

1972

Buckeye Railroads Since 1850

George J. Ruppel
University of Dayton

Follow this and additional works at: <https://ecommons.udayton.edu/udr>

Recommended Citation

Ruppel, George J. (1972) "Buckeye Railroads Since 1850," *University of Dayton Review*. Vol. 9: No. 3, Article 5.

Available at: <https://ecommons.udayton.edu/udr/vol9/iss3/5>

This Article is brought to you for free and open access by eCommons. It has been accepted for inclusion in University of Dayton Review by an authorized editor of eCommons. For more information, please contact mschlangen1@udayton.edu, ecommons@udayton.edu.

Buckeye Railroads Since 1850

George J. Ruppel

The states formed from the old Northwest Territory were different from those of the Atlantic seaboard for the area was bounded on the north generally by the Great Lakes, on the west by the Mississippi river, the south by the Ohio river, and on the east with a few miles intervening, by the Appalachian chain. The Ohio or Buckeye state was nearest to the older states so transportation changes were likely to take place there first. Except for the southeastern part of the state it was generally level, with Lake Erie as a northern boundary and the Ohio as its southern limit. Thus the waterways were the earliest highways for the area, and almost midway between these was the National or Cumberland road (route 40) running east to west. In order to provide transportation from north to south or vice versa, the canals were built linking Lake Erie at Toledo and Cleveland, with Cincinnati, Portsmouth and Marietta on the Ohio. However by the 1860s Governors Medill and Chase were already preparing the people of the state for the eventual sale of these because they were inoperative much of the time due to freezing weather, cloudbursts or drought. Besides railroads proved to be faster and able to get to places inaccessible to canals.¹

Originally railroads in the Buckeye state were built to connect cities or to serve as feeders to canals. However, without the support of such well known men as William Neil the "Stagecoach King" and Alfred Kelley the "Financier of the Ohio Canals" the story of Ohio railroads might have been quite different. It was confused nevertheless before 1850 because charters were issued and never used, and ambitious plans often went awry. For example the Dayton, Xenia and Belpre did not go beyond Xenia, the Akron, Canton and Youngstown reached neither Canton nor Youngstown, and the Bellaire, Zanesville and Cincinnati reached only Zanesville. Nevertheless cities on the Lake or river expected railroads to help business and interior cities thought that if they had a railroad station prosperity would follow.²

The first railroad that entered Ohio was chartered in Michigan Territory in 1833 and supposedly ran entirely in that area. The Erie and Kalamazoo railroad operated actually from Toledo to Adrian, Michigan and made its initial trip shortly after January 20, 1837 when its first locomotive was delivered. However the first railroad that ran entirely in Ohio was chartered in the Buckeye state on February 2, 1832 to connect Sandusky to Dayton. But it was 1838 before it really operated. By running this road called the Mad River and Lake Erie or simply the Mad River the merchants of Sandusky hoped to regain Lake Erie business which had been lost when the canals terminated in Toledo and Cleveland. The Mad River was always weak financially because it touched few well populated places. By 1844 it reached

Springfield and the Little Miami railroad, with the aid of stage coaches for the last few miles. By 1848 it was able to run its own trains into Dayton. At Springfield it shared expenses with the Little Miami for a common terminal, thereby connecting Cincinnati and Lake Erie at Sandusky. However when the Cleveland, Columbus and Cincinnati called the C.C. & C. reached Columbus, the L.M. shifted its business to the C.C. & C. Thereafter the Cincinnati, Hamilton and Dayton or C.H. & D. used the Mad River tracks to ticket passengers to Lake Erie over the Mad River line. In 1859 and again in 1860 the Mad River tried to eliminate competition by offering to merge with either the Little Miami or C.H. & D. but was rejected by both of them because they had their own connections with Lake Erie by that time. Eventually, the Mad River became a part of the New York Central lines.³

