

The Rail History of Elwood, Indiana

Quincy's First Rail Line

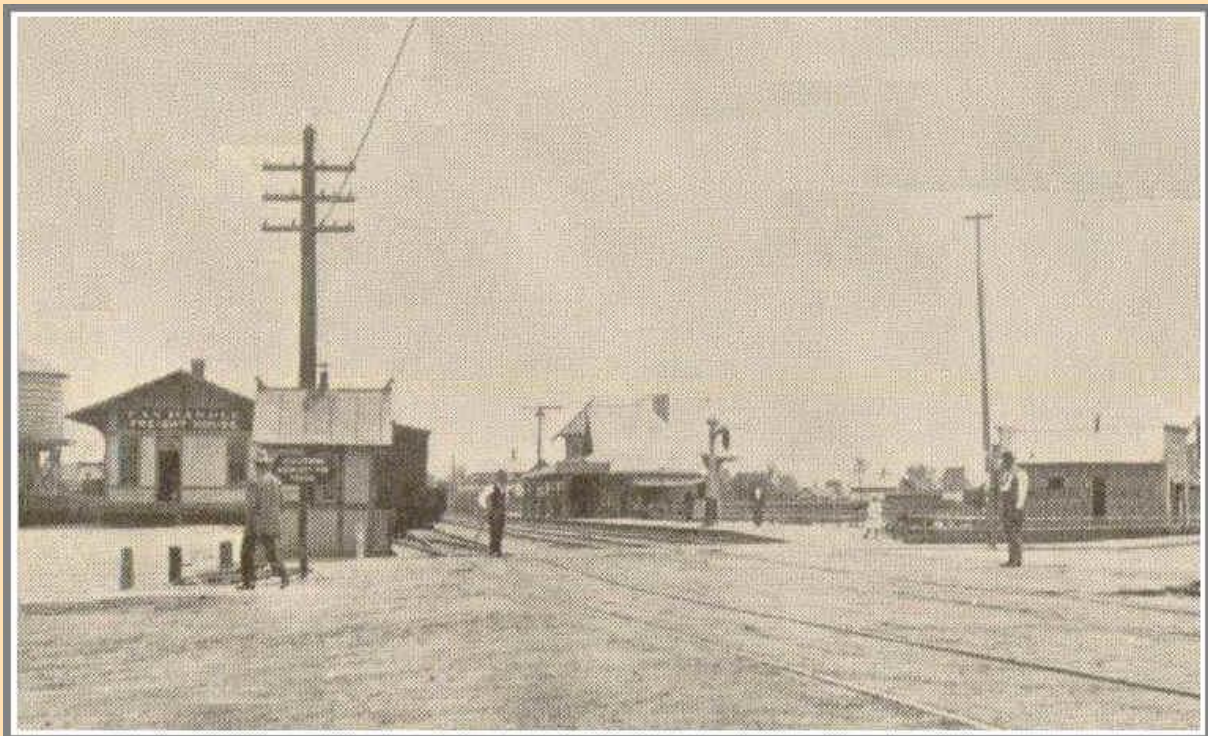


The Corporate Genealogy and Timeline
for the First Rail Line into Quincy

Cincinnati & Chicago Railroad Co. (No. 2)

Updated: **October 17, 2013**

Revised: **August 20, 2021**



The Pan Handle Freight House (left); and the Passenger Station (center) built in 1894

The Corporate Genealogy and Timeline

1857 -- Cincinnati & Chicago Railroad Co. (No. 2)

1860 -- Cincinnati & Chicago Air Line Railroad Co.

1865 -- Chicago & Great Eastern Railway Co. (No. 4)

1868 -- Columbus, Chicago & Indiana Central Railway Co.

1869 -- Pennsylvania RR, lease Columbus, Chicago & Indiana Central

1884 -- Chicago, St. Louis & Pittsburgh Railroad Co. (of Indiana)

1884 -- Pittsburgh, Cincinnati & St. Louis Railway Company

1890 -- Pittsburgh, Cincinnati, Chicago & St. Louis Railway Co.

