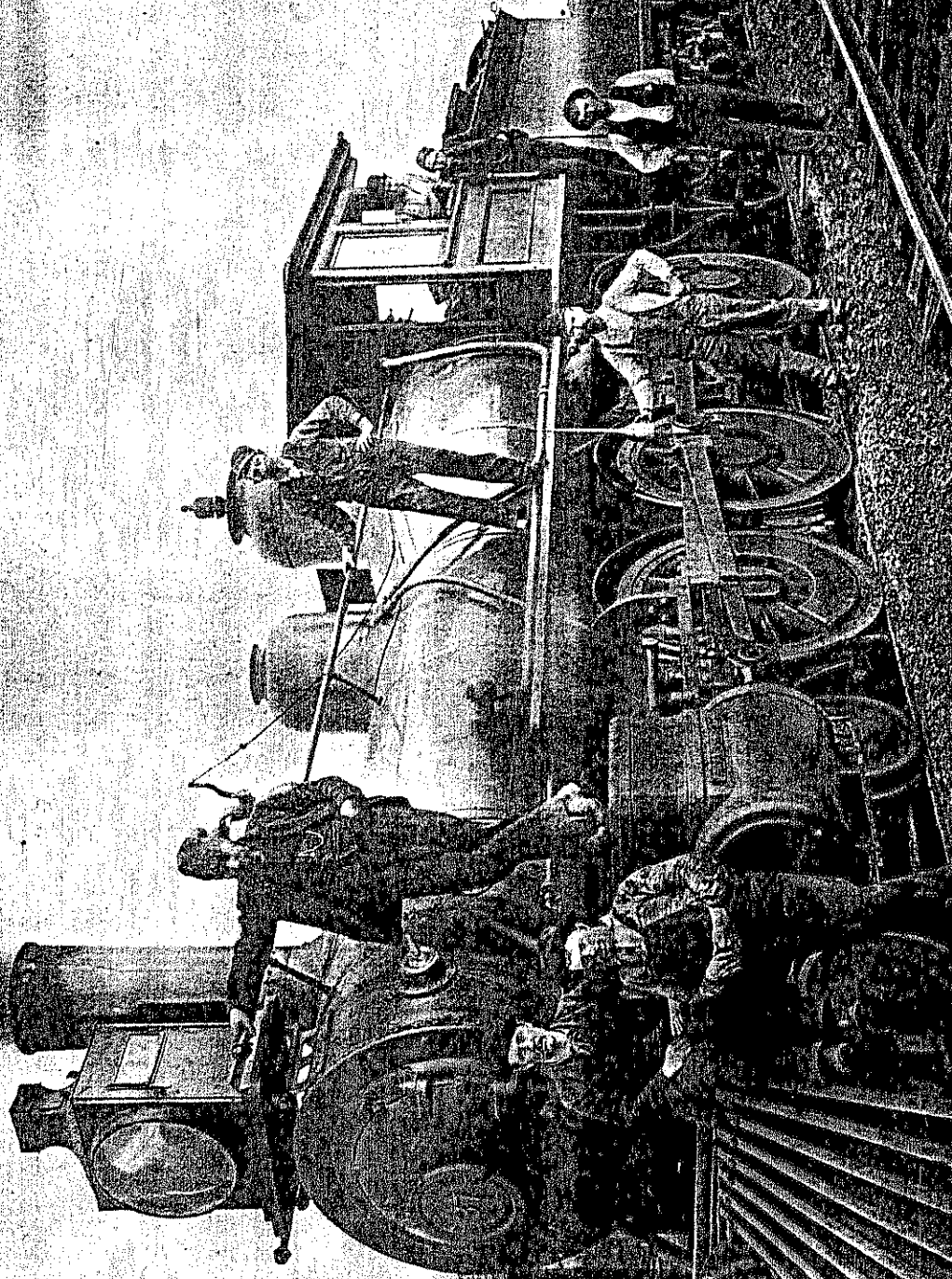


Good  
Leads  
Route



Single  
gauge

Standard 1887  
gauge

1892

Charles Keller  
D.C.  
Morris

Fisher

George Pullman to manufacture the railroad sleeping car he perfected. The product was a success, of course, and the Pullman name became a household word. In 1891 the firm started building electric street cars. In 1899 the firm's name was changed to *Pullman Company*.

The Pullman-Standard Car Manufacturing Company of Chicago was organized in 1934 as a subsidiary of *Pullman, Inc.*, to consolidate car building following acquisition in 1930 of *Standard Steel Car Co.* During the 1960's, production included freight and passenger cars of most types as well as rapid transit equipment for subway and elevated systems.

Railway Motor Car Corporation of Philadelphia built gasoline and gas-electric rail cars from approximately 1905 to 1920.

Racine Wagon-Carriage Company operated in Racine, Wisconsin, from approximately 1900 to 1907 as a street car builder.

Railway Storage Battery Car Company of West Orange, New Jersey, was the name adopted in about 1913 for *Federal Storage Battery Car Co.* The firm produced battery-powered cars until the 1920's.

Ralston and Henry of Philadelphia, operating during the early 20th century, built work and freight cars.

Ralston Steel Car Company, Columbus, Ohio, was established in 1905. During its earlier years the firm pro-

duced dump cars and steel frames for wooden freight cars. The company later built all steel rail cars, reaching a production of 40 cars daily, and diversified with a subsidiary, Ralston Scales Co. The firm stopped production in 1953.

Ranlett Manufacturing Company of Laconia, New Hampshire, was formed in 1844 to build wagons but began constructing railroad freight cars in about a year. In 1870 Ranlett started building passenger coaches and in 1881 was reorganized as *Laconia Car Co.*

Rathbun and Company of Deseronto, Ontario, was a timber firm that built rail cars from 1890 until approximately 1910. The company's products ranged from freight cars to electric street cars.

Rhodes, Curry and Company, Ltd., of Amherst, Nova Scotia, was founded in 1893 and constructed cars for steam railroads as well as a few electric street cars used mainly in the eastern section of Canada. In 1909, the firm was consolidated into *Canadian Car and Foundry Co. Ltd.*

X The Rhode Island Locomotive Works was founded in 1866 by General Ambrose E. Burnside, who converted a Providence, Rhode Island, munitions factory into a plant for building engines. The plant produced more than 3,000 locomotives during the ensuing 35 years. The firm was controlled by International Power Co. from approximately 1893 until its consolidation in 1901 into *The American Locomotive Co.*

Rholfs and Schroder was a Seattle, Washington, firm operating in the rail car industry from the mid-1880's until

the 1890's. Its products include cable cars for the James Street and trolleys for the Grant Street Railway (both in Seattle).

The Richmond Locomotive and Machine Works, formed in 1886 at Richmond, Virginia, not only constructed locomotives but also built machines. The firm was consolidated in 1901 into *The American Locomotive Co.*

Richmond Tank Car and Manufacturing Company of Houston, Texas, was organized in 1948. The production in the mid-1960's included several types of tank cars.