At the same time that Sandusky was bidding for Lake Erie traffic Cincinnati, which was the largest city in the Buckeye state before 1850 became interested in bringing traffic to the Queen City and also connecting with Kentucky railroads. Merchants of Cincinnati decided to build a road from their city towards the state capital at Columbus along the Little Miami river, hence they named their railroad after the river. They obtained a charter on March 11, 1836, and the road reached Xenia and Springfield by 1846. And by 1849 it was ticketing passengers over the Mad River, from Cincinnati to Sandusky with a change at Springfield. In order to reach the state capital the Columbus and Xenia railroad was chartered in 1844. It was leased then bought by the Little Miami. But to get into Columbus proper it was necessary to obtain the help of such important men as William Neil, Alfred Kelley and William Sullivant (sic). They secured a charter from the legislature to bring stone from a quarry at the west end of Columbus to the penitentiary. By combining these three little roads the L.M. secured a direct line from Cincinnati to Columbus by 1849. When Alfred Kelley became president of the C. and X. in 1849 and also of the C.C. & C. the following year the Little Miami shifted its Lake Erie business from the Mad River to the Cleveland, Columbus and Cincinnati. Next the L.M. worked to gain control of the Dayton, Xenia and Belpre which was incorporated in 1851, to connect with western traffic. But then the C.C. & C. built its own line from Columbus through Dayton to Cincinnati in 1861 and the L.M. suddenly faced a dilemma with its northern route gone. In its president's report to the stockholders on November 30, 1869 he explained the impending lease of the Little Miami and its leased lines to the Pennsylvania railroad. As a result of these negotiations the Little Miami holdings were leased to the Pennsylvania for ninety nine years with the right of renewing the contract forever.⁴

Another road that originated in Cincinnati was the Cincinnati, Hamilton and Dayton or C.H. & D. whose board of directors met for the first time on January 3, 1849 in the Queen city. As a result the first C.H. & D. train entered Dayton on September 18, 1851. During the same period the Dayton and Michigan railroad was chartered to run from the Michigan state line to Dayton. From the start the rolling stock and management of the D. & M. was under the control of the C.H. & D. By leasing the Cincinnati, Richmond and Chicago railroad in 1867 and using tracks of the Mad River, the C.H. & D. could ticket passengers to Chicago, Sandusky and

eastern cities. On August 1, 1874 it reached St. Louis by leasing other lines. In 1891 the Iron Railroad was purchased thereby connecting Dayton with the south central part of the Buckeye state. Finally in 1907 the Pere Marquette railroad was leased then bought. Eventually the B. & O. leased then bought all holdings of the C. H. & D. on December 23, 1944. The connection with the Erie railroad will be discussed later.⁵

In 1845 the citizens of Cleveland voted a loan of \$200,000 for a railroad to run from that city to Columbus, then to Cincinnati. One of its founding fathers was Alfred Kelley who became its president in 1850. The road was called the Cleveland, Columbus and Cincinnati or C. C. & C. Originally it ran from Cleveland through Galion to Columbus, where in February 1851 it became the eastern arm of the Little Miami. At Galion the C.C.&C. began building westward to connect with the Bellefontaine and Indiana, which was incorporated on February 25, 1848. At Union City this line joined the Indianapolis and Bellefontaine which had been chartered on February 17, 1848. Finally on August 31, 1868 the Indianapolis and St. Louis became part of this system known as the Bee Line. It was incorporated as a system in Ohio on March 6, 1880. Meanwhile the C.C.&C. built its own tracks from Columbus via Dayton to Cincinnati by 1861. Then on June 7, 1889 in Ohio and the following day in Indiana, the Big Four or Cleveland, Cincinnati, Chicago and St. Louis was incorporated as a separate system. This became part of the New York Central Lines.⁶

Another road that originated in Cleveland was the Cleveland, Painsville and Ashtabula railroad chartered in 1848. By 1850 it was building towards Buffalo, New York intending to connect with the Erie railroad. Instead by 1855 under its more common name, the Lake Shore signed a working agreement with Cornelius and his son William Vanderbilt, and by 1869 they had a controlling interest in the L.S. By 1876 the Vanderbilts owned the L.S. completely and as early as 1874 they were running trains from New York to Chicago over these lines which became the road of the Twentieth Century Limited.⁷

