Built at a cost of \$227,551.45, the branch opened for general business on January 2, 1871. New Straitsville, located about a mile from the village of Straitsville, turned out to be the terminus of the branch. Soon, 33 houses stood and 20 more were in the process of erection where just a few weeks before not a single one had existed.

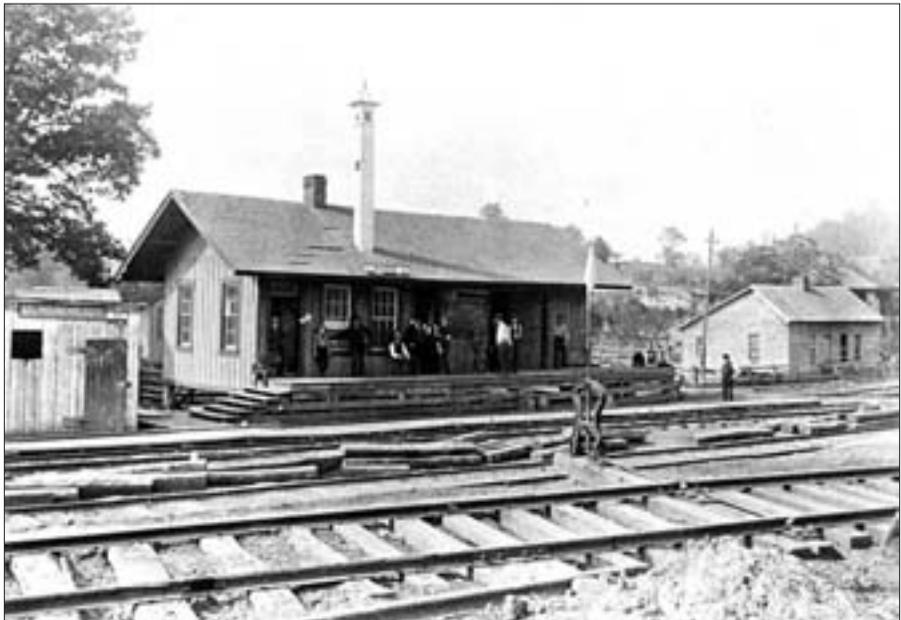
Large deposits of iron ore had been found at Gore. Three coal companies were in operation at New Straitsville and two more were nearly completed. By the following spring, the expected capacity of these mines reached 100 cars per day. By early 1873, an average of 115 loads of coal were being shipped daily from four mines. A fifth one added another 15 cars per day beginning in July.

Things didn't always go smoothly, though. At about noon on March 16, 1878, eight freight cars left standing unattended on the Straitsville Branch above Oreville suddenly started rolling downhill. The runaway collided with Engine 6, which was pulling a mixed train toward New Straitsville. Engineer Joe Haveler and fireman Jim Ingall reversed their engine and "joined the birds," saving themselves but not their train.