1917 -- Pittsburgh, Cincinnati, Chicago & St. Louis Railroad Co.

1921 -- Pennsylvania Railroad, lease PCC&StL (for 999 years)

1957 -- PCC&StL ownership transfer to:

**Philadelphia, Baltimore & Washington Railroad*

1968 -- Penn Central – February 1, 1968

1976 -- CONRAIL abandoned the line on **April 1, 1976 – END OF THE LINE**

*Well, almost. The date seemed appropriate . . . the **Penn Central** crew the day before inadvertently left cars on the siding across from the depot. **CONRAIL** had to come to **ELWOOD** for one (1) day to retrieve those cars. I know. There was an eyewitness.

Verification

It was a dark and stormy night. The very next day, March 6, 1857, The Democratic Standard (an Anderson newspaper), started a series of reports about the first rail line that was to pass through Quincy. The town wouldn't change its name to Elwood for another dozen years or so.

Statements and recollections regarding dates and names surrounding the building of the first rail line through Quincy that are contrary to accounts on record have been repeated endlessly to this day. Newspapers, books and current websites perpetuate accounts in conflict with available records. The first leg of this journey consists of transcribed articles from The Democratic Standard describing the events as they unfolded.

The Democratic Standard

Anderson, Indiana

March 6, 1857

Railroads in Anderson

There is now every prospect for an early completion of the Cincinnati & Chicago Rail Road, under the management of J. W. Wright & Co., every thing seems to prosper. Men are busy at all points between here and Kokomo grading and laying track. There is now on hand a large amount of iron, ties, etc., which will be immediately put down. There is no doubt but that this road will be in good running order by the 1st of May to Logansport. The I. P. & C. R. R¹ is also doing a fine business. Why is it that Anderson having these advantages cannot go ahead and be one of the best towns in this part of Indiana? It depends upon the citizens to say it shall and it will.

The Democratic Standard

Anderson, Indiana

March 20, 1857

Local and Miscellaneous

We understand that the track laying of the Cincinnati & Chicago R. R., will be completed to Frankton this week. We are informed, however, that there will be no regular passenger train run further than Anderson, until the road is completed to Kokomo, which will be sometime in June next.

The Democratic Standard

Anderson, Indiana

April 3, 1857

Local and Miscellaneous

On last week the C. & C. R. R. track was finished to Frankton to which point goods are now conveyed by Mr. Frank Olmstead's train, and a more obliging conductor and engineer is hard to find.

Mr. Wilson, the gentleman having charge of the track laying of this road is entitled to much credit for the workmanlike manner in which he has performed his duties.

The Democratic Standard

Anderson, Indiana

April 10, 1857

Cincinnati & Chicago Rail Road

This road is now finished some 12 miles beyond Anderson North West. The grading is all done to Kokomo, which is 36 miles from this place, and but 24 miles of iron yet to lay. We may hope it will soon be completed, which will be a direct route from Logansport and the Wabash Valley, to Cincinnati, via., Anderson.

The Democratic Standard

Anderson, Indiana

June 12, 1857

Local and Miscellaneous

We enjoyed very much a ride out to Quincy on last Saturday, on Mr. Frank Olmstead's gravel train. Frank is indeed a clever and industrious young gentleman and is filling his post to great advantage to the company. May his run through life be as pleasant as it has been on the road from here to Quincy.

The Democratic Standard

Anderson, Indiana

June 26, 1857

Opening of the Cincinnati & Chicago Railroad to Logansport

The 4th of July will be celebrated at Logansport, where a dinner will be prepared and a speech will be delivered by Hon. D. D. Pratt, of Logansport.