Robinson and Moan was founded approximately 1885 in Waterloo as a horse street car builder. The firm moved to Chicago in 1888 and changed its name to *Northern C*

PRES  
STEEL



STEEL

OFFICE: PIT

- 1 — Ex-TC&StL 1. Disposition unknown.  
 3-9 — Ex-TC&StL, same numbers. Returned to owners Clark, Post & Martin April 18, 1889.  
 10-11 — Details lacking. These may have been TC&StL 39-40, Mount Savage 4-4-0's. Off the roster by the end of 1887.  
 12-16 — Ex-TC&StL 78-82. Renumbered 100-104 circa 1887. Converted to standard-gauge 0-6-0's 1889-1890.  
 17-22 — Ex-TC&StL 41-46. Renumbered 105-110 circa 1887. Converted to standard-gauge yard engines 1889-1890.  
 23-24 — Ex-TC&StL 37-38. No. 23 off the roster by 1887. No. 24 collapsed bridge at Bluffton on July 30, 1886, and was badly

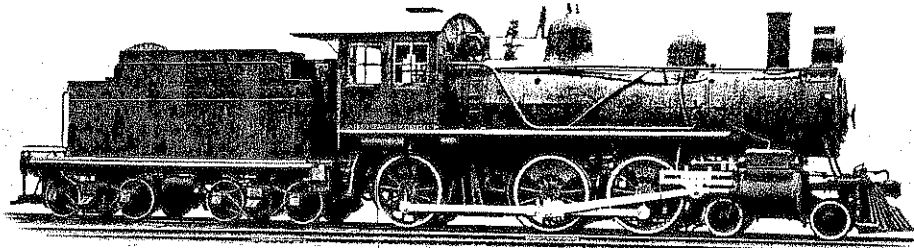
- damaged. Later used as a yard engine at Delphos. Renumbered 4 in 1887. Converted to standard gauge August-September 1888.  
 25-26 — Ex-TC&StL 83-84. Renumbered 6, 10 circa 1887. Converted to standard gauge and used in passenger service 1888-1889.  
 27-28 — Ex-TC&StL 85-86. Renumbered 3, 5 circa 1888. Converted to standard gauge August-September 1888.  
 91-95 — Ex-TC&StL, same numbers. No. 94 wrecked in bridge collapse near Frankfort December 27, 1886. Repaired and returned to service. All were converted to standard-gauge 0-6-0's at Delphos — 92 in October 1888, the rest in 1889.

### TOLEDO, ST. LOUIS & KANSAS CITY RAILROAD 1887-1900 Standard Gauge

| Number  | Type    | Builder      | Builder number | Date    |
|---------|---------|--------------|----------------|---------|
| 1       | 0-6-0   |              |                |         |
| 2       | 0-6-0   | Baldwin      |                |         |
| 3       | 2-4-6T  | Mason        |                | 1881    |
| 4       | 2-8-0   | Baldwin      | 5765           | 8-1881  |
| 2nd 3-4 | 0-6-0   | Rhode Island | 2840-2841      | 1-1893  |
| 5-6     | 2-4-6T  | Mason        |                | 1881    |
| 9       | no data |              |                |         |
| 10      | 2-4-6T  | Mason        |                | 1881    |
| 11-23   | 4-4-0   | Rhode Island | 1802-1814      | 6-1887  |
| 24-26   | 2-6-0   | Rhode Island | 1840-1842      | 9-1887  |
| 27-29   | 4-6-0   | Rhode Island | 2053-2055      | 10-1888 |
| 30-31   | 2-6-0   | Rhode Island | 1936, 1935     | 12-1888 |
| 32      | 2-6-0   | Rhode Island | 1938           | 12-1888 |
| 33-34   | 2-6-0   | Rhode Island | 1950-1951      | 12-1888 |
| 35-39   | 4-6-0   | Rhode Island | 2146-2150      | 1-1889  |
| 40-44   | 4-6-0   | Rhode Island | 2141-2145      | 2-1889  |
| 45-46   | 4-6-0   | Rhode Island | 2194-2195      | 12-1889 |
| 47-49   | 4-6-0   | Rhode Island | 2196-2198      | 2-1890  |
| 50      | 4-6-0   | Rhode Island | 2319           | 2-1890  |
| 51-54   | 4-6-0   | Rhode Island | 2540-2543      | 6-1891  |
| 55-58   | 4-6-0   | Rhode Island | 2566-2569      | 6-1891  |
| 59-60   | 4-6-0   | Rhode Island | 2574-2575      | 6-1891  |
| 61      | 4-6-0   | Rhode Island | 2806           | 8-1892  |
| 62-65   | 4-6-0   | Rhode Island | 2824-2827      | 8-1892  |
| 66-68   | 4-6-0   | Rhode Island | 2802-2804      | 9-1892  |
| 69-70   | 4-6-0   | Rhode Island | 2718-2719      | 9-1892  |
| 71-75   | 4-6-0   | Rhode Island | 2846-2850      | 1-1893  |
| 91-93   | 0-6-0   | Brooks       | 906, 918, 919  | 5-1883  |
| 94-95   | 0-6-0   | Brooks       | 930, 929       | 6-1883  |
| 100-104 | 0-6-0   | Hinkley      | 1595-1599      | 3-1883  |
| 105-110 | 0-6-4T  | Hinkley      | 1483-1488      | 1882    |

Road # 37

Retired + sold in 1905



Lima accepted six Rhode Island 4-6-0's as the Clover Leaf's down payment on five new H-9 Consolidations in 1922. Two of the 1892-1893 19 x 24's, 103 and 108, are known to have ended up on the Chicago, Attica & Southern. — *Collection of Roy W. Carlson.*

#### DIMENSIONS OF LOCOMOTIVES

| Number      | Cylinders | Drivers | Weight on drivers | Total weight | Boiler pressure | Tractive effort | Grate area |
|-------------|-----------|---------|-------------------|--------------|-----------------|-----------------|------------|
| 1           | no data   |         |                   |              |                 |                 |            |
| 2           | 18" x 24" | 48"     | 66,000            | 66,000       | 130             | 17,940          | 17.42      |
| 3, 5, 6, 10 | 14" x 18" | 48"     |                   | 76,000       |                 |                 |            |
| 2nd 3-4     | 18" x 24" | 50"     | 89,700            | 89,700       | 140             | 18,480          | 16.38      |
| 11-12       | 17" x 24" | 68"     | 60,350            | 94,950       | 150             | 12,975          | 17.32      |

turns north of Delphos. In the morning it went as far as Dupont and back and in the afternoon ran beyond Dupont to Continental Switch.