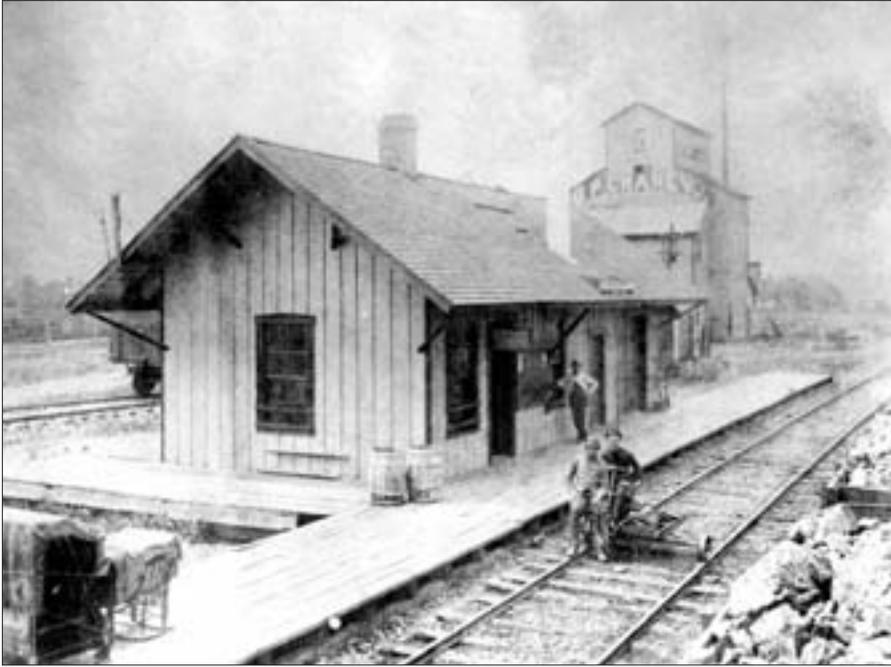
<i>Station</i>	<i>Milepost</i>
Logan	0.0
Webb Summit	5.2
Winona	6.4
Gore	9.5
Monday Creek Jct.	10.4
Baird's Furnace	10.9
New Straitsville	12.7



The enginehouse at Athens, built 1891, stood within the wye facing east and housed two engines. *E. H. Miller Collection*



The Gore depot was at Milepost 9.4 on the Straitsville Branch. The depot was closed about 1929 and retired February 6, 1930. *E. H. Miller Collection*



The rails of the C&HV reached Groveport, Milepost 11.9, on June 25, 1868. The velocipede is headed toward Athens. *E. H. Miller Collection*



The original Carroll depot, located at Milepost 22.7, lasted from 1868 until 1905, when it was destroyed by fire. *E. H. Miller Collection*

The Monday Creek Branch

The building of the Monday Creek Branch, along with its associated lines, proved to be a much slower proposition than that of the Straitsville Branch. The route was surveyed in 1873, but no construction began on account of the financial situation that year, and there was continued delay until mid-1877. The laying of iron rails recently removed from the main line began at Nelsonville during the week of July 15 with the construction of a small yard. By early November, the track extended over four miles to the mouth of Snow Fork, where a spur, soon to be extended into another branch, reached almost two miles to Ogden Furnace. A crew continued grading the next eight miles of the Monday Creek Branch throughout the winter of 1877–78 as the weather permitted. During 1878, the tracklaying crew passed through Carbon Hill and reached Kachelmacher (now Greendale), 12 miles from Nelsonville.

Increasing coal shipments necessitated the expansion of Logan Yard in 1879, but 1880 brought completion of the 16.76-mile Monday Creek Branch, which reached the Straitsville Branch at Monday Creek Junction, just 2.3 miles from New Straitsville. The branch passed through the coal beds east of Logan, touching some of the richest mining country in the area.

The Monday Creek Branch left the main line to Athens at Nelsonville and meandered through Athens and Hocking counties in a circuitous but virtually gradeless course, ending as the tail of the wye at Monday Creek Junction. The geography of the Monday Creek Valley necessitated several short trestles to cross winding Monday Creek and its tributaries. This important branch joined four other branches and many coal spurs.

<i>Station</i>	<i>Milepost</i>
Nelsonville	0.0
Doanville	2.3
Snow Fork Jct.	4.1
Monday	6.7
Longstreth	7.5
Carbon Hill	8.8
Sand Run Jct.	10.5
Greendale	12.3
Lost Run Jct.	13.9
Monday Creek Jct.	16.8

The Snow Fork Branch

After the incorporation of the Snow Fork Valley Railroad on July 7, 1870, construction of the Snow Fork Branch began as a spur to Ogden Furnace at Buchtel during the summer of 1877. By early December 1877, the rails reached Croft Furnace at Orbiston, 3.8 miles from the junction with the Monday Creek Branch. It took until early October 1882 before the rails extended the remaining 2.6 miles through Murray City to Ward Junction. A final 1.8-mile extension from Ward Junction to Coalgate and beyond followed in 1893 and was designated as the Coalgate Branch.

