



This map shows the Cincinnati, Hamilton & Dayton Railroad and connecting railroads in 1891 -- 40 years after the CH&D began operations.

The Railroads of Butler County -- Page 8

Toledo. Those cities were reached by the Dayton & Michigan. The D&M was completed to Toledo in September 1859, and leased to the CH&D in 1863. The railroads operated as one system.

In 1865, the CH&D allied with the Erie Railroad, providing access to New York and other eastern points, and the Ohio & Mississippi, which linked Cincinnati and St. Louis.

Cincinnati, Hamilton & Dayton mileage from Cincinnati

Butler County stations/stops in bold face

Miles	Location	Miles	Location
0	Cincinnati	30.1	Overpeck
1.5	Gest Street	31	Busenbark
2.6	Brighton	33.8	Trenton
3.4	Fairmount	37.6	Middletown
4.9	Southside	40.2	Poasttown
5.5	Northside	44	Carlisle
6.6	Winton Place	49.3	Miamisburg
7.6	Ivorydale	51.3	Whitfield
8.7	Elmwood Place	59.2	Dayton
9.4	Carthage	74	Tipp City
10.3	Rensselaer	79.2	Troy
10.6	Hartwell	87.9	Piqua
11.2	Maplewood	99.2	Sidney
11.8	Wyoming	106.9	Anna
12.8	Park Place	111.9	Botkins
13.6	Woodlawn	119.1	Wapakoneta
15	Glendale	125.4	Cridersville
17	Crestvue	132.1	Lima
18.5	Muhlhauser	144.3	Columbus Grove
19.2	Jones Station	150.3	Ottawa
21.2	Fairsmith	157.7	Leipscic
22.8	Schenck	166.2	Deshler
24	Lindenwald	177.1	Weston
24.7	South Hamilton	182.9	Tontogany
25.5	Hamilton	194.2	Perrysburg
26	North Hamilton	201.1	Rossford
26.6	Old River Jct.	202.9	Toledo
27.9	New River Jct.		
28.7	Armco	259.1	Detroit
28.7	Middletown Jct.		

In 1869, the CH&D acquired another line northwest from Hamilton, the Eaton & Hamilton Railroad whose connections included Richmond, Indianapolis and Chicago.

Its western business improved in 1872 when the CH&D took over operation of the Cincinnati, Hamilton & Indianapolis Railroad, extending west from Hamilton through Oxford to Indianapolis.

By the 1870s, the CH&D was a linchpin in a loosely-organized national railroad system. Its connections made it attractive to speculators and railroad barons intent on creating and controlling a national network.

Names like Gould, Vanderbilt, Morgan and other ambitious entrepreneurs were associated with the CH&D.

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Facts from an 1868 CH&D report:

757 people employed in operating the 60-mile railroad (Cincinnati-Dayton).

28 miles per hour, average speed of its express passenger trains, including stops.

10 mph, average speed of freight trains.

657,632 passengers hauled during year.

230,039 tons of freight carried.

\$469,833.56 passenger income.

\$54,835.71 mail and express income.

\$694,107.84 freight income.

\$37,259.86 other income.

\$308,463.21 profit for year.

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CH&D traffic volume also was reflected in inventories of its rolling stock.

In 1858, the roster included 22 locomotives, 28 passenger cars and 369 freight cars. Ten years later, there were 34 locomotives, 30 passenger cars and 437 freight cars.

In 1914, the 1,015-mile CH&D operated 232 locomotives, 8,999 freight cars and 88 cabooses. Other cars included 104 passenger and baggage cars, five parlor, seven buffet-parlor, three cafe-coaches, two dining cars, 25 baggage, 11 mail and 15 mail-baggage cars -- an overall total of 9,732.

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In October 1885, the CH&D said it brought 1,300 carloads of freight into Hamilton, an average of about 43 per day. There was no estimate of outbound freight, which was believed to have been greater.

Two years later in the same month, a newspaper observed that "the side tracks of the CH&D are blockaded with freight cars. The road is unable to handle the business, the volume is entirely too great."

In 1886, it was estimated that the annual freight bill of business leaving Hamilton on the CH&D was between \$250,000 and \$300,000. Passenger revenue at the depot added another \$100,000 to the CH&D income.

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By 1891, its 40th year, CH&D tracks ran north from Cincinnati through Hamilton to Dayton, Lima, Toledo and Detroit, and west from Hamilton to Indianapolis and Springfield, Ill., and north from Hamilton to Middletown, in addition to several short branches.

Connections included Chicago from Indianapolis via the Monon Railroad; St. Louis from Indianapolis over the Vandalia line (part of the Pennsylvania); and between Dayton and the east over the Erie. (See map on page 7)

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One of the strangest financial twists involving the CH&D was in 1905 when it was purchased by J. P. Morgan and Co., as agent for the Erie Railroad.

