



Nov 1903:

The Panhandle is putting in an automatic electric bell at the High Street crossing in Covington. As a danger signal these bells are unreliable and practically worthless.

A new dining car service was put on between here and Indianapolis, Thursday. No. 32, due here at 11:25 am brings in a diner which is transferred to No. 7, due here at 12:23 pm.

1/23/1904:

So soon as spring opens, the Bradford yards are to be considerably enlarged. During the past week or so, their capacity has proven entirely inadequate to handle the business which the congested conditions at Columbus and elsewhere has crowded on the local yards. Last Saturday, five engines were "killed" at the Summit, being held out there so long to make room for trains here, that the water gave out and the fire was necessarily drawn. One crew had thirteen hours overtime. Several new tracks will be added to both yards, probably twelve in all, making this one of the largest yards west of Pittsburg.

3/19/1904:

A large force of men has been put to work at the Pan Handle water works station, north of town, to enlarge the reservoir. The work will probably require a month and will increase the capacity of the reservoir sufficiently, it is hoped, to provide an adequate supply of water for the engines during dry periods

4/30/1904:

Two world's fair special trains made up of dining, sleeping and baggage cars passed through yesterday forenoon. One from Washington carried many congressmen and senators and their wives;

the other had the Pennsylvania commissioners to the exposition and their families. Several little games of draw were in progress on the congressional train.

5/28/1904:

FARES TO ST. LOUIS

World's Fair Excursions via Pennsylvania Lines



The sale of excursion tickets over Pennsylvania lines to St. Louis, account of the World's Fair, will begin on Monday morning, April 25, five days in advance of the date of the formal opening of the Louisiana Purchase Exposition. The excursion fares from Bradford, O., are fixed as follows:

Tickets good for the season, returning any time to December 15th, will be sold every day at \$15 for the round trip.

Tickets good returning within sixty days, not later than December 15th, will be sold every day at \$13 for the round trip.

Tickets good returning within fifteen days will be sold every day at \$11 for the round trip.

Coach excursion tickets, with return limit of seven days, will be sold twice a week, every Tuesday and Thursday, beginning May 17th, until June 30th, at \$8 for the round trip, approximately one cent a mile. Coach excursion tickets are restricted to day coaches, whether on regular or special trains.

For further particulars, consult

C.E. Williams
Ticket agent, Bradford, O.

COACH, EXCURSIONS TO THE WORLD'S FAIR VIA PENNSYLVANIA LINES

Tuesdays and Thursdays, May 17, 19, 24, 29 and 31, coach excursions to the World's Fair, St. Louis, will be run via Pennsylvania Lines. On these dates excursion tickets to St. Louis will be sold at \$8.00, round trip from Bradford, O., good only in coaches of train leaving at 4 a.m.

Returning, tickets will be good only in coaches of regular trains leaving St. Louis station any time within seven days, including date of purchase. Return coupons of tickets sold Tuesdays will be good returning until the following Monday, inclusive, and those sold Thursdays will be good returning until the following Wednesday, inclusive. Address. C.E. Williams, Agent.

6/22/1904:

The Panhandle will run an excursion to Columbus, Sunday, June 26,

fare for the round trip, \$1.25, train leaves Bradford at 7:15 am, returning leaves Columbus at 7 pm.



The item published Saturday to the effect that No. 34 would be discontinued, which was taken from a Columbus daily, appears to be an error as the train is still running, although the matter of discontinuing it has been talked of for some time. Perhaps the officials changed their minds at the eleventh hour.

The Ohio special train for Prohibitionists to the national convention in Indianapolis, June 29-30, will leave Bradford at 12:33 noon, June 28. By notifying H. M Dershem, Gettysburg at once, how many wish to join this special, Prohibitionists can have this train stopped at any point in Darke county.

Within the next two weeks the Pan Handle will receive seven new passenger locomotives of the E-2 C class from the Eastern shops. As soon as the new engines are limbered up pulling freight trains they will be put in the passenger service pulling the fast trains to St. Louis.

