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C & M Railroad

For the Cleveland & Marietta, the story began in 1869. General A. J. Warner and General Rufus Dawes, both from Marietta, joined with other capitalists from Washington, Noble and Guernsey Counties to form the Marietta & Pittsburg Railroad Company.

These men had noticed that oil was being hauled from the booming Macksburg fields to Marietta over muddy roads. Coal was being shipped down the Ohio River from Pittsburg to Marietta. The need and potential markets for a railroad seemed clear.

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In 1880 the line became the Cleveland & Marietta. By then connections with the B&O in Cambridge and the Pan Handle Line at Newcomerstown which were starting to make the new C&M Railroad profitable.

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The road Gould acquired now reached from Marietta to Dover, as far north as it was to get. It served Washington, Noble, Guernsey and Tuscarawas Counties.

In 1885 the Cleveland & Marietta Railroad, which ran from Marietta to Dover via Noble County, found itself in receivership. On March 30 the United States Circuit Court for the Southern District of Ohio issued a report on the struggling line. It was bought by the Pennsylvania Railroad in 1899.

Newcomerstown Railroads

The Steubenville & Indiana Railroad goes from Steubenville by way of Uhrichsville to Coshocton. The road from Steubenville to Newark was in Newcomerstown in 1851 and was opened for traffic in April 1855. but as it had no connection east or west, it did not prosper and before 1860 passed into receivership. It finally was merged with the Pennsylvania Railroad 1867, by which time direct connection had been established both to the east and to the west.



Pennsylvania railroad Marietta Division "C&M"



LATE 1890s

PEOPLE'S
SCHOOL
LATE

ST. LOUIS ENTERTAINERS
Cy. Young is at Hot Springs now getting ready for the coming baseball season. When Cy. struck St. Louis a few days ago, he was given the freedom of the city under escort of the mayor and other high officials. There never was a more popular baseball player than the big fellow, and his gentlemanly conduct has made him thousands of friends among the baseball fanciers.—Uhrichville Chronicle.

X-75-1899

A NEW DEPOT.

Newcomerstown people have for years felt that they had ought to have a new depot—or two new depots—and at last they are about to be gratified. A new union depot has been begun. It will not be of great proportions, it is understood, but will be of nice design. Newcomerstown people may consider themselves quite lucky that they are getting such an improvement to their town.—Uhrichville Daily Chronicle.

4-12-1899

THE WORK BEGUN.

Last Thursday work was begun here on the site for the proposed new union depot. The work has been carried on rapidly and quite a large amount of earth has been removed. We have no information on the subject as to what kind of a structure it will be but owing to the large amount of traffic and the steady increase it is experiencing it will be necessary to have a good sized and complete building.

The Panhandle company is also piping water from the water tank here to each end of the depot where pen-stocks will be erected and Newcomerstown will become a watering station for through trains.

4-12-1899

TAKING SHAPE.

The new freight depot at the junction of the Panhandle and C. & M. railroads is rapidly nearing completion. While rather small for the amount of business it must take care of it will give more of an opportunity to handle the freight of both roads and will furnish better office accommodations for the clerks. The passenger depot will be located just across the track and will be begun upon completion of the freight depot.

Newcomerstown News
April 12, 1899

15
3
Work around the yards and along the railroads here is being steadily pushed along and the improvements become more marked and noticeable every day. Track is being laid, the new depot is nearing completion, and the thousand and one little things necessary to get things in proper shape are keeping gangs of men at work all the time. An extra gang of carpenters came to this city this week and are working on the bridge west of town making it ready for the second track. The yards here are completely filled with cars loaded with new steel rails and these are being unloaded as fast as possible. Around the depots janitor Wm. Stewart has made things look better and he is kept pretty busy cleaning up all the time.

7-12-1899

HENRY WOLF.

Henry Wolf, residing on the plains west of town, died Monday night at his home, aged 76 years. Mr. Wolf was one of the oldest residents of this vicinity and was known to all as a man of sterling integrity whose friends were legion. He was the last of a family of twelve and leaves four children to mourn his loss: Albert, Mrs. T. P. Leland and Mrs. Grant Emerson, of this city, and Mrs. Birney, of near Bowerston. The funeral services will be held today, Wednesday at 1 o'clock P. M. from the M. P. church at Isleta, with interment in Waggoner's cemetery.

4-12-1899

HARD AT WORK.

