

C and O Timeline

| Year | Month | Day | Prime Timeline | Information | Data Source |
|------|-------|-----|----------------|---|---------------|
| 1785 | | | C&O | The Chesapeake and Ohio traces its origin to the James River and Kanawha Canal Company begun in Virginia in 1785 and the Louisa Railroad begun in 1836. | Reggie Victor |
| 1870 | 3 | 21 | C&O | The Kentucky and Great Eastern Railway Company was incorporated. | Reggie Victor |
| 1873 | 1 | 15 | C&O | The Kentucky and Great Eastern Railway obtained control of the Maysville and Big Sandy Railroad. Soon after, it was proposed that the railroad should be extended to Covington, KY. | Reggie Victor |
| 1878 | | | C&O | The C&O suffered through bad times brought on by the financial panic of 1873 and went through a receivership in 1878. When it was reorganized, it was renamed The Chesapeake and Ohio Railway Company. | Reggie Victor |
| 1886 | | | C&O | Construction began on a railroad bridge over the Ohio River connecting Cincinnati with Covington. | Reggie Victor |
| 1888 | | | C&O | The Fourth Street Passenger Station which served C&O trains, opened. | Reggie Victor |
| 1889 | 1 | 1 | C&O | The C&O opened to Cincinnati under the name of the Maysville and Big Sandy Railroad Company. | Reggie Victor |
| 1889 | 5 | 11 | C&O | The first run of the C&O passenger train Fast Flying Virginian (F.F.V.) | Reggie Victor |
| 1889 | | | C&O | Construction was completed on the C&O line from Huntington, WV to Cincinnati on their first bridge over the Ohio River. | Reggie Victor |
| 1902 | 1 | 22 | C&O | The Chicago and Cincinnati Railway Company merged with the Cincinnati, Richmond and Muncie Railroad Company, to form a railroad which ran from Cottage Grove, Indiana to Muncie, Indiana. It would later become part of the C&O of Indiana. | Reggie Victor |
| 1910 | | | C&O | The C&O bought the bankrupt Chicago Cincinnati and Louisville Railroad to get a route from Cincinnati to Chicago. It operated as a subsidiary C&O as the "C&O of Indiana" until 1933, when it then became part of the C&O Railway. Cheviot, Ohio was established as its Cincinnati terminus. The connection from Cheviot to C&O's line from Russell, KY was then constructed. | Reggie Victor |
| 1910 | | | C&O | The connection from Cheviot to Cincinnati, Ohio, which would be later known as the Cheviot Subdivision of the Cincinnati Division was 5.2 miles in length. The grade from Cincinnati to Cheviot added 378 feet of elevation and required the construction of several trestles. Due to the steep grade, "pusher" locomotives were used at certain times. | Reggie Victor |
| 1912 | | | C&O | The construction of Stevens Yard was completed in Silver Grove, Kentucky. | Reggie Victor |
| 1921 | | | C&O | A 100 foot turntable was added to Stevens Yard. | Reggie Victor |
| 1923 | | | C&O | Cleveland financiers O.P. Sweringen and M.J. Sweringen bought controlling interest in the C&O as their expansion of the Nickel Plate Road system. | Reggie Victor |

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| 1924 | 5 | 24 | C&O | The Chicago and Cincinnati Railway was merged with the C&O of Indiana. | Reggie Victor |
| 1929 | 3 | 1 | C&O | Along with the construction of the new Ohio River bridge, new approach viaducts were completed in Cincinnati and Covington. | Reggie Victor |
| 1929 | | | C&O | Construction was completed on C&O's new bridge over the Ohio River. The old bridge was sold to Kentucky for automobile use. | Reggie Victor |
| 1929 | | | C&O | MD Cabin, an interlocking tower at the approach to the bridge over the Ohio River, started operations. The tower was operated by a subsidiary of the C&O, the Covington and Cincinnati Elevated Railroad and Transfer and Bridge Company. | Reggie Victor |
| 1930 | 5 | 1 | C&O | The C&O acquired the Hocking Valley Railroad. | Reggie Victor |
| 1930 | | | C&O | The C&O passenger train, "The Sportsman" was inaugurated. | Reggie Victor |
| 1931 | 5 | 20 | C&O | The old C&O railroad bridge was converted into a span for cars, trucks, and pedestrians. Gov. Flem Sampson of Kentucky and Gov. George White of Ohio agreed to take part in the dedication ceremony on this date. | Reggie Victor |
| 1932 | 4 | 24 | C&O | C&O introduced passenger train, George Washington. It became the first long distance passenger train to be air-conditioned in its entirety. | Reggie Victor |
| 1933 | | | C&O | Cincinnati's Fourth Street Passenger Station closes. | Reggie Victor |
| 1933 | | | C&O | C&O passenger trains begin to use the new Union Terminal | Reggie Victor |
| 1934 | | | C&O | The C&O began using a the sleeping kitten "Chessie" as its mascot in its advertisement. | Reggie Victor |
| 1934 | | | C&O | The C&O of Indiana was merged into the Chesapeake and Ohio Railway. That section of the C&O was thereafter known as the Chicago Division and at the time, consisted of three subdivisions: the Miami, which ran from Cincinnati to Economy, Indiana; the Middle, which ran from Economy to Peru, Indiana; and the Wabash, which ran from Peru to Chicago. C&O trackage actually stopped in Hammond, Indiana. The railroad used trackage rights over other railroads to reach Chicago. | Reggie Victor |
| 1937 | | | C&O | The 1937 flood necessitated the cancellation of streetcar service between Cincinnati Northern Kentucky. The C&O initiated "shuttle trains" to carry passengers from the Fourth Street Station to Dayton, Kentucky. Making 197 round trips from January 22 to February 1, the shuttle, which primarily used L&N equipment, transported 119,182 passengers. During that time, 277 cars containing food, clothing, medical supplies were handled between Cincinnati and Newport. | Reggie Victor |