<i>Station</i>	<i>Milepost</i>
Snow Fork Jct.	4.1
Buchtel	5.3
Orbiston	7.5
Brush Fork Jct.	8.1
Murray City	9.6
Ward Jct.	10.0
Coalgate	12.5
End of track	13.9

The Brush Fork Branch

Construction began January 20, 1877, from Brush Fork Junction to Consol. Due to the low priority of the project, this two-mile branch was not opened until June 1877. The following year saw completion of the other 2.1 miles through New Pittsburgh to the Ellsworth and Morris Coal Company.

<i>Station</i>	<i>Milepost</i>
Brush Fork Jct.	8.1
Jobs	9.0
Consol	9.7
New Pittsburgh	10.7
End of track	12.2



Columbus received its second Union Station in 1875. During the next 20 years, passenger business increased to such an extent that it, too, became obsolete. Before the southern part of the train shed (seen on the right) was demolished, the offices in it were moved to the unused third floor in early June 1896. *Ohio State University Photo Archives*



C&HV president Benjamin E. Smith built this magnificent French Second Empire home about 1865 at 181 East Broad Street and lived there until about 1883. After he left, it served as the governor's mansion until 1890. In 1887, the house was sold to the newly formed Columbus Club, an elite organization that has occupied the building since 1890. *E. H. Miller*



The C&HV reached Nelsonville on August 17, 1869. The CHV&T built the Nelsonville passenger station in 1884. The C&O retired the station in 1958.

E. H. Miller Collection



The Straitsville Branch reached New Straitsville on December 6, 1870. The depot was built in 1877 and saw use for 70 years. By 1890, the town had grown considerably. *E. H. Miller Collection*

The Sand Run Branch

The year 1880 brought not only the completion of the Monday Creek Branch, but construction of this 2.5-mile branch from a point between Carbon Hill and Greendale.

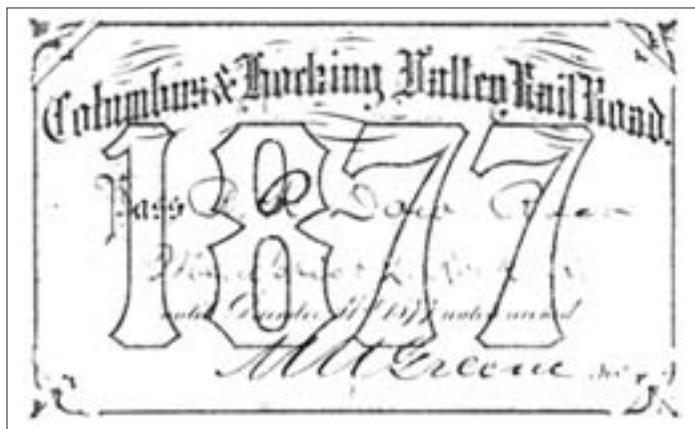
<i>Station</i>	<i>Milepost</i>
Sand Run Jct.	10.5
Sand Run	13.0

The Lost Run Branch

This 2.1-mile branch, built to reach another coal source, was completed sometime during the 1880s or 1890s. The actual construction date is uncertain. The stream that the branch is named for empties into Monday Creek between Greendale and Monday Creek Junction.

<i>Station</i>	<i>Milepost</i>
Lost Run Jct.	13.9
Lost Run	16.0

All of these branches were built entirely to reach coal mines and furnaces east of Logan. On the Monday Creek and Snow Fork Branches, eight furnaces were in operation with three more under construction during 1878. After the branch reached the coalfields, black diamond coal accounted for between 85 and 90 percent of the line's tonnage.



E. H. Miller Collection

Columbus & Hocking Valley Railroad.

TIME TABLE

To take Effect at 6 P. M., MONDAY, August 16th, 1869.