Work has been begun at the site of the new depot in this city in earnest. The lumber is being unloaded and shaped up and the foundations put in for the freight depot on the south side of the Panhandle track. The building will be two stories high and will contain sufficient office room for all the clerks employed here. In the passenger depot there will be none except the ticket agent and express agent.

On the other side of the track workmen have been busy putting in a second pen-stock for the purpose of letting the engines take water and have moved the signal posts over to the north side of the track and moved the outside or west bound track over about a foot. The new track is being laid rapidly at the east end of town and it will not be long until it is connected.

IN THE NEW QUARTERS.

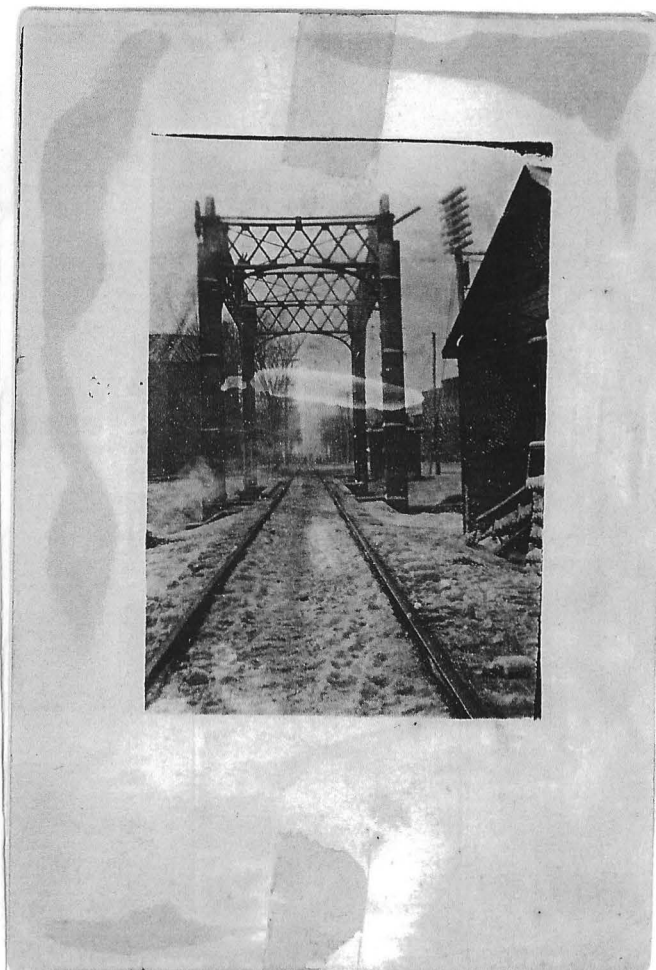
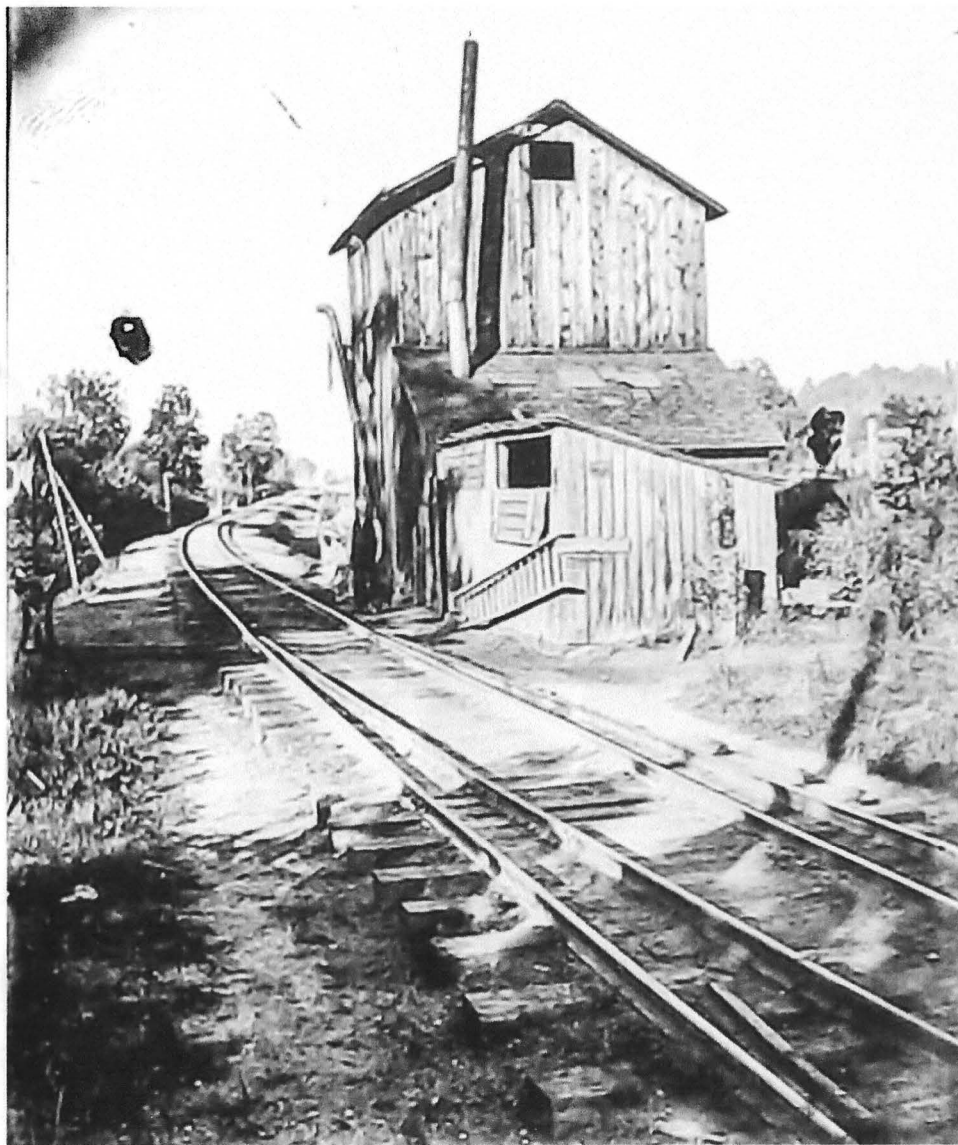
The Panhandle freight clerks transferred all their belongings, office equipments, records, trash, dust, etc., to the new freight depot last Wednesday and Thursday and are now comfortably located in their new "cock-loft," which gives them a beautiful view of the surrounding territory and makes work easier and better service possible. With the inauguration ceremonies of the new building the old shell which had been doing service as a freight house for the C. & M. was taken down and out quicker than immediately, and an additional improvement in the surroundings was effected.