6/29/1904:

It is said that No. 25 will be run in at least eight sections Saturday, carrying Tammany and other New York Democrats to the national convention at St Louis.

Thirty seven tickets were sold here for the Columbus excursion Sunday.

The new time card which went into effect Sunday morning cuts out train No. 34 which passed here eastbound at 5:02 pm, and makes No. 33, the 8:55 am westbound, a daily train. No change was made in the time of other trains.

The following is the new time card of the Indianapolis division effective Sunday May 15:

Westbound - No. 25, 4 am; No. 33, 8:55 am; No. 7, 12:23 pm; No. 19, 7:50 pm. No. 33 makes connection at with No. 31 at Richmond, arriving at St. Louis at 7 pm.

Eastbound - No. 10, 4:13 am; No. 18, 6:26 am; No. 32, 11:55 am; No. 20, 5:25 pm; No. 8, 8:45 pm; No. 24, 10:00 pm.

11/16/1904:

A terrific storm in the east delayed through trains several hours Monday.

The Panhandle will likely be double-tracked between Woodstock and Piqua, also Richmond and Indianapolis next summer.



Engineer F. M. Green, who has been assigned to the Ridgeville Turn run, brought his household effects down from Logansport yesterday and will occupy the new Dubois house on South Miami avenue.

Lineman Redinger has just replaced the company phones in the yards and offices with new style instruments and fixed up the lines for winter. He has put in upwards of fifty instruments along the line this summer.

C. W. Allen, freight brakeman, was killed at Columbus Saturday noon, by falling between the cars, his head was cut off and body badly mangled, twenty nine cars passed over him. The train was in charge of Conductor Neil and Engineer Mike Coffee. Allen was a young man and single and his home was at Conover.

2/25/1905:

NEW SLEEPING CAR SERVICE

Over the Pennsylvania lines between Bradford and Pittsburg.

New drawing room sleeping cars with smoking apartments have been placed in service over the Pennsylvania Lines leaving Bradford at 10 pm, arriving Pittsburg at 6 am.

An order has been sent out from the general offices of the Pennsylvania railroad providing that all freight engineers and fireman and men in charge of the shifting engines in the yards shall wear uniforms after the same patterns as those adopted by the passenger crews some few months ago.

5/03/1905:

The Pennsylvania is using the telephone quite extensively in the operation of trains in the vicinity of Columbus. It was announced Monday that telephones for the use of trainmen by which they may notify signal men that trains are in the clear have been installed at Marble Cliff, Hilliards, Plain City, Unionville and Woodstock.

5/10/1905:

The new block signal system will be put in operation today on the Indianapolis division, the work of fitting up various stations having delayed matters.

Brakeman H. N. Morris, of the west end, who has been having serious trouble with his eyes, is much improved and expects to return to work in about a week.



Brakeman I. F. Snyder of the east end was badly squeezed between two cars near Columbus Saturday. His injuries while painful are not considered serious.

5/31/1905:

A scrap among two of the Italians employed in the yards, Saturday night, resulted in one being seriously wounded, stabbed three times in the side. The injured man is said to have been the aggressor, is reported dead as we go to press.

6/03/1905:

An Erie passenger train ran into a Pan Handle train at Urbana Thursday noon, piling up on the tracks with debris, no fatalities.

Another Fatality

Walter Heffner Meets Death In the Yards

Caught Between the Cars and Crushed to Death

At 10:50 Wednesday night, while Conductor Bigler's yard crew was handling a string of cars for the repair track, Walter Heffner was caught and crushed so seriously that he died in a few hours. He was driving a knuckle pin in a coupler between two cuts when the engineer backed up and caught him. The open space between the track is so narrow that in giving the signal to move forward it looked like one to back up to the engineer, George Schlofman, who moved the cars back cautiously, but Walter did not notice them coming and failed to get out of harm's way. He was taken to Dr. Minton's office where an examination showed the injuries to be fatal and he died in the course of a few hours. The remains were taken to his home on South Miami avenue between three and four o'clock. Undertaker I. B. Miller took charge of the remains.