In southeastern Ohio citizens of Marietta planned a railroad to Cincinnati before 1850. They hoped to link with the B. & O. which was building towards the Ohio River but they did not know where it would cross the river, at Marietta, Belpre or Parkersburg. This accounts for their uncertainty in planning the road. Besides they had to build through the most hilly and one of the most sparsely populated areas of the Buckeye state. The Marietta and Cincinnati railroad was chartered in 1855 but it did not begin actually operating until 1857. During this time it went through several receiverships and reorganizations. Meanwhile the Pennsylvania railroad which hoped to use the M. & C. to reach Cincinnati decided at the February 7, 1853 meeting of its stockholders to invest \$750,000 in M. and C. stock to help it reach Wheeling and the Pennsylvania system. Instead of building that track it used the money to improve the existing road and when it went into receivership the Pennsylvania lost interest. Nevertheless on April 20, 1857 the Cincinnati "Enquirer" announced that the M. & C. was selling tickets in connection with the B. & O. to Baltimore and New York. By means of a working agreement

with the Hocking Valley Railroad, the M. & C. ticketed passengers to Columbus, Chicago and St. Louis. Finally in 1870 the M. & C. became the outright property of the B. & O. Railroad.⁸

South of Cleveland in the northeastern part of the state, another line, the Atlantic and Great Western received a charter on March 10, 1851 to run from Warren, Ohio to Salamanca, New York. Since it did not pass through well populated areas it was always weak and did not run any trains until 1865. Its tracks reached Crestline from Salamanca by 1855 as a result of financial aid from the Erie Railroad. In order to take the Erie trains it had to lay a third track, which was done by 1863 when it was leased by the Erie. These tracks eventually reached Dayton, where the C. H. & D. laid a third track to take Erie's wide gauge trains. Thereafter the Atlantic and Great Western passed under control of the Erie and its name disappeared in 1941.⁹

Two other Buckeye railroads of lesser importance which ran east and west passed into the Pennsylvania system. The Ohio and Pennsylvania which was chartered in 1848 was bought by the former in 1853. The Steubenville and Indiana received a charter in 1848 to run from the Pennsylvania state line to Crestline, Ohio. In 1855 this also became the property of the Pennsylvania. There were several other small lines, especially narrow gauge railroads which eventually disappeared or became spurs of the larger lines.¹⁰

Meanwhile Baltimore, New York and Philadelphia decided to increase their trade with Europe by building railroads into the Ohio area for raw materials. Originally Cincinnati was the immediate objective because of its meat packing and other activities. However, St. Louis and Chicago soon offered larger markets. With the idea of building coast to coast railroads, merchants in Baltimore, then New York and finally Philadelphia decided to connect their cities with the midwest by rail lines.

Accordingly, a group of Baltimore merchants met on February 22, 1827, to discuss the practicability of building a railroad from that city to the Ohio River. They received a charter on April 24, 1827 for a railroad in Maryland, later the same year for one in Virginia, and in 1828 for one from Pennsylvania for a line to connect Baltimore and Pittsburgh. In 1853 the Baltimore and Ohio Railroad reached the Ohio at what is now Wheeling, West Virginia. It crossed the river to Bellaire, Ohio where it absorbed the Columbus and Indiana railroad which took B. & O. trains to Chicago via Indianapolis by 1874.

A second B. & O. line called the Northwest Virginia Railroad crossed the Ohio at Parkersburg in 1857, where it connected with the Marietta and Cincinnati Railroad. The M. & C. which by this time had gone through a series of receiverships, sales and leases was ready for new money from the B. & O. With most of the right of way acquired, graded and much of the track laid, B. & O. aid came at an opportune time. Thus the first train from Cincinnati to Baltimore and the eastern cities made a trip over these lines on April 20, 1857. Trains over this route reached St. Louis via the Ohio and Mississippi Railroad in Indiana when the line was bought by the B. & O. in 1866. The latter began buying stock in the M. & C.

after the first agreement and by 1860 the M. & C. was the property of the B. & O. With the purchase of the Youngstown, Akron and Cleveland Railroad, those northern cities were reached. Then the B. & O. leased the C.H. & D. and its affiliates in 1909 to reach Toledo and Detroit. In 1917 the B. & O. promised to buy the C.H. & D. outright within seven years, but it was December 25, 1944 before final ownership was established.¹¹

A group of New York businessmen received a charter from the state legislature on April 2, 1855 for a consolidation of the Mohawk and Hudson Railroad with the ten small railroads that connected Albany and Buffalo. The task of linking these tracks and using the same rolling stock on all lines was completed by Cornelius Vanderbilt, called the Commodore, when he became president of the company in 1867. Even before this date it was possible to travel from New York City to Chicago but the trip involved numerous changes of trains and delays of many hours at various terminals.