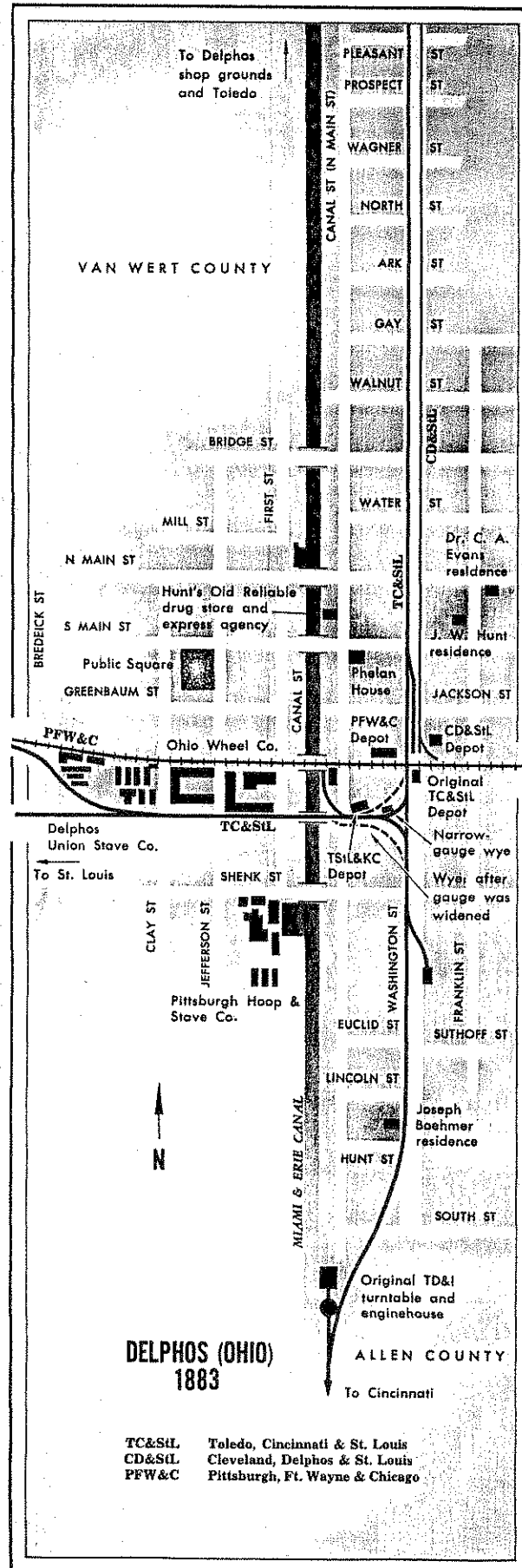
### THE MISSISSIPPI RIVER EXTENSION

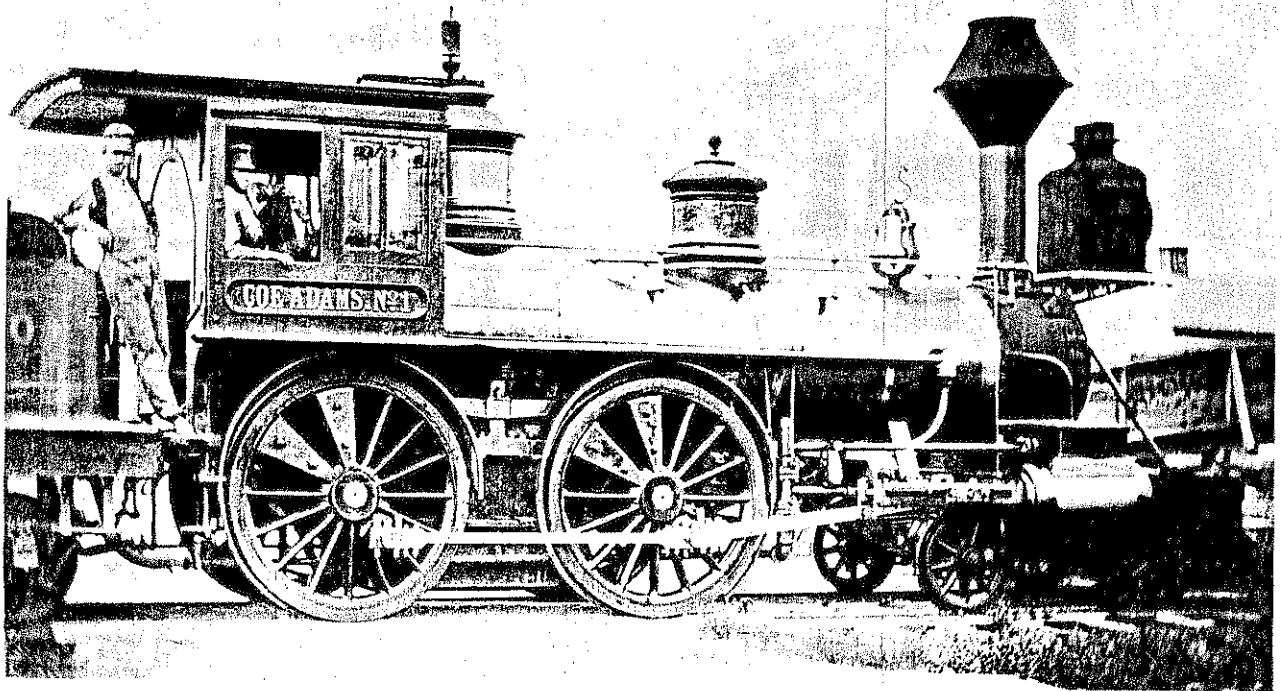
While Joe Hunt was busy extending the TD&I, Carey Evans and Joseph Boehmer were promoting a branch to connect Delphos with the Mississippi River at Burlington, Ia. They called their line the Toledo, Delphos & Burlington and planned to build about 175 miles of 3-foot gauge track from Delphos to a connection with the Havana, Rantoul & Eastern Railway near the Indiana-Illinois border. The HR&E had been organized to build about 130 miles of narrow-gauge road from Havana, Ill., to the Indiana line.\* The Mississippi at Burlington was about 65 miles northwest of Havana. The TD&B was projected through Willshire, O., and the Indiana towns of Decatur, Bluffton, Marion, Kokomo, and Frankfort. These latter two cities were then connected by the standard-gauge Frankfort & Kokomo which was to be acquired and converted to 3-foot gauge. At other points along the route, the promoters worked hard to generate local interest. They were well received at Bluffton and Willshire.

To connect Delphos with the F&K at Kokomo, Evans and Boehmer organized two companies, the Delphos, Bluffton & Frankfort Railroad and the Delphos & Kokomo Railway. The latter was chartered in Ohio on July 18, 1877, and subsequently Elias Dimmock located a route 25.7 miles long connecting Delphos with Willshire, an old settlement on the St. Marys near the Indiana border. The entire line traversed a dense stand of prime timber and touched but one community along the way. This was Venedocia, then a remote logging camp 8 miles west of Delphos. The D&K was built almost entirely with Willshire money, the 500 citizens of that town subscribing to \$68,000 of the road's stock. Contractor Gen. Hugh McKee began grading work on July 17, 1878, and by late summer had 30-pound iron rails laid as far as Venedocia. The D&K's solitary locomotive, a Baldwin 0-4-0 named *Hugh McKee*, opened this section with an excursion train on November 9, 1878. More than 200 riders were packed on the road's three flat cars, and an even greater number had to be turned away for lack of space. Much of the available room was taken up by the Germania Band which by now was a regular fixture on excursions out of Delphos.