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| 1942 | | | C&O | The new C&O chairman of the board, Robert R. Young pursued the idea of a luxury passenger train which would be called "The Chessie". It was proposed that The Chessie would run between Cincinnati and Washington D.C. It would only have 7 intermediate stops. The train would be pulled by huge M-1 steam turbine locomotives. The proposed schedule between Cincinnati and Washington would take 12 hours (2 hours faster than George Washington). The connecting trains would use rebuilt F-19 "Pacific" steam locomotives. | Reggie Victor |
| 1947 | 6 | 6 | C&O | C&O's Turbine # 500, the worlds largest passenger locomotive was displayed at the Union Terminal. This was one of the locomotives that would have been used on The Chessie passenger train. | Reggie Victor |
| 1947 | | | C&O | The C&O acquired the Pere Marquette Railroad | Reggie Victor |
| 1947 | | | C&O | C&O's manifest freight train named the "Expediter" was inaugurated. It ran from Chicago to Newport News, Va. | Reggie Victor |
| 1948 | 12 | | C&O | 46 stainless steel passenger cars for The Chessie, arrived from the Budd company. | Reggie Victor |
| 1948 | | | C&O | The new Chessie passenger train was cancelled before any trains ever had a chance to run. Most of the train's passenger equipment was absorbed by other railroads. | Reggie Victor |
| 1949 | | | C&O | Passenger service ended on C&O's Chicago Division. | Reggie Victor |
| 1949 | | | C&O | The Chicago Division had nine trains per day. | Reggie Victor |
| 1950 | | | C&O | The first batch of F-7 diesel locomotives were built for the C&O for the purpose of dieselizing the Chicago to Cincinnati "C&O of Indiana". | Reggie Victor |
| 1959 | | | C&O | The C&O inaugurates Railfan service (the first roadrailer). | Reggie Victor |
| 1960 | | | C&O | C&O's Chicago Division saw its first passenger train in 11 years in the form of a special train to the annual C&O Veteran Association Meeting near Ronceverte. A C&O GP-9 pulled the old "day" coaches in the 800 series. | Reggie Victor |
| 1960 | | | C&O | The Chicago Division had 6 trains per day. | Reggie Victor |
| 1960 | | | C&O | The C&O filed with the Interstate Commerce Commission (ICC) for authority to acquire stock control of the B&O. | Reggie Victor |
| 1965 | 8 | 31 | C&O | The Chesapeake and Ohio Railway and the Norfolk and Western Railway announced plans to merge. | Reggie Victor |
| 1968 | | | C&O | Starting in 1968, C&O E-8 passenger locomotives began to be renumbered from the 4000 series to the B&O 1400 series. These units also received a more simplified paint scheme, with large block letters "C&O" instead of the Chesapeake and Ohio script. | Reggie Victor |
| 1968 | | | C&O | The Cincinnati to Washington C&O passenger trains F.F.V. and Sportsman are discontinued. | Reggie Victor |
| 1969 | | | C&O | The Interstate Commerce Commission (ICC) recommended approval of the proposed C&O-N&W merger. | Reggie Victor |