Meanwhile the Cleveland, Painsville and Ashtabula or Lake Shore Railroad was building its line eastward supposedly to join the Erie at Buffalo, but instead it joined the New York Central Railroad. By 1869 Vanderbilt controlled a majority of the L.S. stock and by 1876 he owned it completely. By joining these lines with the Cleveland and Toledo Railroad, the Northern Indiana and the Michigan Central Railroads, the system from New York to Chicago was completed. In fact starting in 1873 a special fast mail and passenger train began running between New York and Chicago. This became the road of the Twentieth Century Limited.

In 1861, the Cleveland, Columbus and Cincinnati completed its own track from Springfield through Dayton to Cincinnati, removing the necessity of leasing track rights from the Little Miami. The Bee Line previously mentioned ran from Crestline, near Galion, Ohio to St. Louis. From this line trains ran from Indianapolis to Chicago, providing a second route to the latter city. In January 1864 the Bee Line to St. Louis was incorporated separately, and on May 16, 1864 the Bee Line and the Big Four were merged and called the Cleveland, Columbus, Cincinnati and St. Louis. Finally on June 7, 1889 this system was incorporated as the Cleveland, Cincinnati, Chicago and St. Louis Railroad. These merged lines included all New York Central lines in Ohio, Indiana and Illinois except the northern line which ran directly between New York and Chicago.¹²

Because of the railroad activity in Baltimore and New York a group of merchants in Philadelphia met in November 1845 to form a railroad from Philadelphia to Pittsburgh. The state approved a charter for the project in 1846 and on March 30, 1847 the company was formed officially. At a meeting of the board of directors on June 23, 1847 they

Resolved, that in consideration of the great benefits to the Pennsylvania Railroad Company from a connection between their road and a continuous rail road from Cincinnati through the State of Ohio, the President be authorized to appoint a Committee who shall visit Ohio . . .¹³

On December 10, 1852 the first through traffic began to flow from Philadelphia to

Pittsburgh, although they had to use the facilities of the Main Line of Public Works for parts of the trip. A line from Pittsburgh to Cleveland was built in 1856 and the Main Line of Public Works was acquired in 1857. The following year the tracks of the Pennsylvania railroad were completed across the state.

Two systems were developed by the Pennsylvania Railroad in Ohio, the northwest and southwest lines. The northwest system bought the Ohio and Pennsylvania Railroad in 1853 to carry trains to Crestline, and the Ohio and Indiana Railroad was bought in 1855 to run the line to Fort Wayne, Indiana. The Fort Wayne and Chicago Railroad opened the lines to the latter city in 1858. Other roads connecting with this main line reached Ashtabula, Cleveland and Columbus. This complex was incorporated as the Pittsburgh, Fort Wayne and Chicago Railroad in 1873.

The southwest system in Ohio ultimately led to St. Louis. This consisted of the Steubenville and Indiana Railroad chartered in 1848 to Newark, Ohio, then the Pennsylvania used its own line to Columbus, where it connected with the Little Miami Railroad and its leased lines. After the Big Four built its own line through Dayton to Cincinnati the Little Miami lost its connection with the east via Cleveland. As a result it was eager to sign a lease of its lines with the Pennsylvania for ninety-nine years' with the right of perpetual renewal. This brought Pennsylvania trains to Dayton, Cincinnati and Chicago. The direct line went to St. Louis. A branch of this system ran directly from Columbus to Union City and Chicago. Unsure that these arrangements would be completed, the Pennsylvania, Wilmington and Zanesville Railroad chartered in 1853, for a more direct route to the Queen City by 1869. This was connected with the southern main line when the Pennsylvania built its own line from Zanesville to Trinway in Ohio. This complex was incorporated as the Pittsburgh, Cincinnati and St. Louis Railway in 1873. Recently the Pennsylvania and New York Central lines have tried to eliminate some of these areas where lines are duplicated.¹⁴