At about the same time two cars were lifted from their trucks and installed near the junction of the two roads, and the ticket agent's effects were transferred thereto. These were put into service as temporary waiting and baggage rooms and Monday the transformers went to work on the old depot. This structure is rapidly becoming "nit," and when the C. & M. depot is likewise the transformation will be complete.

The foundation for the new passenger depot is about all in and work will soon begin on the structure proper.

A BAD POSITION.

Last Wednesday while Marshal Tidrick was strolling up the C. & M. tracks he came across a strange lad who seemed to be taking life easy. The boy was lying in the shade under some cars with his head on one rail and his feet on the other, with the wheels of a car almost against him. Had an engine bumped into the cars the lad would have been minus both ends at once, but he seemed to be unconscious of his danger. The marshal ascertained that he was (supposed to be) from Cambridge and ordered him to move on. We don't mean that he was ordered to move on just because he hailed from Cambridge but just on general principles.



C + M CANAL BRIDGE

5

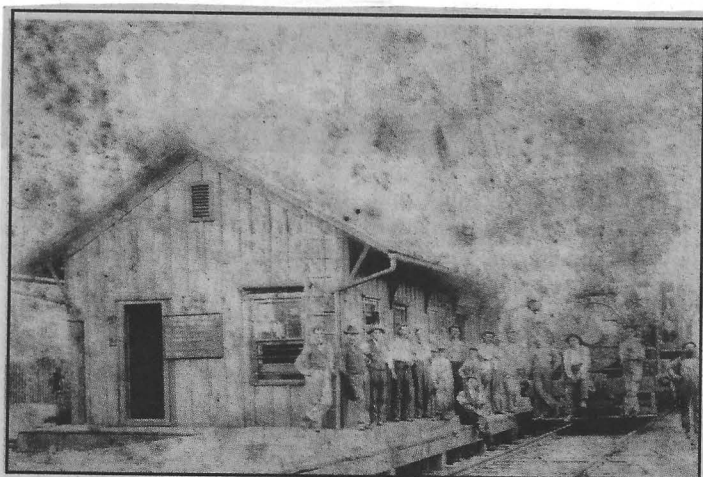
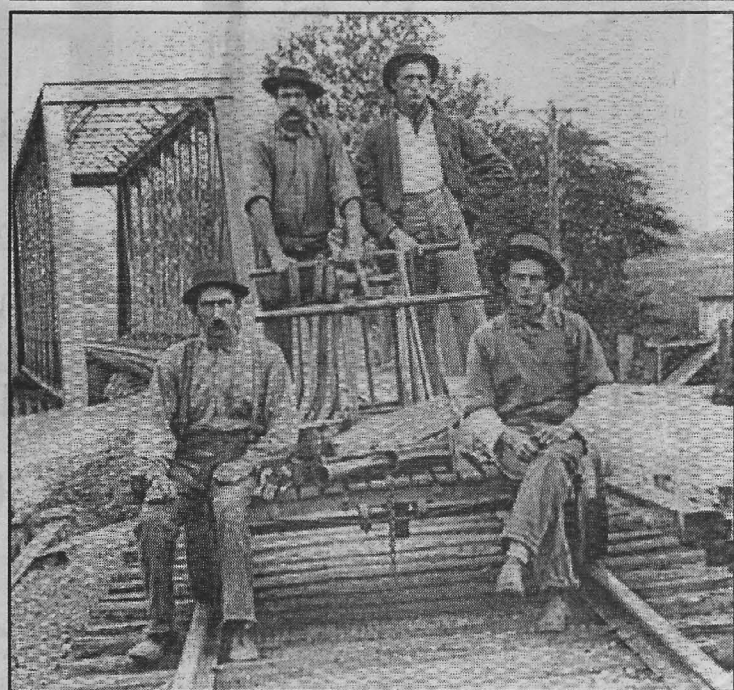
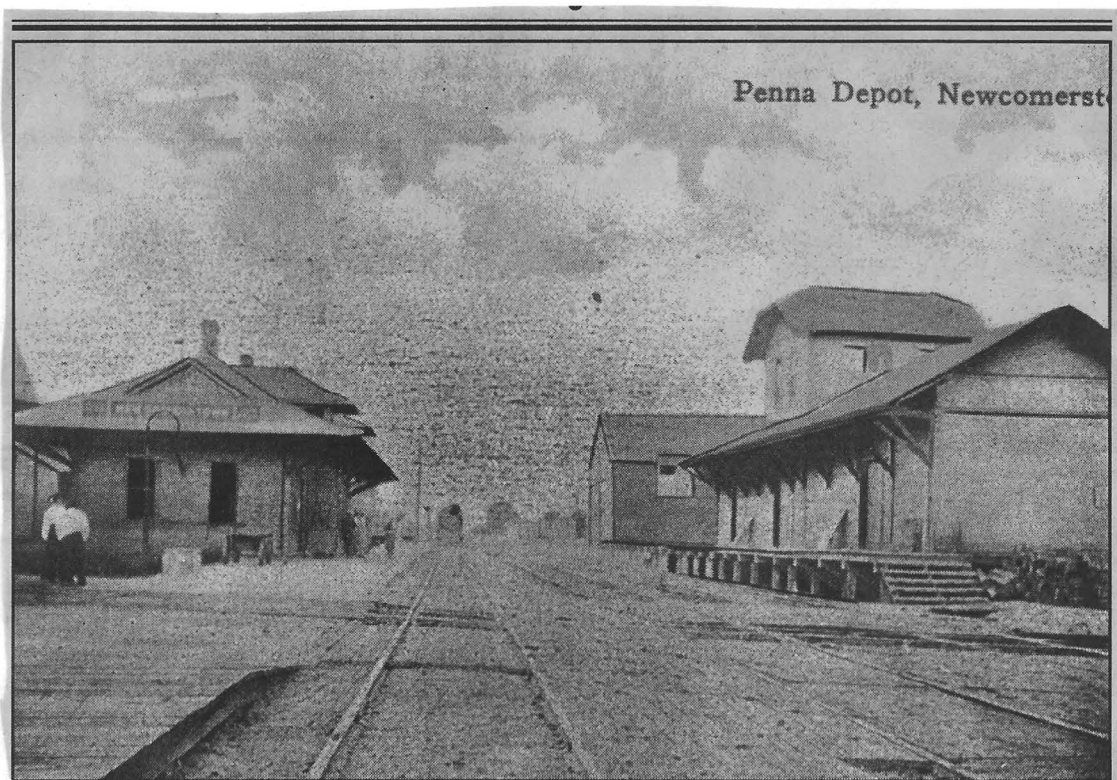


