

ANNUAL REPORT

OF THE

COMMISSIONER

OF

RAILROADS AND TELEGRAPHS

WITH

TABULATIONS AND DEDUCTIONS, FROM THE REPORTS OF RAILROAD
CORPORATIONS OF THE STATE,

FOR THE YEAR ENDING JUNE 30, 1869.

PREPARED BY

GEORGE B. WRIGHT,

COMMISSIONER.

COLUMBUS:

COLUMBUS PRINTING COMPANY, STATE PRINTERS.

1870.

one in collision; one struck by tank spout, and knocked under the train; one, jumping from one car to another, fell between; one, getting on train in motion; one crushed between cars; two thrown or fell from cars; one fell asleep on track, and was run over; one caught his foot between main and guard rail, and train passed over him. Seventeen employes were injured from following causes: ten in coupling cars, three fell in getting on train in motion, two in passing from one car to another, one fell asleep on track, and one, steam-chest fell on finger in shops.

CARROLLTON AND ONEIDA RAILROAD COMPANY.

Line of road: Carrollton to Oneida, all in Carroll county, 12 miles.

Charter for "Carroll County R. R. Co." (original company), granted March 9, 1850, under the "act regulating railroad companies," passed February 11, 1848. Present company organized under "an act to provide for the creation and regulation of incorporated companies in the State of Ohio," passed May 1, 1852.

The road is laid with strap iron. It has been open fifteen years. It hardly sustains itself on a small local business.

ACCIDENTS.

No accident resulting in injury to any person has occurred on the road during the year.

CENTRAL OHIO RAILROAD COMPANY.

(Road known as C. O. Division of Baltimore & Ohio Railroad.)

Line of road: Columbus to Bellaire, passing through the counties of Franklin, Licking, Muskingum, Guernsey and Belmont, 137 miles.

Special charter February 8th, 1847. Sold and reorganized in 1865, under decree of U. S. Court and agreement of parties. October 1, 1864, sold undivided half of road between Columbus and Newark to Steubenville and Indiana R. R. Co. November 21, 1866, company, as reorganized, leased its road to the Baltimore and Ohio R. R. Co. for twenty years from December 1, 1866, at a quarter yearly rental of 35 per cent. of the gross receipts for the first five years, and 40 per cent. thereafter, with a guarantee that said rental shall not be less than \$166,000 per annum during the lease; lessee to pay the taxes and maintain the property during the lease, &c. This rental is sufficient to pay the interest on the funded debt of the company and a small annual dividend on the stock.

The lessee of the road is making great exertion to put it in first-rate condition, and has made considerable improvement the past year. Five new bridges have been built, and 25 miles of new, and 7½ miles of re-rolled iron rail laid. The location of the road and character of the

country through which it passes make its maintenance very expensive; and only prospectively, and in view of its importance to the main stem of the B. & O. road, is its lease remunerative to the lessee.

ACCIDENTS.

No passenger was killed or injured on the road during the year. Five persons were killed—2 lying on track intoxicated; 2 (deaf) being on track run over, and 1 walking on the track intoxicated. One person was injured while crossing the track in a sleigh; did not hear signal, and was struck by express train. Eight employes were killed—1 struck by bridge; 3 by explosion of engine; 2 (engineer and fireman) by engine leaving track in consequence of a broken wheel; 1 by jumping from engine on the breaking of the main rod, and 1 by falling from a hand car. Six employes were injured—3 in coupling cars; 2 scalded by steam from a broken engine, and 1 by being thrown from caboose car by sudden jarring of the train.

CINCINNATI, HAMILTON AND DAYTON RAILROAD COMPANY.

Line of road: Cincinnati to Dayton, 60 miles, passing through the counties of Hamilton, Butler and Montgomery.

Special charter March 2, 1846, as "Cincinnati and Hamilton R. R. Co." Amendment Feb. 8, 1847, giving present name. Amendment March 15th, 1849, making company subject to the "act regulating railroad companies," passed February 11, 1848.

