



The Horseshoe Curve, about 1870, located at Kittanning, Pa., between Altoona and Cresson. It was completed about 1855, and eliminated the use of the Allegheny Portage Railroad and the inclined planes constructed by the State of Pennsylvania as a part of its Main Line of Public Works.



Another view of the Horseshoe Curve, 1945. The Curve is about 4300 feet long and the rise from one leg of the Horseshoe to the other is 72 feet. The distance across the valley is approximately 1200 feet.

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Centennial History
OF
THE PENNSYLVANIA
RAILROAD COMPANY

1846-1946

by

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with a foreword by

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THE PENNSYLVANIA RAILROAD COMPANY
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DELAWARE PUBLIC ARCHIVES

CHAPTER XLVII

NEW LINES AND MAIN LINE IMPROVEMENTS

The geographical extension of the Pennsylvania Railroad System had come nearly to an end, but still there was a total of 1,070 miles of new line added between the death of George B. Roberts in 1897 and that of A. J. Cassatt in 1906, in addition to the Long Island and the Western New York and Pennsylvania.

Of this total, 210 miles were on the Delmarva Peninsula. "The Baltimore and Delaware Bay Railroad Company", 24 miles long, from Chestertown to Massey, Maryland, was acquired by the Delaware Railroad in 1902; the Baltimore, Chesapeake & Atlantic, 88 miles from Claiborne, Maryland, to Ocean City in the same year, although it continued with its own organization; and the Maryland, Delaware and Virginia, the former Queen Anne's Railroad, came into the system in 1905. This last line had been built between 1898 and 1902 to connect Baltimore with the south end of Delaware Bay at Lewes, Delaware. A ferry was operated for 27 miles from Baltimore to Love Point, Maryland, whence the railroad crossed the Peninsula for 77 miles to Lewes. The Baltimore, Chesapeake and Atlantic was built in 1890 as the Baltimore and Eastern Shore Railroad from Claiborne to Salisbury, Maryland, and acquired the Wicomico and Pocomoke Railroad which extended its line to Ocean City. The Baltimore and Eastern Shore also had a ferry, from Claiborne to Annapolis, where connection for Baltimore was made by rail. Both companies operated other ferry lines on the Bay and the tributary rivers.

The Delaware River Railroad was acquired by the West Jersey and Seashore in 1900. Its railroad ran from Woodbury, New Jersey, south along the east bank of the river to Penns Grove, a distance of 20 miles, to serve the local communities.

Moving west to the coal regions, we find the acquisition of the "Pennsylvania & Northwestern Railroad Company" in 1902. This company was a consolidation of a number of mining roads, totaling about 77 miles. It connected with the Pennsylvania's main line at Bellwood, just east of Altoona, and ran northwest to a point named Horatio.

In the southwest Pennsylvania coal fields, the Pennsylvania

and the Pittsburgh and Lake Erie Railroad joined forces to build the Monongahela Railroad, extending south from Brownsville up the Monongahela River to Martin, Pennsylvania, and leased the Connellsville & Monongahela Railway, in the same territory, but back from the river. At the end of 1906 the combined mileage of these properties was 57 miles.

The Pennsylvania Company regained the control of "The Cleveland, Akron and Columbus Railway Company" in 1899 by the purchase of a majority of its capital stock and proceeded immediately to put through a non-contested reorganization of its finances to reduce its unsupported debt. This company was last referred to as the Cleveland, Mt. Vernon and Delaware Railroad,* which in 1873 had just completed its line from Hudson, Ohio, on the Cleveland and Pittsburgh line, to Columbus. The company went into receivership in 1880, and efforts to reorganize it were unsuccessful until 1885, when it was reorganized as "The Cleveland, Akron and Columbus Railroad Company". The sale of the predecessor company was set aside and the property reconveyed to a new company, The Cleveland, Akron and Columbus Railway Company, above mentioned.

Much more important from the standpoint of traffic and profits was the purchase of the "Sandusky Branch", a line running from Columbus, Ohio, to Sandusky, an excellent harbor on Lake Erie. This line was part of the former Columbus, Sandusky and Hocking Railroad, which had gone into receivership and was dismembered upon foreclosure in 1902. Sandusky was quickly developed by the Pennsylvania as a port for shipment of coal to the Northwest. The remainder of this property, the line from Columbus to Shawnee, southeast of Columbus, was acquired by the New York Central.

A new route between Pittsburgh and Cleveland by way of Youngstown was established in 1905 when the Mahoning Valley Western line was constructed between Niles and Ravenna, in Ohio. Youngstown, at the time, was enjoying a rapid growth based largely on the steel industry, and its importance as a traffic center was growing also.

The Youngstown and Ravenna Railroad Company was incorporated in the interest of the Pennsylvania Company in 1899 to

* Pp. 185, 229.