F. D. Underwood, president of the Erie, was in Europe when the \$12 million sale was announced. He returned to the U. S. immediately and took an inspection tour of the CH&D and the Pere Marquette, then controlled by the CH&D.

Underwood, after the tour, refused to approve the deal. He asked that it be rescinded because the CH&D financial condition had been falsely reported by railroad officials.

J. P. Morgan, who completed the sale without commission, agreed to repurchase the CH&D from the Erie, involving a loss of several million dollars for Morgan.

The New York manipulator later placed the CH&D in receivership and formed an agreement with the Baltimore & Ohio for eventual purchase of the CH&D.

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Richard S. Simons and Francis H. Parker, authors of Indiana Railroads, on the CH&D's relationships with the Pere Marquette and the Chicago, Cincinnati & Louisville (later the C&O through western Butler County):

"The Cincinnati, Hamilton & Dayton Railway, which controlled the Pere Marquette



CH&D logo, 1894

Railroad, acquired the CC&L and it then came under PM control from 1905 to 1908. This was to be part of 'the Great Central Route' that the CH&D attempted to create through itself, the PM and the CC&L. The plan collapsed when the two parent companies went bankrupt in 1905 and annulled the CC&L acquisition."

The Pere Marquette -- including a Grand Rapids-Michigan City-Chicago mainline and some branch lines -- incorporated Sept. 20, 1899, as a merger of three upper Midwest companies. It was merged into the Chesapeake & Ohio April 1, 1947.

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Edward Hungerford, a B&O historian, on the state of the CH&D in its final years as an independent railroad:

"The Cincinnati, Hamilton & Dayton was a historic American railroad, once proud and comparatively rich, which had become a football between politicians and railroad promoters. Once an extremely well maintained property, it had been permitted to deteriorate sadly. Its cars and its engines, as well as its 900-odd miles of mainline track, were in bad condition while its financial position was well-nigh hopeless. No longer could it take care even of its most pressing money needs."

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July 27, 1917 -- as U. S. soldiers prepared to fight in World War I -- one of the Midwest's leading railroads passed into oblivion.

In June, the Cincinnati, Hamilton & Dayton Railroad had been purchased at auction in Dayton by the Baltimore & Ohio Railroad. A federal court ordered the sale "to satisfy claims and debts that have engulfed it."

Friday morning, July 27, the CH&D name and logo disappeared as hundreds of signs were painted over or replaced with B&O identities.

Included in the purchase were: (1) the mainline from Cincinnati to Hamilton, Dayton, Lima, Toledo and Detroit; (2) a 90-mile Delphos branch from West Milton through Versailles, Celina and Spencerville to Delphos; and (3) the

165-mile Ironton line, southeast from Dayton to Ironton, Ohio. The B&O paid \$3.5 million for 368 CH&D miles. Not included were the Cincinnati, Indianapolis & Western, which was organized as a separate corporation, and the Cincinnati & Richmond, the line from Hamilton to Richmond, Ind., that had been acquired several years earlier by the Pennsylvania Railroad.

CH&D Chronology

Dec. 9, 1835, representatives from Hamilton, Rossville (Hamilton's West Side), Dayton, Miamisburg, Franklin, Middletown and Monroe met in Hamilton to urge the building of a railroad between Cincinnati and Dayton.

March 2, 1846, Cincinnati & Hamilton Railroad chartered by the Ohio legislature.

March 15, 1849, Ohio General Assembly revisions included renaming the C&H the Cincinnati, Hamilton & Dayton Railroad.

March 5, 1851, the Dayton & Michigan Railroad chartered. Opened from Dayton to Troy in 1853, to Piqua in 1854, to Sidney in 1856 and to Toledo Sept. 1, 1859. The 141-mile D&M operated as one railroad with the CH&D.

Sept. 18, 1851, first train arrived in Hamilton over the Cincinnati, Hamilton & Dayton Railroad.

May 1, 1863, the Dayton & Michigan was leased to the Cincinnati, Hamilton & Dayton.

June 20, 1864, the broad-gauge Atlantic & Great Western (later the Erie Railroad) completed its line into Dayton and the next year obtained trackage rights over the CH&D between Dayton and Cincinnati. From Cincinnati west, the Erie had rights on the broad-gauge Ohio & Mississippi to St. Louis.

Feb. 16, 1869, Cincinnati, Richmond & Chicago (formerly the Hamilton & Eaton) ceased operations and leased in perpetuity to the CH&D Railroad.

Nov. 19, 1872, Junction Railroad sold to the CH&D for \$1.89 million, and renamed the Cincinnati, Hamilton & Indianapolis.