This is the most important road leading to and from Cincinnati. The track is constructed with four rails, to accommodate the 6 feet and 4 feet 10 inch gauges. From Dayton to Cincinnati the road is used for the trains of the Atlantic and Great Western; Cincinnati, Sandusky and Cleveland, and Dayton and Michigan R. R. companies; from Hamilton, Butler county, to Cincinnati, for those of the Cincinnati, Richmond and Chicago, and Junction (Cincinnati & Indianapolis) R. R. companies; and for eight miles, from the Junction to Cincinnati, by the Marietta and Cincinnati R. R. trains, thus throwing an immense traffic over the road. This traffic and the double gauge render the track a very difficult one to keep in perfect adjustment; but, while the track is not as smooth as some others, it is well ballasted, and maintained in good condition. During the year, 5 miles of new, and 4½ miles of re-rolled iron rail has been laid, as well as one mile of steel rail.

ACCIDENTS.

No passenger has been killed during the year, and only three injured. These were injured by jumping from the trains while in motion. Three employes were killed—one, a flagman at Brighton crossing—trains com-

minus opposite St. Louis, to the East line of the State of Illinois, the "Ohio and Mississippi R. R. Co." being the name of the latter company also. Under these several acts the roads were built, being operated as a continuous line, from Cincinnati to Illinoistown (or E. St. Louis), that part in Ohio and Indiana being known as the "Eastern Division" and that part in Illinois as the "Western Division." On the 29th of January, 1867, the Ohio and Mississippi R. R. (Eastern Division) was sold. November 14, 1867, company reorganized under name of "Ohio and Mississippi Railway Company." November 21, 1867, an agreement of consolidation was made with the Ohio and Mississippi Railway Company, of Illinois, (Western Division), by which the roads of the two companies were completely consolidated.

That portion of the road lying in Ohio is well maintained and in good condition. About five miles of rerolled, and 576 feet of new iron rail, and 676 feet of steel rail has been laid during the year in Ohio; and nearly \$800,000 has been expended in the whole line in new equipment, renewal of iron, new bridges, filling trestles, ballasting, &c., in addition to the payment of over \$600,000 dividend on preferred stock and interest on bonded debt.

ACCIDENTS.

No passenger was killed or injured during the year within the State. Two persons were killed: 1 in trying to jump on a freight train in motion, fell between the cars, and 1 while driving a coal cart, the horse backing the cart on the track in front of an engine. One person was injured by being struck by an engine while walking on the track. Two employes were killed: 1 in attempting to get on an engine in motion, and 1 in stepping between two freight cars in motion.

PITTSBURGH, CINCINNATI AND ST. LOUIS RAILWAY COMPANY.

Line of road:—Pittsburgh, Pa., to Columbus, Ohio, 193 miles. In Ohio the road passes through the counties of Jefferson, Harrison, Tuscarawas, Coshocton, Muskingum and Licking, to Newark, where the road connects with the Central Ohio road, the track of which, from that point to Columbus, through Licking and Franklin counties, is owned and used jointly by the two companies.

Miles owned separately in Ohio, from Ohio River, at Steubenville, to	
Newark.....	117½ miles.
Cadiz Branch, in Harrison county	7½ "
Total miles of line in Ohio	125

That part of the road, between Steubenville and Newark, chartered February 24, 1848, as the Steubenville and Indiana Railroad, subject to the provisions of the "act regulating railroad companies," passed Feb.

February 11, 1848. Road became embarrassed and went into the hands of a Receiver on the 2d day of September, 1859. In October, 1865, the Receiver made an arrangement with the lessees of the Steubenville and Pittsburgh Railroad, for operating the whole line, from Pittsburgh to Columbus, as one road, under the name of the *Pittsburgh, Columbus and Cincinnati Railroad*. On the 1st of May, 1868, a consolidation was made under the law of Ohio, passed March 3, 1851, with the *Pan Handle Railway Company*, of Pennsylvania, and the *Holliday's Cove Railroad Company*, of Virginia and West Virginia, under the corporate name of the *Pittsburgh, Cincinnati and St. Louis Railway Company*.