Photo courtesy of William Casteel
Pictured is the original C&M (Cleveland & Marietta) railroad depot at Newcomerstown that was built in 1851, ten years before Lincoln's visit in February 1861. This building was replaced by a much larger structure in 1899.

*PENNSYLVANIA RR COMPLETED 1855
C+M.R.R. COMPLETED IN 1873*



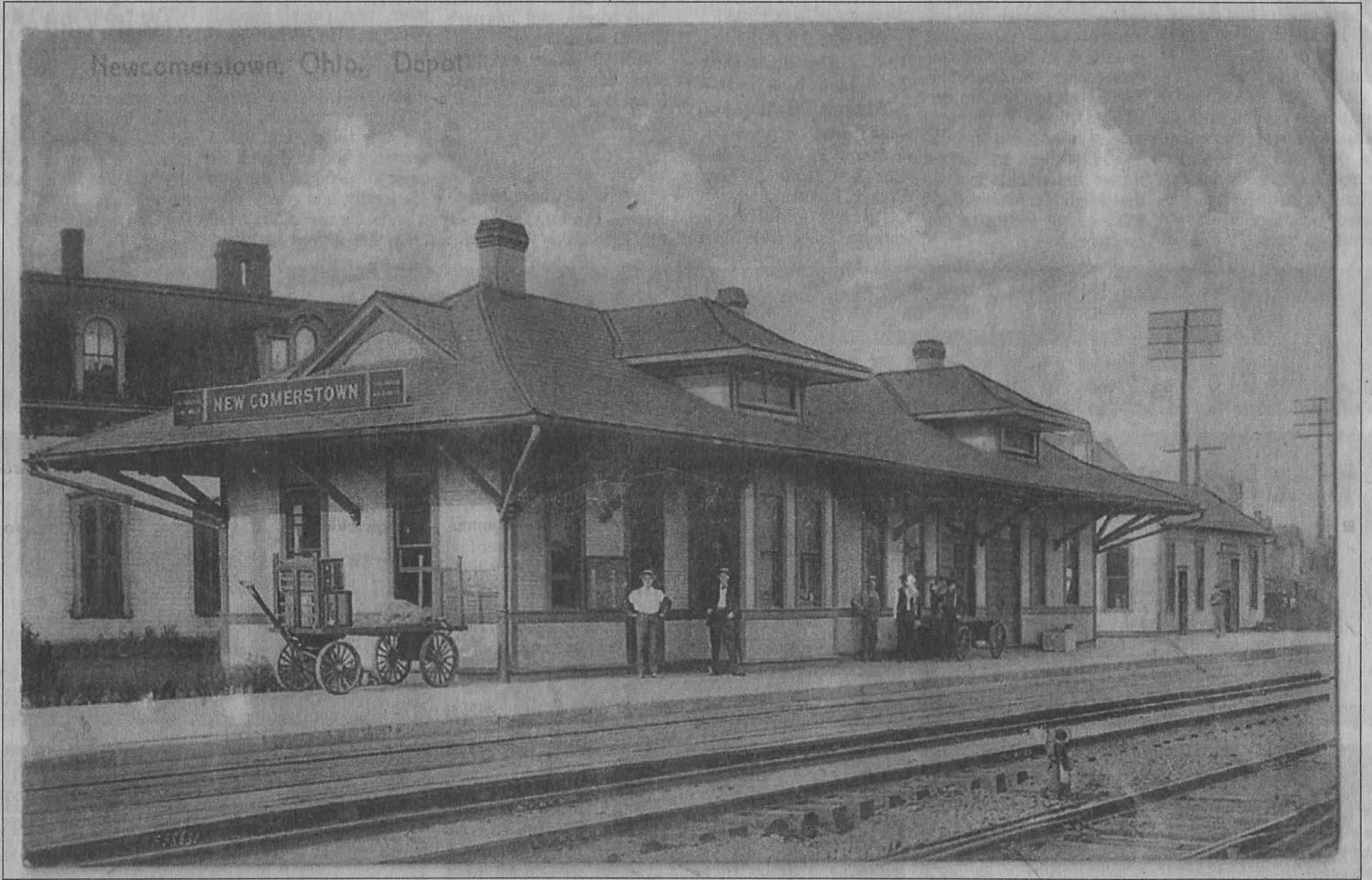
The Cleveland and Marietta Railroad section crew at Birds Run is pictured in the 1890s to early 1900s. The C&M rail system ran from Marietta to Dover with its main shops in Cambridge and a mainline connection with the "Panhandle" section of the Pennsylvania Railroad at Newcomerstown. (Photo courtesy of Dave Apple, West Lafayette)