NOTE.—The time indicated in this table, is the Arriving time for all Trains, except at points where both Arriving and Leaving time is specified. No Train must arrive at or leave any Station before its time. Sufficient allowance is made in the time, between Stations, for taking water and doing all regular business.

TRAINS EASTWARD BOUND.			NAME OF STATIONS.	Miles between Stations.	Time between Stations.	TRAINS WESTWARD BOUND.		
No. 5 Freight.	No. 3 Passenger.	No. 1 Passenger.				No. 2 Passenger.	No. 4 Passenger.	No. 6 Freight.
	P. M.	A. M.	1	Lev. COLUMBUS	Am		10.00	5.20
6.00	5.25	A. 7.50	2	Arr. SOUTH DEPOT	"	2	11.55	5.15
6.12	*5.28	78.12	3	" STARCH FACTORY	"	3	12.30	*5.05
6.25	5.53	78.22	4	" EDWARDS	"	4	13.05	4.55
6.50	6.04	8.50	5	" GROVEPORT	"	5	13.50	4.45
7.15	6.15	8.14	6	" WINCHESTER	"	6	14.35	4.35
7.50	6.45	8.45	7	" CARROLL	"	7	15.20	4.25
A. 8.25		10.20	8	" LANCASTER	"	8	16.05	4.15
A. 8.50	7.00		9	" SUGAR GROVE	"	9	16.50	4.05
9.20			10	" MILLVILLE	"	10	17.35	3.55
9.35			11	" LOGAN	"	11	18.20	3.45
9.50			12	" GRAVEL SWITCH	"	12	19.05	3.35
10.10			13	" HAYDENVILLE	"	13	19.50	3.25
10.30			14	" BROOK C. S.	Arr.	14	20.35	3.15
10.50			15	" NELSONVILLE	Lev.	15	21.20	3.05

*Trains do not stop.

†Trains come to full stop as usual.

The figures in LARGE TYPE indicate meeting and passing points.

NOTE.—Every man in the employ of this Company must study the Special and General Rules carefully. All the rules will be rigidly enforced, and no excuse will be received for any violation of them. Conductors and Engineers are particularly held responsible for any violation of these rules.

SPECIAL RULES.

Coal, at all times, is carelessly required. Always take the only safe in case of fire. Conductors of Trains must be at the Depot at least ten (10) minutes before the time of starting their trains, and see that the passengers are provided with seats and are clean and properly dressed.

Conductors, Engineers and all Train Men must be prompt in the dispatch of business at Stations, and be careful not to waste any time.

No Freight Train, Construction or Wood Train, or Engine without a Train, must follow a Passenger Train from any Station, whether a regular passing point or not, until the Passenger Train has been given full free passage.

Every Engine, with or without a Train, must be brought to a FULL STOP before crossing the track of the Little Miami and Columbus & Hocking Railroads, at Columbus. This stop must be made, at least two hundred feet distant from the crossing, and no further than eight hundred feet from it, and the crossing not made until signaled by the watchman, not until the way is clear. When two Passenger Trains of two Freight Trains come up at the same time, the L. M. & C. & H. V. Train will have precedence. Passenger Trains will have precedence over Freight Trains. Trains of the same class on lines will have precedence over Trains not on lines.

Trains Nos. 1 and 2, when made over 20 minutes late, must look out for the Construction Trains between Logan and Nelsonville.

All Trains will stop at Lockville Crossing and Barker's as usual.

No. 1, when on time, will back on and out and on side track at its regular stopping place at the station to do their work. No. 2 will approach Telegraph Station to 7 minutes.

No. 3 will work 10 minutes, or until 10:15 of Monday if not for No. 4, which leaves at 10:30.

All Trains must be run with great care on approaching Stations, especially when they expect to meet or pass Trains, and at stopping places. No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, must show their flag for their arrival, and their speed must be checked just before passing the watchman and Union Depot.