As the Cin. & Chicago R. R. will be completed, its opening will be celebrated at that time by an Excursion Train from Cincinnati to Logansport on the 3rd of July, leaving Cincinnati at 5:30 A. M. Leaving Richmond 8:30 A. M. and return on the evening of the 4th. Fare on this train half the usual rates. The citizens of Logansport have invited the State officers and the municipal authorities of Cincinnati, Hamilton, Dayton, Richmond, Newcastle, and Andersonstown, and the lessees have invited their railroad friends to be with them at that time. Free passes over the road, and entertainment will be furnished to all such invited guests at Logansport.

Ample provisions are being made by the citizens of Logansport to accommodate all persons visiting their town on that occasion.

Half fare tickets to Logansport and return will be sold at all regular stations where tickets are now sold, good from date until the 10th of July.

The Democratic Standard

Anderson, Indiana

July 3, 1857

Local and Miscellaneous

The excursion train from Cincinnati to Logansport will arrive at Anderson at 11 o'clock today and the passengers will be treated to a free dinner in Stillwell's Warehouse.

The Democratic Standard

Anderson, Indiana

July 10, 1857

The C. & C. Rail Road

The iron is laid on this road north as far as Logansport. The opening of the road was celebrated at Logansport on the fourth of July. Quite a large number of persons were present at Logansport, from Cincinnati, Hamilton, Eaton and other places. Everything passed off harmoniously, and as far as we are advised, to the satisfaction of all present.

It being the Anniversary of American Independence, that memorable day of American Independence was celebrated in connection with the opening of the road.

Hon. G. N. Fitch, U. S. Senator for Indiana, was the orator of the day. He delivered a patriotic discourse. The exercises consisted of reading the Declaration of Independence, vocal and instrumental music, toasts, speeches, etc. *No* accident happened to the trains or passengers worthy of notice. Passengers can now leave Logansport in the morning and arrive at Cincinnati in the evening.

Summary

Work on this stretch of railroad started well before 1857. But several corporate decisions prevented it from being completed to Logansport until 1857. The rails were not in place until after the first of the year in 1857. The July 4 trip by train to Quincy in celebration of the opening of this line was in 1857. Any speculation that the line might have been in service any time prior to 1857 is inconsistent with corporate records and accounts of the day.

The name of the corporate entity responsible for the building of the first line through Quincy was the Cincinnati & Chicago Railroad Company (No. 2). The railroad so often credited with building the line, the Cincinnati & Chicago Air Line Railroad Company, did not become a corporate entity until the year 1860. It could not have been the railroad involved in 1856 and 1857.

¹The **IP&C RR** was the Indianapolis, Peru & Chicago Railroad that ran from through Tipton, Indiana. It later became part of the LE&W (Lake Erie & Western) and eventually the Nickel Plate Road.

But the devil is in the details . . . and here they are . . . starting in **1848**.

The **New Castle and Richmond Railroad** was chartered [February 16, 1848](#), in [Indiana](#) to build a line from [New Castle](#) east via [Hagerstown](#) and [Washington](#) to [Richmond](#). The company was authorized on [January 24, 1851](#), to extend northwest beyond New Castle to [Lafayette](#). On [February 26, 1853](#), it was renamed the **Cincinnati, Logansport and Chicago Railway** to better reflect its expanded role. The original line opened between New Castle and Richmond in December [1853](#), and it was operated jointly with the **Richmond and Miami Railroad** and **Eaton and Hamilton Railroad**, which continued the line southwest to [Hamilton, Ohio](#). The **Cincinnati, Hamilton and Dayton Railroad**, connecting Hamilton to [Cincinnati](#), joined the operations on [February 1, 1854](#).

The **Cincinnati, Cambridge and Chicago Short Line Railway** was incorporated in [Indiana](#) on [January 25, 1853](#), to build from [New Castle](#) southeast via [Cambridge](#) to the [Ohio](#) state line; the **Cincinnati, New Castle and Michigan Railroad** was incorporated [April 11](#) of the same year to build northwest from New Castle towards [St. Joseph, Michigan](#). The two companies merged [May 1, 1854](#), to form the **Cincinnati and Chicago Railroad (No. 1)**.