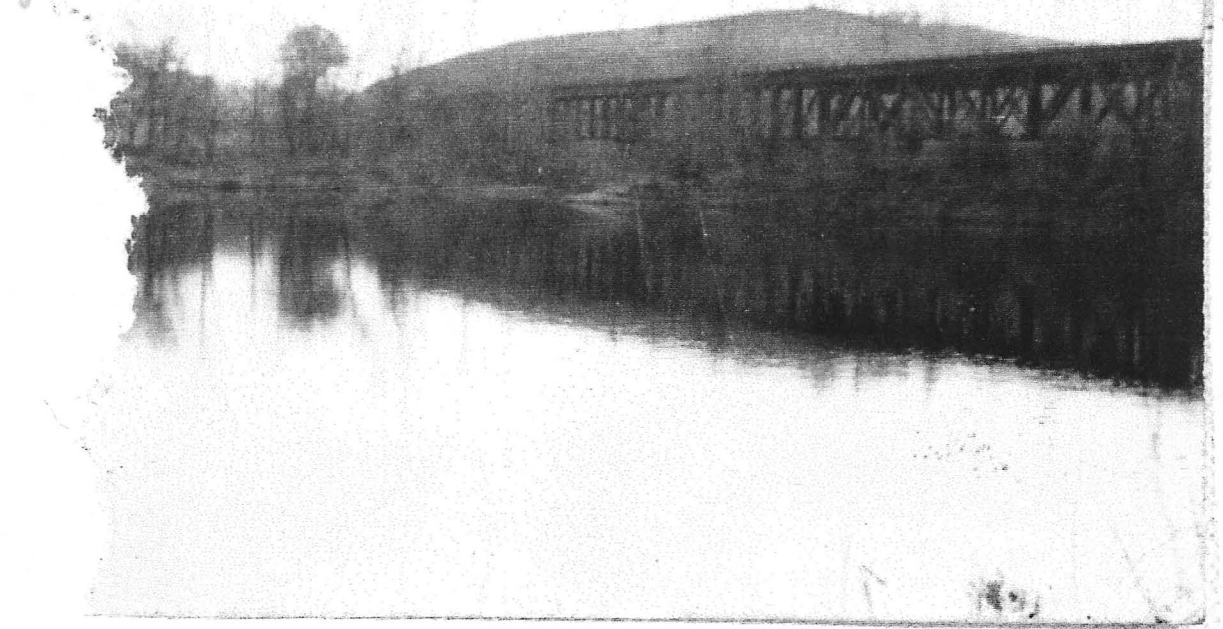


Pictured is the old Pennsylvania Railroad Depot located off Bridge Street in Newcomerstown.