Funeral services to be held this morning, meet at the house at 9, going hence to the C. P. church, where Rev. Ryall will conduct the services. Interment at Harris Creek cemetery.

Walter was one of the most popular of the yard men among his fellow workmen, of a genial obliging disposition, every man was his firm friend. Was about 25 years of age, with a wife and two children. The blow falls particularly heavy upon his mother, coming in less than a year after his brother Harley's death in the yards. The sympathy of the entire community goes out to the bereft mother and wife.



6/07/1905:

Harry Iddings, a nephew of Judge Iddings, formerly employed as a telegrapher on the Pan Handle, later at Troy, has been appointed agent of the Big Four at Arcanum.

6/10/05:

A big "battleship" locomotive on the Peoria and Eastern division on the Big Four at Savona, became unmanageable Wednesday, at a crossing and dashed into a Cincinnati Northern train. The wreck crew worked twelve hours to fish the monster out of the mud. Trains were detoured via Greenville. Several cars were derailed. None of the trainmen were hurt.

7/08/1905:

The wreck crew was called to Jordan's Thursday night, to replace a derailed car.

Earl Miller, an employee of the Pennsylvania railroad, went to New Madison and Weaver's Station, Thursday to repair cars. As a boy of 16 years, Earl is most competent to enter that kind of service.

Engineer L F. Chamberlain, of the East End is confined to his Columbus home by a severe attack of lumbago.

Work commenced on the west end of the overhead track at Covington, Monday. A narrow gauge track will be constructed in order to operate a steam shovel. Four car loads of tools for the excavation for abutments for the new bridge have arrived.

12/20/1905:

Engineer "Billy" Davis, of the west end, met with an accident at Greenville Wednesday, which is likely to cost his life. He was leaning out of the cab window to get a better view of the tracks on account of the fog when he struck a car on the siding which was not quite in the clear, knocking him senseless. Upon examination it was found that his skull was crushed, besides several other wounds. At last advices his chances appear rather slim.

Conductor and Mrs. R. T. Hughes stopped over Thursday night with their children, leaving yesterday for Van Wert county, to spend the holidays with relatives about the old homestead.

Under a new schedule in effect Nov. 26, 05 passenger trains over the Pennsylvania Lines leave Bradford station as follows:

East: No. 10, 4:32 am; No. 18, 6:10 am; No. 32, 11:55 am; No. 20, 5:12 pm; No. 8, 8:40 pm; No. 24, 10:15 pm.



West: Indianapolis Division, No. 25, 4:03 am; No. 33, 8:55 am; No. 7, 12:23 pm; No. 19, 7:50 pm.

West: Chicago Division, No. 41, 6:25 am; No. 21, 10:03 am; No. 33, 3:30 pm; No. 3, 12:15 midnight.
For particular information on the subject apply to C.E. Williams, Agent.

3/17/1907:

General Foreman Weaver tells us that an average of 1000 cars per month were repaired here in 1906, and he expects to have additional men and facilities to increase the output this year.

No. 29, the 18-hour train, fastest in the world, passed through here yesterday noon, owing to floods east, which have put the Ft. Wayne line out of business, the line through here is one of the few roads in the country which is running trains without interference from the high waters.

3/28/1907:

Sermon for railroad men, their families and friends, Sunday night, at the Presbyterian church, at 7:30. All railroad men of the different departments are invited to attend. The song "Life is Like a Mountain Railroad" will be sung by the quartet. Text Amos 4:12.

6/13/1907:

The first passenger train over the new track through, or rather over Covington, was No. 21, Monday morning, in charge of Conductor Hughes and Engineman Costello. Probably this honor was given "Dick" because of being the oldest passenger conductor on the division. The new line rides well and gives a much better view of Covington.