Cincinnati and Chicago Railroad (No. 2) – August/October 1854

On [October 10, 1854](#) the Cincinnati, Logansport and Chicago Railway was merged into the **Cincinnati and Chicago Railroad (No. 2)**. The unfinished line between [Richmond](#) and [Logansport](#) was leased to [John W. Wright and Company](#) on [October 16, 1856](#). That company began operating it on [December 1](#), and the joint operation towards Cincinnati ended. The full line between Richmond and Logansport opened on [July 4, 1857](#). That line was sold at [foreclosure](#) on [April 28, 1860](#) and reorganized [July 10](#) as the **Cincinnati and Chicago Air Line Railroad**. Grading had been done from [Wabash](#) southeast to the [Ohio](#) state line; portions were later sold to the [Fort Wayne and Southern Railroad](#) and [Connersville and New Castle Junction Railroad](#).

On [September 25, 1857](#) the **Chicago and Cincinnati Railroad** was chartered in [Indiana](#) to build a line from [Logansport](#) northwest to [Valparaiso](#). That line opened in [1861](#), connecting at Valparaiso with the [Pittsburgh, Fort Wayne and Chicago Railway](#) to [Chicago](#).

The Cincinnati and Chicago Air Line opened a bridge over the [Wabash River](#) at [Logansport](#) on [September 25, 1861](#), connecting it to the Chicago and Cincinnati. Joint operation between Richmond and Chicago began [July 1, 1862](#) and ended [January 29, 1865](#).

The **Galena and Illinois River Railroad** was chartered in [Illinois](#) on [February 18, 1857](#) to build from [Galena](#) through [Chicago](#) to the [Indiana](#) state line towards [Lansing, Michigan](#). The **Chicago and Great Eastern Railway** was incorporated in [Indiana](#) on [June 19, 1863](#) to build from [Logansport](#) northwest to the [Illinois](#) state line towards [Chicago](#). The charter of the G&IR was assigned to the C&GE on [September 11, 1863](#), and the C&GE absorbed the G&IR on [October 30](#). The line from Chicago ([12th Street](#)) south and southeast to the Chicago and Cincinnati at [La Crosse, Indiana](#) opened [March 6, 1865](#), and the old line northwest from La Crosse to [Valparaiso](#) was abandoned.

On [May 15, 1865](#) the **Chicago & Great Eastern Railway** absorbed the Cincinnati and Chicago Air Line Railroad and Chicago and Cincinnati Railroad.

The **Marion and Mississinewa Valley Railroad** was incorporated in [Indiana](#) on [May 11, 1852](#) to build from [Union City](#) northwest to [Marion](#). On [May 14, 1853](#) the **Marion and Logansport Railroad** was incorporated to continue northwest from Marion to [Logansport](#). The M&L conveyed its property to the M&MV on [November 28, 1854](#). The **Union and Logansport Railroad** was incorporated [January 5, 1863](#), and bought the unfinished M&MV on [January 9](#).

In the meantime, the [Logansport and Pacific Railroad](#) was incorporated in [1853](#) to build from [Logansport](#) west to the [Illinois](#) state line. After several reorganizations, the [Toledo, Logansport and Burlington Railroad](#) opened to the [Illinois](#) state line near [Effner](#) in [1859](#). The [Logansport, Peoria and Burlington Railroad](#) continued as part of a line to the [U.S. West](#), bypassing [Chicago](#).

On [September 11, 1867](#) the Columbus and Indianapolis Central Railway, Union and Logansport Railroad and [Toledo, Logansport and Burlington Railway](#) merged to form the **Columbus and Indiana Central Railway**. The main line, formerly being built by the Union and Logansport, opened from [Union City](#) to [Marion](#) in October [1867](#).