Freight Conductors must be at the Depot at least ten (10) minutes before the time of starting their trains, and see that the passengers are provided with seats and are clean and properly dressed.

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No Freight Train, Construction or Wood Train, or Engine without a Train, must follow a Passenger Train from any Station, whether a regular passing point or not, until the Passenger Train has been given full free passage.

Every Engine, with or without a Train, must be brought to a FULL STOP before crossing the track of the Little Miami and Columbus & Hocking Railroads, at Columbus. This stop must be made, at least two hundred feet distant from the crossing, and no further than eight hundred feet from it, and the crossing not made until signaled by the watchman, not until the way is clear. When two Passenger Trains of two Freight Trains come up at the same time, the L. M. & C. & H. V. Train will have precedence. Passenger Trains will have precedence over Freight Trains. Trains of the same class on lines will have precedence over Trains not on lines.

Trains Nos. 1 and 2, when made over 20 minutes late, must look out for the Construction Trains between Logan and Nelsonville.

All Trains will stop at Lockville Crossing and Barker's as usual.

No. 1, when on time, will back on and out and on side track at its regular stopping place at the station to do their work. No. 2 will approach Telegraph Station to 7 minutes.

No. 3 will work 10 minutes, or until 10:15 of Monday if not for No. 4, which leaves at 10:30.

All Trains must be run with great care on approaching Stations, especially when they expect to meet or pass Trains, and at stopping places. No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, must show their flag for their arrival, and their speed must be checked just before passing the watchman and Union Depot.

When necessary to leave Cuts short of their destination, same must be sent immediately to Station of Destination by Telegraph. Report why left. If it is not safe, give what reporting to make it.

Foreign Freight Cars must not be used by Agents at War Station, except to be loaded in the direction of the line on which they belong. They must be sent home promptly, either loaded or empty.

Conductors must be particular not to carry Way Freight beyond its destination. If carried beyond, the Conductor leaving it is liable, and must have personally that it is promptly forwarded.

Conductors must be very careful not to carry freight without proper way-bills to accompany it. They must not receive or take forward loaded cars, unless properly loaded. They must be careful to know whether cars are loaded or empty.

All loaded Freight Cars, before being forwarded, must be plainly marked, and if destined to Terminal Stations or Stations beyond the Road, the marks must show the number and nature of the cars, their destination, and the Station from which they are forwarded. Loaded Cars from Local Stations need be marked, giving destination, &c. Whenever it is necessary to reduce Freight Trains and to re-work, the Car must be marked, and the number and kind of Car or Freight was taken from, and the name of the Car or Freight, must be marked on the car, and a corresponding way-bill sent, accompanying the Car, showing why the Freight was re-loaded.

JNO. W. DOHERTY,

Master of Transportation.

Events between 1869 and 1881

At their meeting on January 26, 1869, the directors elected William G. Dennison as president of the Columbus and Hocking Valley, replacing Peter Hayden, who had resigned. Due to his professional and political responsibilities, William Dennison also resigned on February 11, 1869. In their second attempt in less than a month, the directors elected Benjamin E. Smith as president of the C&HV.

Benjamin E. Smith was a true financier who had influence in the money markets of Columbus and New York. He built one of the finest mansions in town about 1865 at the southeast corner of Broad and Fourth streets (today's Columbus Club) at a time when the first few blocks of East Broad Street were lined with the homes of the wealthy. Smith owned considerable acreage in the vicinity of Gore, and was president of the Columbus, Cincinnati, and Indiana Central (PRR).

At the annual meeting held in April 1874, a report indicated a decrease in earnings for the previous year. John G. Deshler, a stockholder, presented a statement sharply criticizing the management, but this criticism did not affect the result of the election. The decrease in earnings was actually due to the general business climate. The failure of the Northern Pacific Railroad had triggered the Panic of 1873, and nearly six years of major economic troubles would follow.