During November McKee received 800 tons of rails and pushed the track toward Willshire, day and

\*The HR&E opened 40 miles of road between Alvan and Fisher, Ill., in 1876; was extended to West Lebanon, Ind., in 1878 and Leroy, Ill., in 1879. A portion of this 75-mile road between Leroy and Potomac, Ill., is now a standard-gauge branch of the Illinois Central.





*Coe Adams*, first locomotive on standard-gauge Frankfort & Kokomo, was built by Danforth & Cooke in March 1874. — Collection of John A. Rehor.

night. Although the D&K's subscriptions stipulated that the road was to be completed by the end of 1878, it was not until January 24, 1879, that the last rails were spiked down at Willshire. The inaugural run was made three days later. A small enginehouse was built at Willshire, a coach purchased, and a mixed train put on a daily-except-Sunday schedule. Though the schedule required an average speed of only 7 mph, the D&K's Baldwin seldom got over the road without jumping the track at least once. Still, little Willshire was highly pleased with its new railroad as evidenced by this dispatch from the town.

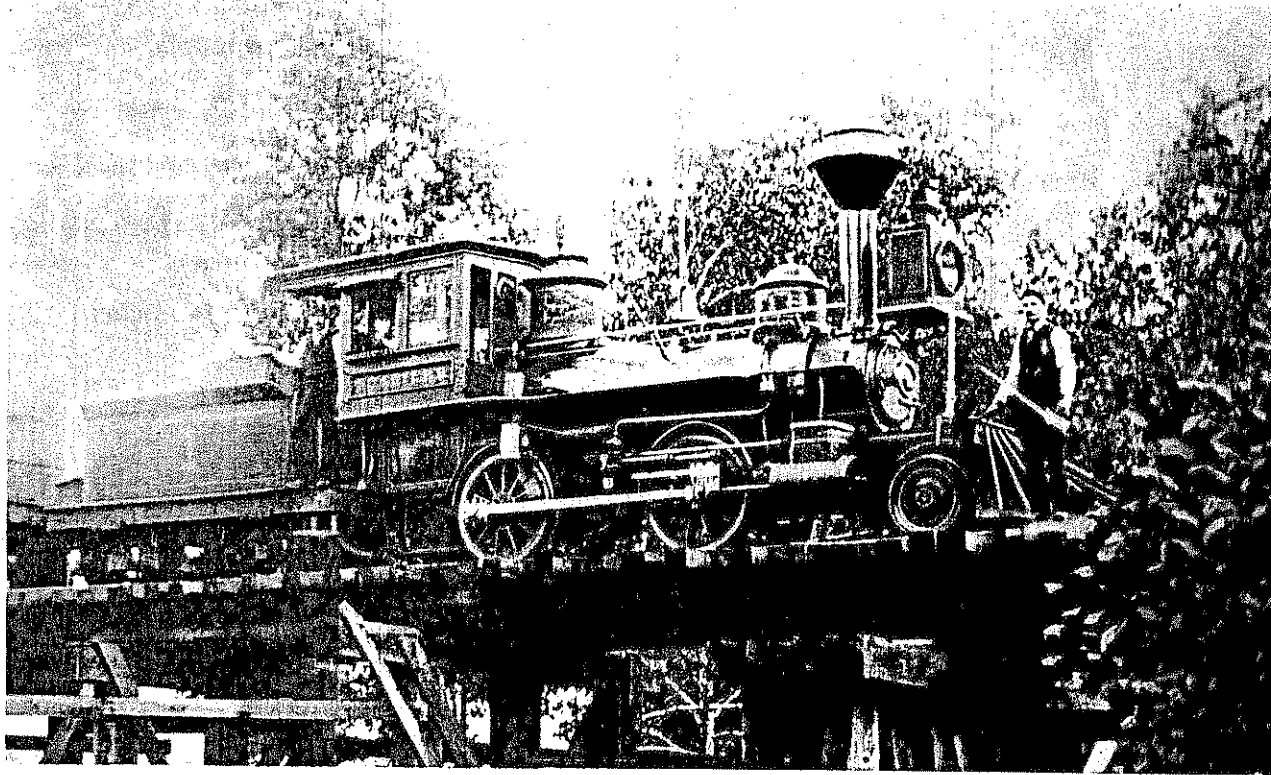
Old Willshire has thrown off her lethargy, and is up and doing, striving for the main chance; everything is activity . . . and all this is due to the Delphos & Kokomo Railway which now affords us the boon so long denied us — communication with the civilized world.

To bridge the 82 miles between Willshire and Kokomo, Evans and Boehmer incorporated the Delphos, Bluffton & Frankfort Railroad in Indiana on October 17, 1877. The clerk of the Wells County common pleas court at Bluffton, William J. Craig, became interested in the road and induced the county commissioners to take \$30,000 of the DB&F's capital stock. This was nearly all the money needed to build 13.8 miles of unballasted track between Bluffton and Warren. James Crosbie took the con-

tract to build the road and broke ground at Bluffton on July 8, 1878. DB&F's 30-pound rails were rolled at Indianapolis and its solitary locomotive was a handsome 14-ton Pittsburgh 4-4-0 named *Bluffton*. The road was opened on October 11, 1878, by an excursion to Warren where a capacity load of patrons were treated to an ox roast, a band concert, and many stirring speeches. The train was made up of the *Bluffton* and every car the road owned — a coach, a box car, and six flat cars.

Standard-gauge Frankfort & Kokomo Railroad, organized on December 27, 1870, bridged the 25 miles separating the towns in its corporate name. Construction began in 1873, and when bad weather forced a suspension of work late in December of that year, most of the grade was completed and 56-pound iron rails had been laid 3 miles out of Frankfort. Track laying was resumed on March 20, 1874, and eight days later the first train ran into Michigantown, 7 miles northeast of Frankfort. On May 27 the track reached Kokomo and a regular mixed train was put on the road on August 10, 1874. Prior to that date, the contractors Adams and Wells had operated week-end excursion trains. There were 20 freight cars, a coach, and a pair of 4-4-0 locomotives on the road. The 1873 panic wiped out the promoters of the F&K, and the contractors retained possession of the road providing service as business





Pride of the Delphos roundhouse, Little Giant's One-Spot was built in 1879 by Porter & Bell for Frankfort & State Line. It usually pulled the pay car, but is assigned to work train in this scene at Bluffton. — Collection of John A. Rehor.

warranted. After July 1876 the F&K's daily train was operated in conjunction with trains of the La Fayette, Muncie & Bloomington between Frankfort and Bloomington, Ill. The F&K was never ballasted or fenced and was up for sale from the time it opened. As early as the summer of 1879 C. A. Evans had made arrangements to lay a third rail on the road to accommodate the narrow-gauge trains of his proposed Toledo, Delphos & Burlington.