One of the smaller trunk lines to enter Ohio in terms of miles of track was the Erie Railroad. The story of this road and its Buckeye affiliate the Atlantic and Great Western was a series of sales, foreclosures and receiverships. The C. H. & D., which had been prosperous before it affiliated with the Erie, deteriorated rapidly in rolling stock and tracks. The Erie received its first charter from the New York state legislature on April 24, 1852 but it had so many impractical provisions that actual work on the road was delayed until some of these were removed. For example, it was restricted to New York state, it had to use the six foot gauge called the wide gauge track, and it had to pass through an area that had no town with more than 300 people. The original terminals were a swamp opposite New York City and a sand dune at Dunkirk. Thus the starting point had to be moved to Jersey City at the lower end and to Buffalo at the upper terminal. Nevertheless, it was the longest railroad constructed during the Civil War and it eventually reached St. Louis and Chicago by inducing leased lines to adopt a third track to take its trains. Between 1874 and 1880 these tracks were changed to standard gauge.

Cornelius Vanderbilt, as a member of the board of directors tried to merge his New York Central with the Erie, but he was eased out by Daniel Drew. The latter

owned The People's Line of steamers that ran from New York City to Albany and he became interested in railroads when he saw their advantage over steamers. He slipped into the Erie board of directors in 1854, and by 1857 became its treasurer and immediately began to loan its money and water its stock. In 1867 he brought James Fisk Jr., and Jay Gould into the board. One author has pictured Jubilee Jim Fisk as corpulent, bold, impudent, unprincipled, and stated that he plundered the Erie of millions of dollars. Undersized Jay Gould was called cunning and the brains of the combination. He dreamed of a railroad from the Atlantic to the Pacific, and was accused of bribing juries and fixing judges, hiring thugs to fight pitched battles, and using goon squads to get what he wanted. For example, when the Atlantic and Great Western under Erie control was crossing the Mad River Railroad tracks at Urbana it cut off part of that company's station without even an apology. The same board tried to take parts of the New York Central and Pennsylvania lines by chicanery. With such a background it is easy to understand why the Erie did not declare any dividends until recent times.

By 1869 the Erie controlled the Atlantic and Great Western from Salamanca to Springfield, where it connected with the C. H. & D. Railroad. The latter was able finally to shake off Erie control in 1905 during one of the many foreclosures suffered by the Erie. The first train over this line from Jersey City arrived in Dayton on June 20, 1864 on its way to Cincinnati. The last passenger train used these same C.H. & D. tracks in 1931 although freight is still carried. The Atlantic and Great Western lost its identity completely in 1941, after it had been under Erie control since 1860. John P. Morgan bought the more fortunate C.H. & D. from the Erie in 1905 and returned it to its former owners. Then on July 1, 1909 the Baltimore and Ohio Railroad leased the C.H. & D. and its allied lines with the intention of purchasing it eventually. This was completed in 1944.¹⁵

The only trunk line that did not have any dealings with Buckeye Railroads except for a few narrow gauge lines which it converted to standard gauge, was the New York, Chicago and St. Louis Railway which planned to run trains between New York, Chicago and St. Louis. It was incorporated in New York on February 3, 1881 and between February 4 and 20, 1881, it was also incorporated in the other states through which it intended to pass. Since Ohio was already connected with the Atlantic seaboard cities by the Baltimore and Ohio, the New York Central, the Pennsylvania and the Erie railroads, there was no valid reason for an additional road unless it was meant to blackmail Vanderbilt's New York Central and Gould's Erie. Some Ohioans who were connected with this road were William B. Howard who gave the most money to the project and was called the Nickel Plate King which name was applied to the railroad, originally in derision. Besides Howard there was Calvin S. Brice, a civil war veteran, lawyer, state assemblyman from 1888 to 1891, and a United States Senator from Ohio from 1891 to 1897. He had a reputation for borrowing great sums of money from the company for other investments. In the panic of 1884 he made more than \$500,000. Another founding father from Ohio was Charles Foster. He was a member of the United States Congress from 1871 to 1879, Governor of Ohio from 1880 to 1884, and Secretary of the

United States Treasury from 1891 to 1893. He was a banker and became very wealthy after the Nickel Plate venture. George I. Seney was different from the others because he watered Nickel Plate stock in larger doses than the others. These were some of the members of the original board of directors. In March 1881 they established their headquarters in Cleveland, Ohio.