8/26/1908:

SPECIAL TRAIN SERVICE

To Greenville, Darke County Fair via Pennsylvania Lines, August 26-27.

Train leaves Bradford 8:25 am. See Agent Williams.

10/11/1913:

Engineer May, who is in charge of the Pennsylvania railroad improvement through Piqua, states that at one o'clock next Monday afternoon the first train will run over the new tracks.



12/9/1916:

It has been rumored to us thru an Urbana newspaper, that Car Inspector Jesse Stafford, of Bradford, has entered the sacred realm of wedlock. Marrying Miss Ruth Hess, daughter of Mrs. Joseph Hess, of Urbana.

4/12/1919:

Trophy Train on April 17

Victory loan trophy train No. 2 is scheduled to pass through Miami county on Thursday, April 17th. The schedule is as follows: Piqua, arrive at 6 am, and leave at 1 pm; Covington, arrive at 1:20 pm and leave at 4 pm; Bradford, arrive 4:15 pm and leave at 10:30 pm.

These trophy trains are to be about doubly as attractive as the ones used before and they were well worth seeing. Each train consists of six cars and there are on the trains every conceivable, transportable trophy of the world war. Speakers of note accompany each train, heroes of the actual fighting.

6/30/1919:

A number of changes have been made on the local division of the Pennsylvania because of the installation of thirty of the big new U.S. engines. These engines are capable of drawing a train of 5,000 tons and consequently the trains are longer and not so many. Thirteen brakemen have been let out and a number of firemen, while a number of engineers have been put back to firing engines.

5/5/1922:

Two special trains carried the crowds from Greenville, Bradford and Gettysburg to Richmond to attend the Billy Sunday meetings, May 3. Over a thousand attended this meeting from Greenville, besides 300 or more from Gettysburg and Bradford.

8/18/1922:

The dining car of No. 34 struck a broken rail on Friday afternoon of last week, in Piqua just over the Main Street elevated crossing, when the forward trucks of the car were almost completely turned over but the remaining trucks jumped the gap the wheels resumed their places on the track and passed safely over the bridge spanning the river.

Many lives were in danger and the train was delayed about two hours. Flaws in the rail was supposed to be the cause.



4/20/1923:

Robert H. Duhl of Columbus fell from a cut of cars in the Piqua Yards Thurs morning, and was cut in half. He had been at work less than two hours.

8/31/1923:

Nearly 200 tickets were sold by Agent Rosser for the Chicago excursion Sunday.

4/27/1923:

Several cars belonging to freight train No. 10 eastbound were derailed Tuesday about 9 am near the Summit between Covington and Piqua, making a bad mixup. The cars were loaded with hogs and cattle, and quite a number of the hogs were killed. The train was a fast freight loaded with stock and perishable frieght for eastern points. Wrecking crews from the Bradford yards soon cleared the tracks, traffic being interrupted on the eastbound track for a few hours.

Only one person was injured and that following the wreck. Ernest Bender, employed at the Bradford yards, was accidentally struck on the head as he was trying to open the door of a derailed cattle car. He was taken to Memorial Hospital, Piqua, where he is suffering from scalp wounds, but he is not thought to be seriously hurt.

4/27/1923:

Passenger train No. 114, met with an accident at the water tower, about 3 miles west of Greenville. Tuesday morning, two passenger coaches being derailed and the track torn up for quite a distance. Traffic delayed for several hours, but none of the passengers was hurt by reason of the accident though they were badly shaken up.

The accident is said to have been caused by a broken rail, and wrecking crews from Bradford and Richmond were soon sent to the scene.

The monetary loss to the railroad company will amount to considerable.

8/10/1923:

\$3.50 round trip to Chicago Sunday, August 12. Tickets good going and returning in coaches only on regular trains leaving Bradford 12:55 am and leaving Chicago 10:30 pm (Central Time). Pennsylvania Railroad System.



2/11/1927:

Some 75 men have been recruited for laying the new steel rails between here and Fletcher on the Pennsylvania.