The Frankfort & State Line Railroad was the last link in the chain connecting TD&I and the Havana, Rantoul & Eastern. Promoted by Doctor Evans, the F&SL was to extend about 50 miles from Frankfort to a junction with the HR&E at the Wabash River near Attica, Ind. During the summer and fall of 1879 the F&SL constructed about 11 miles of 3-foot gauge track from Frankfort to Clark's Hill. The road owned one 18-ton Porter 2-4-0 and a caboose.

#### THE TOLEDO, DELPHOS & BURLINGTON RAILROAD

On May 23, 1879, the Toledo, Delphos & Indianapolis; Delphos & Kokomo; Delphos, Bluffton & Frankfort; and the Toledo & Maumee Narrow Gauge Railroad were consolidated to form the Toledo, Delphos & Burlington Railroad. The new company had a total of 112 miles of narrow-gauge lines in Ohio and Indiana including two short segments

which had no physical connection with the rest of the system. These were the former DB&F, which had yet to complete the 24 miles of line between Bluffton and Willshire, and the 14.8-mile Toledo & Maumee. The latter road antedated the rest of the system and extended from Toledo to Waterville, 27 miles north of the TD&I at Holgate. Organized on May 16, 1873, by Toledo parties, the T&M was opened on August 12, 1874, between Toledo and South Toledo, 7½ miles. Even by narrow-gauge standards the T&M was a crude affair with its 25-pound rail, 24-degree curves, and no ballast. A regular mixed train was operated on weekdays but the road was heavily dependent on week-end excursion traffic. The T&M opened with a 9½-ton Porter woodburner, a coach, box car, and two flat cars which it classed as observation cars. A second Porter engine and two more flat cars were added to the roster in 1875. An extension of the T&M, the Toledo & Grand Rapids Railroad, was organized by Gen. D. W. H. Howard and others of the town of Grand Rapids on March 28, 1874. This company completed a 5.67-mile grade between Waterville and Maumee City in 1876 and leased it to the T&M. On July 1, 1877, the road was opened simultaneously with an extension of the T&M into Maumee City.

During the summer of 1879 traffic on the TD&B's Delphos lines increased to the point where it far



### Condensed Schedule Between St. Louis and Toledo.

| EAST.                           |                                 | Distance<br>from<br>St. Louis. | (CENTRAL TIME.)<br>STATIONS. | Popu-<br>lation. | WEST.                           |                                 |
|---------------------------------|---------------------------------|--------------------------------|------------------------------|------------------|---------------------------------|---------------------------------|
| 4<br>Night<br>Express<br>Daily. | 3<br>Day<br>Express<br>Ex. Sun. |                                |                              |                  | 1<br>Day<br>Express<br>Ex. Sun. | 2<br>Night<br>Express<br>Daily. |
| 7 05 pm                         | 7 35 am                         | 0                              | Lv. St. Louis, Mo.           | 480000           | 9 10 pm                         | 7 58 am                         |
| 7 20 "                          | 7 50 "                          | 12                             | Ar. East St. Louis, Ill.     | 10000            | 8 55 "                          | 7 43 "                          |
| 7 46 "                          | "                               | 16                             | " " " " " "                  | "                | "                               | 7 18 "                          |
| 7 55 "                          | 8 28 "                          | 20                             | " " " " " "                  | "                | "                               | 7 12 "                          |
| 8 10 "                          | "                               | 25                             | " " " " " "                  | 6289             | 8 10 "                          | 7 00 "                          |
| 8 30 "                          | "                               | 34                             | " " " " " "                  | "                | "                               | 6 46 "                          |
| 8 36 "                          | "                               | 40                             | " " " " " "                  | 750              | "                               | 6 36 "                          |
| 8 47 "                          | 9 02 "                          | 46                             | " " " " " "                  | 1020             | 7 33 "                          | 6 29 "                          |
| 8 58 "                          | 9 12 "                          | 52                             | " " " " " "                  | 650              | 7 25 "                          | 6 03 "                          |
| 9 03 "                          | 9 34 "                          | 58                             | " " " " " "                  | 350              | "                               | 5 57 "                          |
| 9 32 "                          | "                               | 64                             | " " " " " "                  | 400              | 7 05 "                          | 5 23 "                          |
| 9 40 "                          | "                               | 68                             | " " " " " "                  | "                | "                               | 5 16 "                          |
| 9 55 "                          | 10 04 "                         | 74                             | " " " " " "                  | 1200             | 6 36 "                          | 5 02 "                          |
| 10 11 "                         | "                               | 83                             | " " " " " "                  | 293              | "                               | 4 44 "                          |
| 10 25 "                         | 10 52 "                         | 90                             | " " " " " "                  | 730              | 6 09 "                          | 4 30 "                          |
| 10 36 "                         | "                               | 95                             | " " " " " "                  | 624              | 5 45 "                          | 4 04 "                          |
| 10 52 "                         | 10 58 "                         | 103                            | " " " " " "                  | "                | "                               | 3 56 "                          |
| 11 02 "                         | "                               | 108                            | " " " " " "                  | 828              | 5 27 "                          | 3 44 "                          |
| 11 14 "                         | 11 16 "                         | 114                            | " " " " " "                  | "                | "                               | 3 23 "                          |
| 11 17 "                         | 11 27 "                         | 121                            | " " " " " "                  | 5500             | 5 05 "                          | 3 19 "                          |
| 11 31 "                         | 11 35 "                         | 125                            | " " " " " "                  | 200              | 4 39 "                          | "                               |
| 11 55 am                        | 11 50 am                        | 134                            | " " " " " "                  | 290              | 4 30 "                          | "                               |
| 12 10 am                        | 12 05 am                        | 139                            | " " " " " "                  | 350              | 4 20 "                          | "                               |
| 12 13 "                         | 12 09 "                         | 141                            | " " " " " "                  | 250              | 4 07 "                          | "                               |
| 12 17 "                         | 12 13 "                         | 144                            | " " " " " "                  | 350              | 3 51 "                          | "                               |
| 12 26 "                         | 12 22 "                         | 145                            | " " " " " "                  | 1000             | 3 35 "                          | "                               |
| 12 50 "                         | 12 47 "                         | 164                            | " " " " " "                  | 400              | 3 24 "                          | "                               |
| 1 07 "                          | 1 06 "                          | 170                            | " " " " " "                  | 780              | 3 08 "                          | "                               |
| 1 11 "                          | 1 17 "                          | 175                            | " " " " " "                  | 450              | 2 43 "                          | "                               |
| 1 27 "                          | 1 28 "                          | 181                            | " " " " " "                  | 625              | 2 27 "                          | "                               |
| "                               | 1 35 "                          | 186                            | " " " " " "                  | 224              | 2 08 "                          | "                               |
| "                               | 1 41 "                          | 190                            | " " " " " "                  | 328              | 1 53 "                          | "                               |
| 1 56 "                          | 1 56 "                          | 194                            | " " " " " "                  | 470              | 1 44 "                          | "                               |
| "                               | 2 12 "                          | 204                            | " " " " " "                  | 9900             | 1 18 "                          | "                               |
| "                               | 2 28 "                          | 211                            | " " " " " "                  | 327              | 12 57 pm                        | "                               |
| "                               | 2 39 "                          | 215                            | " " " " " "                  | 1050             | 12 49 pm                        | "                               |
| "                               | 2 45 "                          | 229                            | " " " " " "                  | 1174             | 12 30 pm                        | "                               |
| 2 48 "                          | 2 45 "                          | 234                            | " " " " " "                  | 720              | 12 10 pm                        | "                               |
| 3 10 "                          | 2 55 "                          | 235                            | " " " " " "                  | 13000            | 11 32 am                        | "                               |
| "                               | 3 15 "                          | 247                            | " " " " " "                  | 890              | 11 00 am                        | "                               |
| "                               | 3 42 "                          | 258                            | " " " " " "                  | 4000             | 10 33 am                        | "                               |
| "                               | 4 06 "                          | 262                            | " " " " " "                  | 3845             | 10 22 am                        | "                               |
| "                               | 4 27 "                          | 272                            | " " " " " "                  | 1092             | 10 02 am                        | "                               |
| "                               | 5 04 "                          | 281                            | " " " " " "                  | 850              | 9 45 am                         | "                               |
| 4 47 "                          | 5 04 "                          | 299                            | " " " " " "                  | 6900             | 8 50 am                         | "                               |
| 5 15 "                          | 5 35 "                          | 316                            | " " " " " "                  | 500              | 8 40 am                         | "                               |
| 5 37 "                          | 6 02 "                          | 329                            | " " " " " "                  | 850              | 8 25 am                         | "                               |
| 6 04 "                          | 6 32 "                          | 345                            | " " " " " "                  | 900              | 8 14 am                         | "                               |
| 6 30 "                          | 6 49 "                          | 353                            | " " " " " "                  | 1325             | 7 47 am                         | "                               |
| 6 39 "                          | 7 08 "                          | 363                            | " " " " " "                  | 1089             | 7 11 am                         | "                               |
| 7 10 "                          | 7 50 "                          | 379                            | " " " " " "                  | 658              | 6 55 am                         | "                               |
| "                               | 8 13 "                          | 384                            | " " " " " "                  | 1784             | 6 44 am                         | "                               |
| "                               | 8 31 "                          | 392                            | " " " " " "                  | 89000            | 6 25 am                         | "                               |
| "                               | 8 37 "                          | 394                            | " " " " " "                  | "                | "                               | "                               |
| 7 40 "                          | 8 27 "                          | 398                            | " " " " " "                  | "                | "                               | "                               |
| 8 05 "                          | 8 52 "                          | 411                            | " " " " " "                  | "                | "                               | "                               |
| "                               | 9 27 "                          | 428                            | " " " " " "                  | "                | "                               | "                               |
| "                               | 9 47 "                          | 438                            | " " " " " "                  | "                | "                               | "                               |
| 9 20 am                         | 10 20 pm                        | 444                            | " " " " " "                  | "                | "                               | "                               |
| "                               | "                               | 455                            | Ar. Toledo, Ohio.            | "                | "                               | "                               |