On September 1, 1874, John W. Doherty resigned the office of superintendent and George R. Carr succeeded him. After nearly six years in office, Benjamin E. Smith resigned the presidency. The directors elected Milbury M. Greene to succeed Smith on December 28, 1874. Greene finally gained control of the railroad he had done so much to build.

Construction of a new roundhouse, shops, and 14 tracks for South (Mound Street) Yard at Columbus began in 1872 on a 28.5-acre parcel lying west of the canal, east of the Scioto River, and south of Harrisburg Pike (West Mound Street). After its completion, the company used its North Yard primarily for passenger traffic while restricting the South Yard to freight. A new brick machine shop measuring 100 x 160 feet went up just south of the roundhouse in 1880.

In order to test the value of steel rails, 50 tons were laid in South Yard in 1872. Due to the success of this test, 420 tons were spiked down during that year with the intention of relaying the entire railroad with steel rails. This work started south from Columbus in 1873, reaching Logan in 1876, New

Straitsville in 1877, Athens in 1878, and the Monday Creek Branch and various yards in 1879–80, completing the project.

Business had been rapidly increasing and the physical plant becoming more deficient. The obvious solution to the mounting congestion appeared to be laying double track to the coalfields. During 1874, company forces completed the masonry work and filled in trestles between Columbus and Carroll. Other work included new iron bridges over the canal at Carroll and the Hocking River at Logan, filling in the trestle at Lancaster, and constructing new passing sidings at Lockville, Millville (now Rockbridge), and Athens.

In 1876, the company raised the track over the dangerous crossing of Dublin Street at the lower end of North Yard. Mishaps couldn't always be planned against, though, and the road's first passenger train accident occurred on June 6, 1877. Owing to track damage by high water in the canal two miles north of Millville, now Rockbridge, 4-4-0 No. 2 suddenly found itself taking a bath in the Hocking River. The sudden stop caused the baggage car to telescope the first coach about one-fourth its length. Colonel James Kilbourne of Columbus received a broken leg, while three other passengers and four employees were slightly injured.

On January 2, 1879, the Columbus City Council authorized the company to construct, maintain, and operate two tracks from its North Yard to and across Maple and Spring streets. During that year, the yards at both Columbus and Logan were expanded. In 1880, a magnificent brick depot, roundhouse, and repair shops were built at Logan. Despite all the preparations, no double track would be spiked down until 1881.

By 1881, the Columbus and Hocking Valley owned 40 locomotives. Thirty were typical 4-4-0's of the period—nine passenger engines with 60-inch drivers and 21 freight engines with 54-inch drivers. Another nine were 0-4-0 switchers with 50-inch drivers. The other locomotive, a freight 2-6-0, was somewhat of a maverick among the other classes of standard engines. Of the 40 locomotives, Hinkley built 24 and the other 16 came from Rogers, but their numbers (consecutive from 1 to 40) did not directly represent a class or a wheel arrangement. Barney and Smith, of Dayton, Ohio, built most of the road's coaches. It also built the magnificent officials' car, No. 30.

The Columbus and Hocking Valley had become an increasingly prosperous railroad. Net earnings for each of the ten years beginning with 1872 were always greater than \$350,000—not bad for a 109.78-mile line at that time. In 1870, the Hocking Valley was not yet a major mining region. Before it could

be, its coal-rich lands had to be connected to markets and foundries by railroad, a task requiring substantial capital. In the 1860s and 1870s, a fantastic scramble took place to acquire mineral rights, open mines, and project railroads to the coalfields. The pace of development is revealed by the fact that the number of miners in the area rose from about 600 in 1870 to 2,000 in 1874, while production increased almost tenfold (to 1 million tons) in the same period.⁸

More and more, Chicago and northern Ohio markets clamored for Ohio coal. The cost of shipping Hocking Valley coal beyond Columbus on other railroads seemed almost prohibitive to the mine operators and to the closely knit Columbus men who owned most of the mines and controlled the Columbus and Hocking Valley. The time had come to build another railroad.