Work was begun simultaneously on all parts of the Nickel Plate and it was opened officially on October 23, 1882. Three days later it was sold to an anonymous group through the Cleveland, Columbus, Cincinnati and Indianapolis Railroad and the Columbus, Hocking Valley and Toledo Railroad. Since it was built midway between the Vanderbilt and Gould lines, each was threatened because there was not sufficient traffic for three lines in Northern Ohio. Vanderbilt thought that Gould was one of the plotters at the Nickel Plate. Hence William Vanderbilt met the board of directors in a secret session in New York on January 5, 1883 where he agreed to purchase most of the Nickel Plate stock to prevent a rate war with his Lake Shore. Had he known that Gould was equally threatened and was not a part of the Nickel Plate, Vanderbilt could have had that road cheaply when it went into receivership a few months later. On April 14, 1887 it went into receivership a third time because of the lack of traffic. Finally in July 1916 O. P. and M. J. Sweringen bought the New York Central stock in the Nickel Plate, but by that time it was practically a freight line entirely.¹⁶

In reviewing transportation history in Ohio and the other states of the old northwest territory, it becomes apparent that because the land was generally level and connected with the chief waterways immediately west of the Appalachians, local lines would gradually become part of eastern trunk lines because the Atlantic seaboard cities could handle all traffic generated in the Buckeye state and neighboring areas. Merchants in Baltimore, New York and Philadelphia showed their awareness of such business by establishing a railroad connection first with Cincinnati, the largest Buckeye city in 1850, then connecting St. Louis, the largest city on the Mississippi River, and Chicago on the Great Lakes. But even before the establishment of any trunk line entrepreneurs who glanced at a railroad map of the Buckeye state would be tempted to run a line into such a rich market. By June 1, 1843, it was possible to travel from Albany to Buffalo over the ten railroads, instead of using the slower Erie Canal, although it was necessary to change trains each time another line was used. And by 1853 it was possible to travel by rail between New York City and Cincinnati or Chicago, although many hours would be consumed at most of the numerous terminals where one changed trains. In 1875 there was a special fare fast mail and passenger train running between Chicago and New York over the lines that became the New York Central system. Thus although early builders of Buckeye railroads aimed to connect cities, then waterways, unwittingly they helped the Atlantic seaboard cities link traffic in that area with the midwest.