f Stop on signal. Light figures A. M. Dark figures P. M.  
 Buffet Vestibuled Sleeping Cars, trains 3 and 4. Buffet Reclining Chair Cars (seats free), trains 1 and 2.  
 Where time is omitted, trains do not stop.  
 Trains 3 and 4 daily. Other trains daily, except Sunday.  
 Accommodation train, Toledo to Delphos, daily, except Sunday, leaves Toledo 4.30 p. m., arrives at Delphos 7.25 p. m.; returning, leaves Delphos 5.30 a. m., arrives at Toledo 8.30 a. m.  
**J. E. DAVENPORT,** Passenger and Ticket Agent, 605 Olive St., ST. LOUIS, MO.  
**HENRY LIHOU,** Ticket Agent, Union Depot, ST. LOUIS, MO.

May. 1892  
 Time Table



### THROUGH CAR CONNECTIONS, EAST-BOUND.

#### PENNSYLVANIA CO.

Pittsburg, Fort Wayne & Chicago Railway.

VIA DELPHOS, OHIO.

| CLASS OF TRAINS.   |  | Day<br>Express<br>Ex. Sun.<br>No. 2.     | Night<br>Express<br>Daily.<br>No. 4. |
|--|--|--|--------------------------------------|
| Connecting with Clover Leaf Train No. 2.   |  | Lv. St. LOUIS, MO., Union Depot, 7 35 AM | 7 05 PM                              |
| Buffet Reclining Chair Cars, SEATS FREE, St. Louis to Toledo.  |  | Lv. East St. Louis 7 50 "                | 7 20 "                               |
| Sleeping Cars, Delphos to Pittsburg, New York and Washington, via Pittsburg and Pennsylvania R. R.   |  | Ar. Edwardsville, Ill. 8 28 "            | 8 10 "                               |
| Connecting with Clover Leaf Train No. 4.   |  | " " " " " " 11 50 AM                     | 11 55 PM                             |
| Buffet Sleeping Cars, St. Louis to Toledo.   |  | " " " " " " 3 15 PM                      | 3 10 AM                              |
| Sleeping Car, Delphos to Philadelphia, Pa., via Youngstown and Pittsburg; Sleeping Car, Pittsburg to Washington and Philadelphia; Dining Car, Delphos to Alliance, serving breakfast and dinner. |  | " Kokomo, Ind. 4 09 "                    | 3 57 "                               |
| Additional Trains leave Delphos, East-bound, 8.43 a. m. and 2.09 p. m., except Sunday.   |  | " Marion, Ind. 5 04 "                    | 4 47 "                               |
| Connecting with Clover Leaf Train No. 4.   |  | " Bluffton, Ind. 6 02 "                  | 5 37 "                               |
| Buffet Sleeping Cars, St. Louis to Toledo.   |  | " Decatur, Ind. 6 32 "                   | 6 04 "                               |
| Sleeping Car, Delphos to Philadelphia, Pa., via Youngstown and Pittsburg; Sleeping Car, Pittsburg to Washington and Philadelphia; Dining Car, Delphos to Alliance, serving breakfast and dinner. |  | " DELPHOS, OHIO 7 40 "                   | 7 05 PM                              |
| Additional Trains leave Delphos, East-bound, 8.43 a. m. and 2.09 p. m., except Sunday.   |  | Ar. TOLEDO, Un. Dep. 10 20 PM            | 9 20 AM                              |
| Connecting with Clover Leaf Train No. 4.   |  | Lv. DELPHOS, OHIO 9 12 PM                | 7 05 AM                              |
| Buffet Sleeping Cars, St. Louis to Toledo.   |  | Ar. Lima, Ohio 9 29 "                    | 7 24 "                               |
| Sleeping Car, Delphos to Philadelphia, Pa., via Youngstown and Pittsburg; Sleeping Car, Pittsburg to Washington and Philadelphia; Dining Car, Delphos to Alliance, serving breakfast and dinner. |  | " Forrest, Ohio 10 26 "                  | 8 21 "                               |