On [February 12, 1868](#) the **Columbus, Chicago and Indiana Central Railway** was formed as a merger of the Columbus and Indiana Central Railway and Chicago and Great Eastern Railway. The rest of the new main line, from [Marion](#) northwest to [Anoka](#), on the old main line east of [Logansport](#), was completed [March 15, 1868](#), making the old route via [New Castle](#) and [Richmond](#) into a branch. The CC&IC now had main lines from [Columbus, Ohio](#) to [Chicago](#) and [Indianapolis, Indiana](#), with branches from near [Logansport, Indiana](#) southeast to [Richmond, Indiana](#) (on the Indianapolis line) and west to [Effner, Indiana](#). The [Erie Railway](#) offered in late [1868](#) to lease the CC&IC, but the **Pittsburgh, Cincinnati and St. Louis Railway** made a better offer on [January 22, 1869](#), leasing it on [February 1](#).

On [December 1, 1869](#) (retroactive from [February 23, 1870](#)) the Pittsburgh, Cincinnati and St. Louis Railway leased the [Little Miami Railroad](#). This included the [Columbus and Xenia Railroad](#), [Dayton and Western Railroad](#) and [Dayton, Xenia and Belpre Railroad](#), as well as the [Richmond and Miami Railway](#)'s branch west to [Richmond, Indiana](#). With that lease, the [Pennsylvania Railroad](#) acquired access to [Cincinnati](#).

With the 1870 completion of the [St. Louis, Vandalia and Terre Haute Railroad](#) and [Terre Haute and Indianapolis Rail Road](#), the PRR now had a route to [East St. Louis](#) via the PC&StL to [Indianapolis](#).

The Columbus, Chicago and Indiana Central Railway went [bankrupt](#) and was sold at [foreclosure](#) on [January 10, 1883](#). The **Chicago, St. Louis and Pittsburgh Railroad** was incorporated in [Indiana](#) on [March 14](#) and [Illinois](#) on [March 15](#), and the former CC&IC was conveyed to the two companies on [March 17](#). Operation by the PC&StL continued until [April 1, 1883](#). On [April 1, 1884](#), the two companies merged to form one Chicago, St. Louis and Pittsburgh Railroad. That company was merged with the PC&StL, [Cincinnati and Richmond Railroad](#) and [Jeffersonville, Madison and Indianapolis Railroad](#) on [September 30, 1890](#) to form the **Pittsburgh, Cincinnati, Chicago and St. Louis Railway**.

In [1891](#) the PCC&StL acquired stock ownership of the [Little Miami Railroad](#).

On [December 21, 1916](#) (taking effect [January 1, 1917](#)), the Pittsburgh, Cincinnati, Chicago and St. Louis Railway merged with the [Vandalia Railroad](#), [Pittsburgh, Wheeling and Kentucky Railroad](#), [Anderson Belt Railway](#) and [Chicago, Indiana and Eastern Railway](#), forming the **Pittsburgh, Cincinnati, Chicago and St. Louis Railroad**.

The PCC&StL was leased by the **PRR** on [January 1, 1921](#), and merged into the **Philadelphia, Baltimore and Washington Railroad** on [April 2, 1956](#).

[Cincinnati and Chicago Railroad](#)
[Cincinnati and Chicago Air Line Railroad](#)
[Chicago & Great Eastern Railway](#)
[Columbus, Chicago and Indiana Central Railway](#)
[Chicago, St. Louis and Pittsburgh Railroad](#)
[Pittsburgh, Cincinnati and St. Louis Railway](#)
[Pittsburgh, Cincinnati, Chicago and St. Louis Railway](#)
[Pittsburgh, Cincinnati, Chicago and St. Louis Railroad](#)
[PRR](#)
[Philadelphia, Baltimore and Washington Railroad](#)
Penn Central
CONRAIL (line abandoned in 1976)

References:

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http://www.div11-mcr-nmra.info/PRRhyst/pcc_stl.htm

Marvin Crim

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