

THE GROWTH AND DEVELOPMENT

OF

THE PENNSYLVANIA
RAILROAD COMPANY

A REVIEW OF THE CHARTER AND ANNUAL REPORTS
OF THE PENNSYLVANIA RAILROAD COMPANY
1846 TO 1926, INCLUSIVE

BY

H. W. SCHOTTER

Assistant Treasurer

DECEMBER, 1927

of the Pennsylvania, Ohio & Detroit Railroad Company, all of the Capital Stock of which is owned in the interest of the Pennsylvania Railroad Company.

STEUBENVILLE & INDIANA RAILROAD COMPANY

While these roads extending in a northwesterly and southwesterly direction from the Pennsylvania Railroad terminus at Pittsburgh were aggressively pushing their respective lines to completion, the Management realized the importance and value of securing a more direct railroad communication with the rich agricultural and commercial section of the West lying about parallel with Philadelphia. The Steubenville & Indiana Railroad Company (now part of the Pittsburgh, Cincinnati, Chicago & St. Louis Railroad Company), which was chartered to build a line from Steubenville, O., to the Indiana State line, occupied this territory and had been diligently proceeding with the construction of its line without heretofore asking aid of the Pennsylvania Railroad Company. The gauge of the two roads was the same, affording a material advantage in the interchange of cars for through traffic, which unfortunately had not been the case in the exchange of business with the Ohio & Pennsylvania Railroad. The advantage in the form of a direct connection with the Steubenville & Indiana Railroad was offered to the Pennsylvania Railroad if it would guarantee the Bonds of the former company to the extent of \$500,000., the proceeds from the sale of which were to be used in the completion of its line between Steubenville and Columbus. This the Pennsylvania Railroad agreed to do, and with this guarantee the Company had reached the limit to which it could extend aid to roads in other States under the supplement to its Charter. The connection with the Steubenville & Indiana Railroad was to be made through the Pittsburgh & Steubenville Railroad, which was to be built from a connection with the Pennsylvania Railroad in Pittsburgh to Steubenville, and the completion of these roads, it was stated, would furnish the shortest route to Cincinnati and the middle West from Philadelphia and New York.