| Additional Trains leave Delphos, East-bound, 8.43 a. m. and 2.09 p. m., except Sunday.   |  | " Upper Sandusky, O. 10 46 "             | 8 53 "                               |
| Connecting with Clover Leaf Train No. 4.   |  | " Bucyrus, Ohio 11 17 "                  | 9 32 "                               |
| Buffet Sleeping Cars, St. Louis to Toledo.   |  | " Crestline, Ohio 11 45 PM               | 10 00 "                              |
| Sleeping Car, Delphos to Philadelphia, Pa., via Youngstown and Pittsburg; Sleeping Car, Pittsburg to Washington and Philadelphia; Dining Car, Delphos to Alliance, serving breakfast and dinner. |  | " Mansfield, Ohio 12 19 AM               | 10 42 AM                             |
| Additional Trains leave Delphos, East-bound, 8.43 a. m. and 2.09 p. m., except Sunday.   |  | " Massillon, Ohio 2 51 "                 | 1 00 PM                              |
| Connecting with Clover Leaf Train No. 4.   |  | " Canton, Ohio 3 07 "                    | 1 24 "                               |
| Buffet Sleeping Cars, St. Louis to Toledo.   |  | " Alliance, Ohio 3 40 "                  | 2 10 "                               |
| Sleeping Car, Delphos to Philadelphia, Pa., via Youngstown and Pittsburg; Sleeping Car, Pittsburg to Washington and Philadelphia; Dining Car, Delphos to Alliance, serving breakfast and dinner. |  | Ar. Pittsburg, Pa. 6 35 AM               | 6 50 PM                              |
| Additional Trains leave Delphos, East-bound, 8.43 a. m. and 2.09 p. m., except Sunday.   |  | " Eastern time one hour faster.          | "                                    |
| Connecting with Clover Leaf Train No. 4.   |  | Lv. Pittsburg, Pa. 8 00 AM               | 8 10 PM                              |
| Buffet Sleeping Cars, St. Louis to Toledo.   |  | Ar. Altoona, Pa. 11 50 AM                | 11 55 PM                             |
| Sleeping Car, Delphos to Philadelphia, Pa., via Youngstown and Pittsburg; Sleeping Car, Pittsburg to Washington and Philadelphia; Dining Car, Delphos to Alliance, serving breakfast and dinner. |  | " Harrisburg, Pa. 3 20 PM                | 3 30 AM                              |
| Additional Trains leave Delphos, East-bound, 8.43 a. m. and 2.09 p. m., except Sunday.   |  | " Baltimore, Md. 6 45 "                  | 6 20 "                               |
| Connecting with Clover Leaf Train No. 4.   |  | " Washington, D.C. 8 15 "                | 7 30 "                               |
| Buffet Sleeping Cars, St. Louis to Toledo.   |  | " Philadelphia, Pa. 6 50 "               | 6 50 "                               |
| Sleeping Car, Delphos to Philadelphia, Pa., via Youngstown and Pittsburg; Sleeping Car, Pittsburg to Washington and Philadelphia; Dining Car, Delphos to Alliance, serving breakfast and dinner. |  | Ar. New York City 9 35 PM                | 9 30 AM                              |

Additional Trains leave Delphos, East-bound, 8.43 a. m. and 2.09 p. m., except Sunday.



#### BALTIMORE & OHIO R. R.

VIA HOLGATE, OHIO.

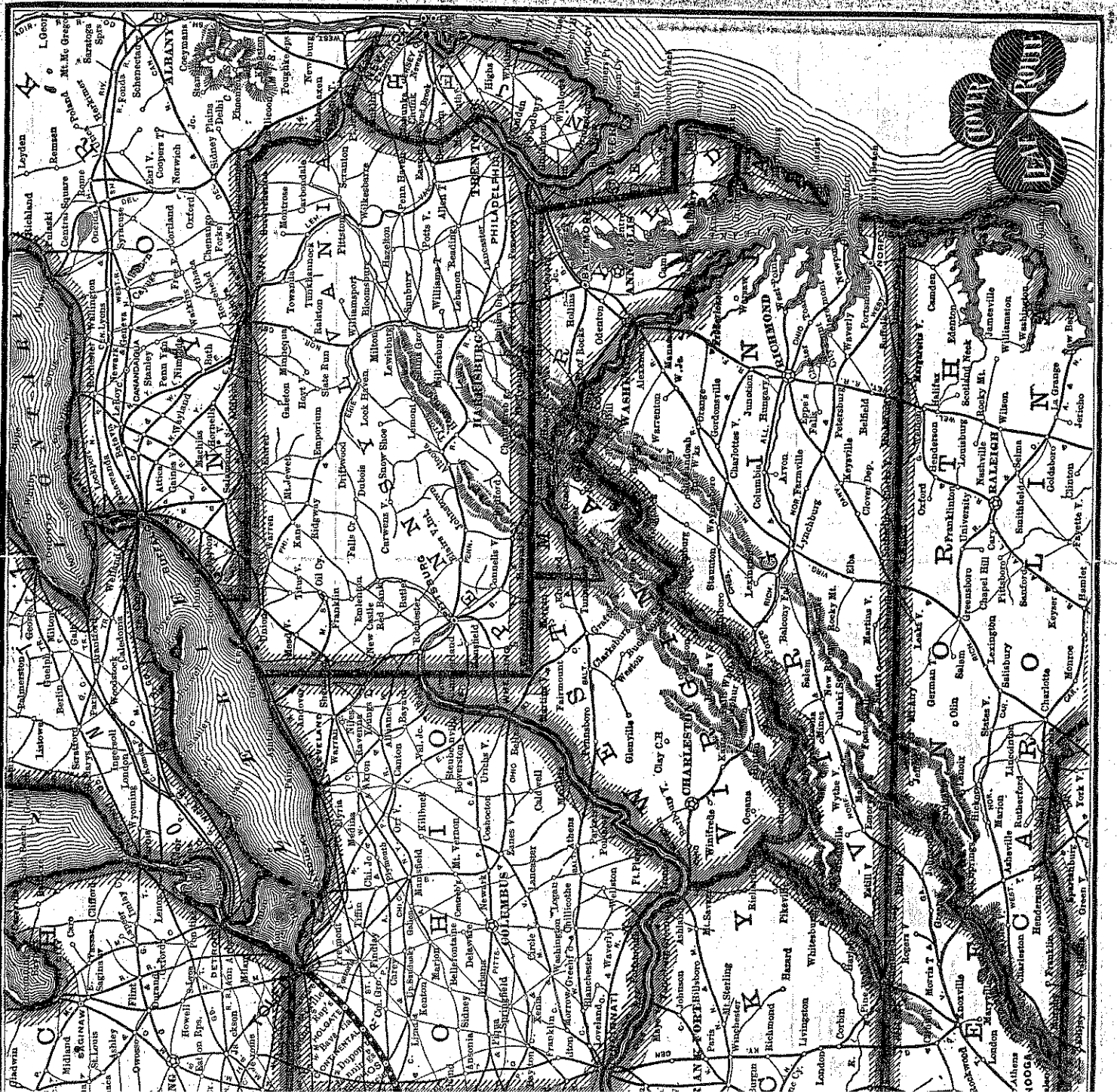
Trains leave Holgate, East-bound, 5.15 a. m., 3.50 p. m., 1.35 a. m. 2.18 p. m., except Sunday.