Sept. 17, 1886, Cincinnati & Richmond Railway Co. announced purchase of the Cincinnati, Hamilton & Dayton route between Hamilton and Richmond, Ind. C&R (part of the Pennsylvania Railroad) began work in the spring of 1887 on a new line between Cincinnati and Hamilton.

May 1, 1891, CH&D secured control of the Cincinnati, Dayton & Ironton and the Cincinnati, Dayton

& Chicago railroads, bringing CH&D's total mileage, owned and leased, to 651 miles.

July 12, 1895, Cincinnati & Dayton Railway Co., formerly the Louisville, Cincinnati & Dayton, became part of the Cincinnati, Hamilton & Dayton. Also on this date, the CH&D consolidated the Cincinnati, Dayton & Ironton and the Cincinnati, Dayton & Chicago into one company.

Aug. 1, 1902, the Cincinnati, Hamilton & Indianapolis (controlled by the CH&D) combined with the Indiana, Decatur & Western and renamed the Cincinnati, Indianapolis & Western. CI&W mainline extended west from Hamilton to Springfield, Ill.

July 1904, the CH&D acquired the majority of the stock of the Pere Marquette Railroad, and CH&D leased the PM. The CH&D annulled the lease in 1905. Also in 1905, the Erie Railroad briefly acquired the CH&D. CH&D controlled the Pere Marquette from July 1904 until September 1907.

July 1, 1909, Baltimore & Ohio agreed to acquire CH&D at the end of seven years.

July 4, 1910, deadliest railroad accident in Butler County history, 24 killed, about 35 injured. Crash near West Middletown involved a CH&D freight and a rerouted New York Central passenger train.

June 7, 1917, the Cincinnati, Hamilton & Dayton Railroad purchased by the Baltimore & Ohio Railroad at auction in Dayton after federal court order April 20-21 to sell the CH&D "to satisfy claims and debts that have engulfed it."

June 20, 1917, CH&D reorganized as the Toledo & Cincinnati Railroad, a wholly-owned subsidiary of the B&O. Dec. 23, 1944, the T&C was deeded to the B&O.

July 27, 1917, the Cincinnati, Hamilton & Dayton became part of the Baltimore & Ohio Railroad.

Dec. 31, 1962, Interstate Commerce Commission approved Chesapeake & Ohio acquiring stock control of the B&O.

(For later developments, see B&O, C&O, Chessie and CSX chronology, page 105.)

Henry S. Earhart envisioned Butler County's first railroad

Henry S. Earhart -- a Hamilton resident for 60 years -- is credited with envisioning the Hamilton Hydraulic and the Cincinnati, Hamilton & Dayton Railroad, two projects that shaped the city's future and character. With John W. Erwin and John C. Skinner, he was part of a three-man team that developed much of the region's transportation systems.

Earhart was born Feb. 17, 1800, east of Franklin in what later became Warren County. He moved to Butler County in 1822 when he and an uncle, John L. C. Schenck, established a store in Jacksonburg in Wayne Township.

March 10, 1823, he married Elizabeth Tapscott. They became the parents of four sons and a daughter.

The family moved to Hamilton in 1826. Earhart became a volunteer fireman in 1828 and remained active in Hamilton fire companies for many years. His work was related to those duties. As a representative of the Protective Insurance Company of Cincinnati, he is regarded as Hamilton's first resident insurance agent.

He was one of the Hamilton trustees when a brief Hamilton and Rossville merger failed in 1831. Later, he was a Hamilton city council member (1854 to 1859) when a permanent merger became effective in 1855. He also served the city as an engineer.

In the 1840s, he was one of the original trustees of Greenwood Cemetery and assisted John W. Erwin in its planning and layout.

His major interest was civil engineering, a profession for which he had no formal training. It was in that role that he left his mark on the area. In the 1830s, he was involved in building turnpikes in the area, including the Hamilton, Rossville, Darrtown, Oxford and Fairhaven Turnpike (now Ohio 177 northwest from Hamilton to the Indiana border).

The idea for the hydraulic came as Earhart searched for a lost cow north of Hamilton. As he walked, he noted that the countryside there was higher than the land in downtown Hamilton. He surmised that the dramatic fall in the river -- with some of its water diverted into a canal -- could provide power for mills and factories in the city.

At his urging, the Hamilton and Rossville Hydraulic Company was formed. Water started flowing through the system in 1845. Earhart was treasurer of the company, a private venture, and involved in its construction.

Completion of the hydraulic attracted industries looking for affordable, reliable power and cheap transportation, the latter in the form of the Miami-Erie Canal that had been serving the city for about 17 years.

Overpeck on the CH&D

According to the 1875 Butler County Atlas, this was "the residence, station, mill & blacksmith shop of J. E. Overpeck" at Overpeck in St. Clair Township.

The Overpeck station was 4.6 miles north of the CH&D's Hamilton station.