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| 1970 | | | C&O | The old C&O bridge over the Ohio River was demolished. This bridge had been used for vehicular traffic since 1931. | Reggie Victor |
| 1971 | 4 | 30 | C&O | The C&O's George Washington makes its last run. | Reggie Victor |
| 1971 | 5 | 1 | C&O | The Amtrak George Washington makes its first run. | Reggie Victor |
| 1971 | 5 | 1 | C&O | Amtrak combined of the C&O's George Washington and the Penn Central's James Whitcomb Riley to make through train from Washington D.C./Newport News to Chicago. It was later decided that The eastbound train would be named George Washington, while the westbound train would be named James Whitcomb Riley. Eventually, the George Washington named was dropped and the train was called James Whitcomb Riley. | Reggie Victor |
| 1971 | | | C&O | C&O's Board of Directors voted to terminate the proposed merger with N&W. | Reggie Victor |
| 1971 | | | C&O | As part of its locomotive fleet, Amtrak took two C&O E-8 passenger locomotives. E-8 # 1471 still in C&O paint was used on Amtrak's James Whitcomb Riley for the first couple of years of Amtrak. | Reggie Victor |
| 1972 | | | C&O | The introduction of the "Chessie System" image on its equipment. The Chessie System consisted of the C&O, B&O and Western Maryland. The new Chessie System paint scheme was applied to all new locomotives and freight cars and some of the older locomotives and freight cars. | Reggie Victor |
| 1974 | | | C&O | Amtrak's "James Whitcomb Riley" was taken off a Penn Central routing from Cincinnati to Chicago and shifted to the C&O's Chicago Division. | Reggie Victor |
| 1976 | | | C&O | The Amtrak train "James Whitcomb Riley" derails on the C&O at Shandon, Ohio. The probable cause of the derailment was the Amtrak's new SDP-40F locomotives. These locomotives recently replaced E units on the Riley. Because of their design, the locomotives had the tendency to spread the track apart. Due to several derailments over the Amtrak system, the SDP-40Fs were retired after only a few years of usage. | Reggie Victor |
| 1977 | 8 | 20 | C&O | The Chessie System Steam Special begins operation to celebrate the B&O Railroad's sesquicentennial. Special steam powered excursion trains operated over B&O and C&O routes in the Cincinnati area. On August 20, 1977 the train traveled from Cincinnati to Ashland, KY and on August 21 the train traveled from Cincinnati to Huntington, WV (ferry move). | Reggie Victor |
| 1977 | 10 | | C&O | Amtrak changes the name of the Cincinnati to Washington train from James Whitcomb Riley to "Cardinal" since it was the state bird of all the states through which the train passed. | Reggie Victor |
| 1978 | 7 | 16 | C&O | Amtrak's Cardinal is the last through train to run on C&O's Chicago Division. | Reggie Victor |
| 1978 | | | C&O | A portion of the C&O Cheviot Subdivision is abandoned. | Reggie Victor |

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| 1979 | 9 | 19 | C&O | The last train to use Cheviot Yard. The last portion of the original C&O Chicago Division which remains in the Cincinnati area is the segment from Cottage Grove, Indiana to Fernald Plant near Ross, Ohio | Reggie Victor |
| 1980 | | | C&O | Cheviot Yard tracks began to be removed. | Reggie Victor |
| 1981 | 10 | 20 | C&O | The new Queensgate Yard was dedicated. The construction of Queensgate Yard led to the closure of several smaller B&O and C&O yards in the Cincinnati area. The C&O yards closed were, Cheviot Yard, Liberty Street Yard (in Ohio), and Stevens Yard (in Kentucky). Replaced ten B & O yards and two C & O yards. | Reggie Victor |
| 1981 | 11 | | C&O | Amtrak's Cardinal was discontinued. | Reggie Victor |
| 1984 | | | C&O | O' Rourke Construction Company began the removal of the railroad trestles on the abandoned C&O Cheviot Subdivision with the removal of the trestle over Sunset Avenue. | Reggie Victor |
| 1986 | 2 | | C&O | The City of Cincinnati completed a study entitled, Cincinnati Alternatives Analysis Transitional Study. This study investigated the possibility of using a portion of the Cheviot Subdivision for an exclusive guideway transit line (light rail or busway). | Reggie Victor |
| 1991 | | | C&O | Former C&O interlocking tower, MD Cabin closes. | Reggie Victor |
| 1996 | | | C&O | The City of Cincinnati purchases a portion of the old C&O Cheviot Subdivision right-of-way for the purposes of building a bike trail. The City actually purchased the property from Anchor Associates who purchased the right-of-way from CSX Transportation. | Reggie Victor |
| 2002 | | | C&O | The KC Junction Tower in Covington, KY was torn down. KC Junction is a location where the C&O mainline to Russell, KY (heading east) split with the Louisville and Nashville (L&N) lines going south. L&N trains used C&O tracks from Cincinnati to this point. | Reggie Victor |