NOTES

- ¹ Ernest Bogart, *Financial History of Ohio*, (U. of Illinois, 1912), pp. 54,351, citing Governors' Messages.
- ² John J. George, "The Miami Canal," (*Ohio Archaeological and Historical Publications*, (Columbus, 1927), XXXVI, pp. 100-111; Chester Finn, "The Ohio Canals," *Ohio Archaeological and Historical Quarterly*, (Columbus, 1941), LI, pp. 28-30; C. C. Huntington and C. P. McClelland, *Ohio Canals Their Construction, Cost, Use and Partial Abandonment*, (Columbus, 1905), p. 52; E. L. Bogart, *Internal Improvements in Ohio*, (New York, 1924), pp. 97-134; Robert Henry, *This Fascinating Railroad Business*, (New York, 1942), pp. 20-23.
- ³ H. Peeke, "Charles Dickens in Ohio in 1842," *The Ohio Archaeological and Historical Publications*, (Columbus, 1919), XXVIII, p. 78; R. Kaylor, "Ohio Railroads," *The Ohio Archaeological and Historical Publications*, (Columbus, 1901), IX, pp. 189-192; J. Bulkley, *History of Monroe County, Michigan*, (Chicago & New York, 1913), pp. 375-377; L. Stewart, "Sandusky, Pioneer Link between Sail and Trade," *Ohio State Archaeological and Historical Society*, (Columbus, 1948), LVII, p. 227; P. Laning, "Frontier Railroads in Ohio's Great Lakes Region," *Inland Seas*, Quarterly, Great Lakes Historical Society, (Cleveland, 1954), X, p. 248; Toledo "Blade," January 20, 1837.
- ⁴ Walter Marvin, "Ohio's Unsung Penitentiary Railroad," *The Ohio Archaeological and Historical Quarterly*, (Columbus, 1954), pp. 254-268; R. Black, *The Little Miami Railroad*, (Cincinnati, 1937), pp. 63, 147-181; G. Burgess & M. Kennedy, *Centennial History of the Pennsylvania Railroad, 1846-1946*, (Philadelphia, 1949), pp. 211-212.
- ⁵ "Circular. Considerations in Favor of the immediate construction of the Cincinnati, Hamilton and Dayton Railroad," (Cincinnati, 1849), no author; "Annual Reports of the President and Directors of the Cincinnati, Hamilton and Dayton Railroad Company," (Cincinnati, 1850 through 1893), no author; "The First Exhibit by the Dayton and Michigan Railroad Company," (New York, 1852), no author; C. Fisher, "The Cincinnati, Hamilton and Dayton Railroad," *Railway and Locomotive Historical Society Bulletin*, No. 96, (May, 1957), pp. 80-82; H. V. Poor, *Manual of the Railroads of the United States*, (New York, 1876-1877), pp. 24-26; Moody's, *Manual of Railroads and Corporation Securities*, (New York, 1907), pp. 420-21; 1910, p. 299; 1962, 732.
- ⁶ G. Metzman, *Cincinnati and Ohio—Their Early Railroads*, (New York, 1948), p. 10; E. Hungerford, *The History of the New York Central*, (New York, 1938), pp. 349-350.
- ⁷ A. Harlow, *The Road of the Century*, (New York, 1947), pp. 87, 235, 237, 228, 293.
- ⁸ J. Pixton, "Faith and Economics: The Marietta and Cincinnati Railroad, 1845-1872," *The Ohio Historical Quarterly*, (Columbus, 1957) LXVI, pp. 4-9; E. Hungerford, *The Story of the Baltimore and Ohio Railroad*, (New York, 1928), pp. 283-303; *The Catalogue of the Century Exhibition of the Baltimore and Ohio Railroad, 1827-1927*, (Baltimore, 1927), no author, pp. 11-15; S. Hessler, "The Great Disturbing Cause of the Decline of the Queen City," *Historical and Philosophical Society of Ohio, Bulletin*, XX, (Cincinnati, 1962), pp. 169-185.
- ⁹ E. Hungerford, *Men and Iron*, (New York, 1938), pp. 182-194; H. V. Poor, *Manual of the Railroads of the United States for 1880*, (New York, 1880), p. 578. The Erie gauge was six feet. Standard gauge was four feet eight and a half inches.
- ¹⁰ G. Burgess & M. Kennedy, *Pennsylvania Railroad*, pp. 186-187.
- ¹¹ E. Hungerford, *Baltimore and Ohio Railroad*, pp. 283-303; Festus Summers, *The Baltimore and Ohio Railroad*, (New York, 1939); G. Burgess & M. Kennedy, *Pennsylvania Railroad*, pp. 209, 231-232, 403.

¹² A. Harlow, *The Road of the Century*, pp. 87, 228, 235, 237, 293, 389.

¹³ G. Burgess & M. Kennedy, *Pennsylvania Railroad*, pg. 74.

¹⁴ *Ibid.*, pp. 199-232.

¹⁵ E. Hungerford, *Men of Erie. A Story of Human Effort*, (New York, 1946), pp. 137, 147, 165, 177, 182-195, 219-221; J. Moody, *The American Railroad Builders*, (New Haven, 1921), pg. 88; T. Bailey, *The American Pageant*, II, 4th Edition, pp. 514-15.

¹⁶ T. Hampton, *The Nickel Plate Road*, (Cleveland, 1948), pp. 27, 29, 85-87, 141, 149, 177, 200, 205, 219; A. Harlow, *The Road of the Century*, pp. 308-312.