On the 22d day of January, 1869, the company entered into a contract with the *Columbus, Chicago and Indiana Central Railway Company*, leasing the roads of that company for a term of 99 years from the 1st of February, 1869, the lessee to pay the lessor 30 per cent. of the gross earnings of the roads, operate and keep the same in good order, and pay all taxes, assessments, &c. Should the said 30 per cent. of gross earnings be insufficient to pay the interest on the mortgage debt of the lessor of \$20,000,000, the same is guaranteed, and should the 30 per cent. exceed the interest on the mortgage debt, the surplus is applicable to dividends on stock and such other purposes as the lessor may determine. The Pennsylvania Railroad Company is a party to this agreement, guaranteeing its faithful performance, and agreeing for itself that the lines of railway formed by the agreement, shall, at all times, be placed upon a perfect equality with other lines that may connect with it at Pittsburgh, as to rates and facilities for joint transportation for all classes of traffic to and from all points west and east. The lease embraces 586½ miles of railroad lying west and northwest of the city of Columbus, reaching Indianapolis, Chicago and "the Illinois State line in the direction towards Peoria," 137 miles of which is in Ohio, 422 miles in the State of Indiana, and about 27½ miles in the State of Illinois. Thus bringing under one management, 787 miles of railroad, from Pittsburgh, Pa., through Columbus, to Chicago, Indianapolis and other points, the whole line being so subject to the control and direction of the Pennsylvania Railroad Company as to forbid alliances antagonistic to its interests.

The report of this company for the year does not cover the leased line, the report of that line being made separate. The road between Newark and the Ohio River, at Steubenville, (the line proper in Ohio), is in good condition. During the past year one new Howe truss wooden bridge, 157 feet in length, and two stone arch bridges, one 130 and the other 98 feet in length have been built, and 22½ miles of new and re-rolled iron has been laid down.

ACCIDENTS.

No passenger was killed or injured during the year on the road in Ohio. Four persons were killed from the following causes: 1 fell while endeavoring

oring to climb on a train in motion, being intoxicated; 1 child, while playing on the track, was struck by an engine; 1 walking on the track in a tunnel, intoxicated, was run over, and 1 stealing a ride was struck by a bridge. Four persons were injured from the following causes: 1, a woman, driving a buggy across the track in front of an approaching train, was struck; 1, a negro boy, endeavoring to get on a freight train in motion, had his foot crushed; 1, a drover, walked off a bridge, and 1, a child, standing too near the track, was struck. Three employes were killed: 1, a brakeman, by being run over by train; 1, a conductor, by collision with freight train, and 1, a brakeman, while switching cars. Eight employes were injured: 3 brakemen in coupling cars; 1, a brakeman, brake-chain broke and he fell under the car; 1, a brakeman, fell from car; 1, a brakeman, struck by bridge while getting out of caboose car; 1, a brakeman, in jumping off a caboose car, struck against a telegraph pole, and 1, an engineer, leg out by switch rope.

PITTSBURGH, FT. WAYNE AND CHICAGO RAILWAY COMPANY.

Line of road:—Pittsburgh, Pa., to Chicago, Ill. 468½ miles, with branches 32 1-5 miles.

The road passes through Columbiana, Mahoning, Stark, Wayne, Ashland, Richland, Crawford, Wyandot, Hardin, Allen and Van Wert counties, in Ohio, 251½ miles, with the Lawrence Branch from Youngstown to State line, in Mahoning county, 8½ miles, making total length in Ohio 259¾ miles.

The present company was formed by the consolidation of the Ohio and Pennsylvania, the Ohio and Indiana, and the Fort Wayne and Chicago R. R. Companies, Sept. 15, 1856. The two former companies chartered by this State; the Ohio and Pennsylvania, Feb. 24, 1848, and the Ohio and Indiana, March 20, 1850, both under the "act regulating railroad companies," passed Feb. 11, 1848. Property, franchises, &c., of the organization sold Oct. 24, 1861, being purchased by trustees, and the road operated by them until May 1, 1862, when it was transferred to the company reorganized under its present name. July 1, 1865, the company purchased the Cleveland, Zanesville and Cincinnati Railroad.

During the past year the road and property of the company have been leased for 99 years, from July 1, 1869, to the *Pennsylvania Railroad Company*, on the following terms: The lessee agreeing to pay an annual rental of \$2,463,800.02, which amount covers the annual interest and sinking fund of the bonded debt and 7 per cent. on \$19,714,286 of stock; and further, to keep the road and property in good condition, pay all taxes and expenses of keeping up the organization of the old company, and agencies in New York for transfer and registry of stock and bonds. This adds another important link to the *Pennsylvania Railroad*.