3.50 P. M. Train—Sleeping Cars, Holgate to Washington, Baltimore, Philadelphia, and New York.

1.35 A. M. Train—Sleeping Cars to Pittsburg.

All trains daily, unless otherwise noted.

*Down Leaf Route*



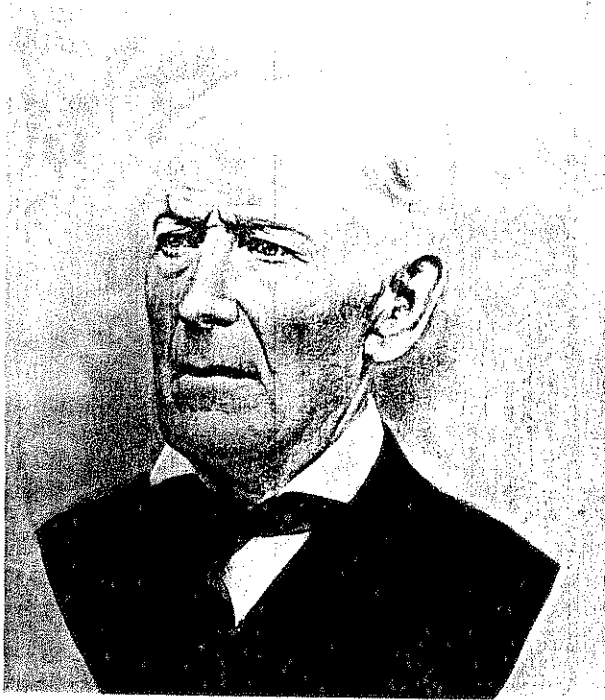


View of Willshire (O.) facilities in 1947. Narrow-gauge Delphos & Kokomo began operating between here and Delphos on January 27, 1879. — Clyde E. Helms.



## The Little Giant

THE Nickel Plate consolidation of 1923 brought to a close the colorful and impoverished history of the 450-mile Toledo, St. Louis & Western Railroad, better known as the Clover Leaf Route. Noted for its fast manifest freight trains, the Clover Leaf was endowed with a fair amount of bridge traffic moving eastward from St. Louis and Kansas City. Nevertheless, the road was in financial hot water during most of the 34 years it operated standard-gauge trains between East St. Louis, Ill., and Toledo, O. The Clover Leaf's perennial insolvency was largely attributable to the fact that it represented the principal remnant of that splendid narrow-gauge house of cards, the Toledo, Cincinnati & St. Louis. The TC&StL's imaginative promoters billed it as the "Little Giant Line — the Narrow Gauge System, which aims to gather and consolidate all the roads built upon the 3-foot gauge into one great and connecting chain which shall reach from the Atlan-



Joseph W. Hunt (1834-1879) was a druggist, narrow-gauge promoter. — *Collection of Walter T. Remlinger.*

tic to the Pacific." During its brief hour of glory, the Little Giant actually embraced more than 780 miles of narrow-gauge lines.

The era of narrow-gauge construction began in 1871 when the Denver & Rio Grande in Colorado and the Painesville & Youngstown in Ohio opened portions of road built to a gauge of 3 feet. Despite the economic doldrums of the 1870's, there were more than 8000 miles of narrow-gauge railways in operation in the United States by the end of 1881. Nearly one-third were in the states of Colorado, Ohio, and Texas. The typical narrow gauge was a flimsy affair with only the most superficial grading and unballasted track laid with 20- to 40-pound iron rails. Even the shallowest gullies were crossed on pile trestles — fills and iron bridges were luxuries few narrow-gauge roads enjoyed. Fences and cattle guards were equally rare. In general narrow-gauge practice, speeds of 15 to 20 mph were absolutely unsafe and derailments were part of the daily routine. Locomotives in use on these roads were both too heavy for the track and too light to overcome friction on the tortuous curves and grades. While some savings may have been realized in building a road to 3-foot gauge, the standards of construction precluded any possibility of economy in operation.

It is not difficult to find some logic in the building of narrow-gauge lines into the more remote regions of the West. These were seldom intended as permanent institutions and the amount of potential traffic hardly justified the expense of standard-gauge con-

struction. Narrow-gauge roads serving the mining camps of Colorado and Nevada enjoyed at least a degree of prosperity by charging exorbitant rates in the total absence of competition. The construction of more than 1200 miles of 3-foot gauge lines across the easy terrain of Ohio between 1871 and 1885 is another matter. At the end of 1881 there were 6664 miles of railroad lines in that state, about 1 mile to every 500 residents and 6 square miles of land area. Built for the most part to feed coal and wheat to navigable streams and Lake Erie ports, Ohio's early narrow-gauge roads failed to enjoy conspicuous success. Nonetheless, by 1880 there was growing support for the absurd notion that a narrow-gauge trunk system could successfully compete with established standard-gauge railways. The Toledo, Cincinnati & St. Louis was the manifestation of this concept, and its complete collapse in 1883 sounded the death knell of the narrow-gauge era.

#### DELPHOS

To the student of the narrow-gauge railway there are certain names irrevocably associated with it. Ophir, Alpine Tunnel, Orbisonia, Otto Mears—these and many more he knows and regards with veneration. In all likelihood he has never heard of Delphos, O., nor of Joseph W. Hunt, proprietor of "The Old Reliable Drug Store." Even in Delphos itself there is precious little to commemorate the narrow-gauge era or Joe Hunt. Both passed into oblivion many decades ago. All the same, when the narrow-gauge fever was everywhere in the land, the pharmacist of Delphos was concocting the prescription which would end the epidemic once and for all.

It would be difficult to conceive a more unlikely setting for narrow-gauge history than solid, Germanic Delphos. Located in the flat farmland of northwestern Ohio, it is one of those conservative and perpetually prosperous Buckeye towns that seem to pass unchanged from one generation to the next. In 1872 Delphos was a thriving community of 2000, comfortably situated on the Pittsburgh, Fort Wayne & Chicago Railway (Pennsylvania) and the Miami & Erie Canal, then in operation between Toledo and Cincinnati. To the north and southwest there lay almost a thousand square miles of virgin timber in the upper Maumee River basin, then known as the Black Swamp. One of the last great stands of the Central Hardwood Forest, the swamp was full of oak, hickory, black walnut, and chestnut—highly prized in the manufacture of furniture, wagon wheels, barrel hoops and staves, and tool handles. Delphos not only exported much milled lumber but became an important woodworking center in its own right.

Joseph Hunt, proprietor of the "Old Reliable,"