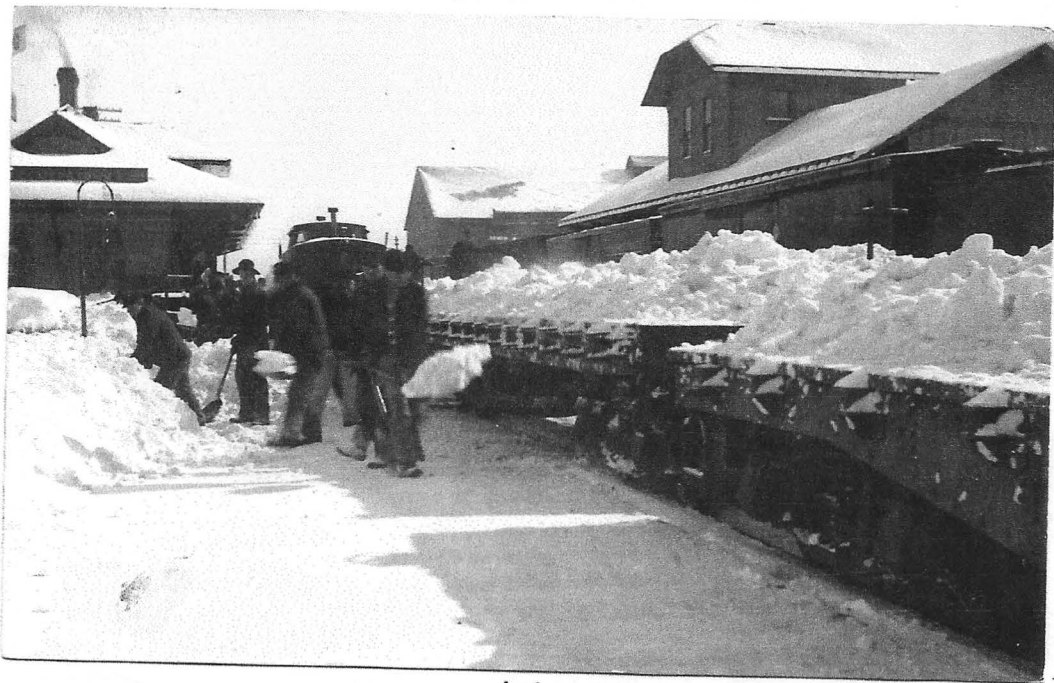
BUILT 1899

The old Newcomerstown railroad depot

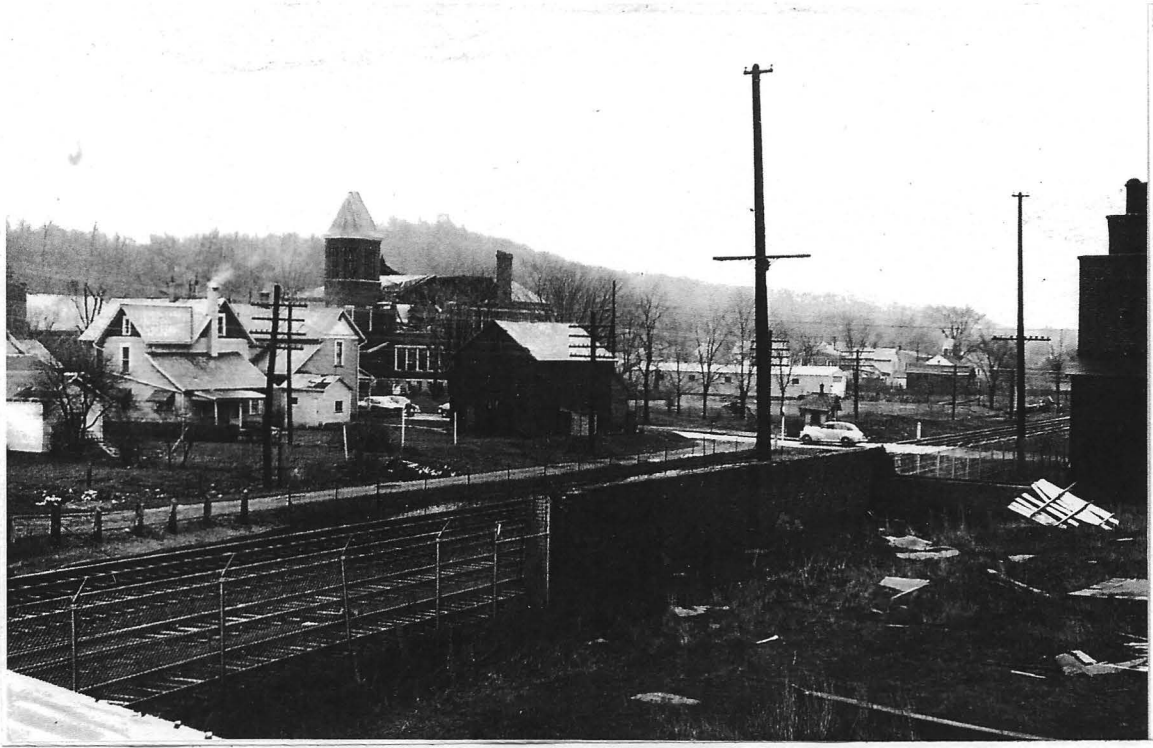


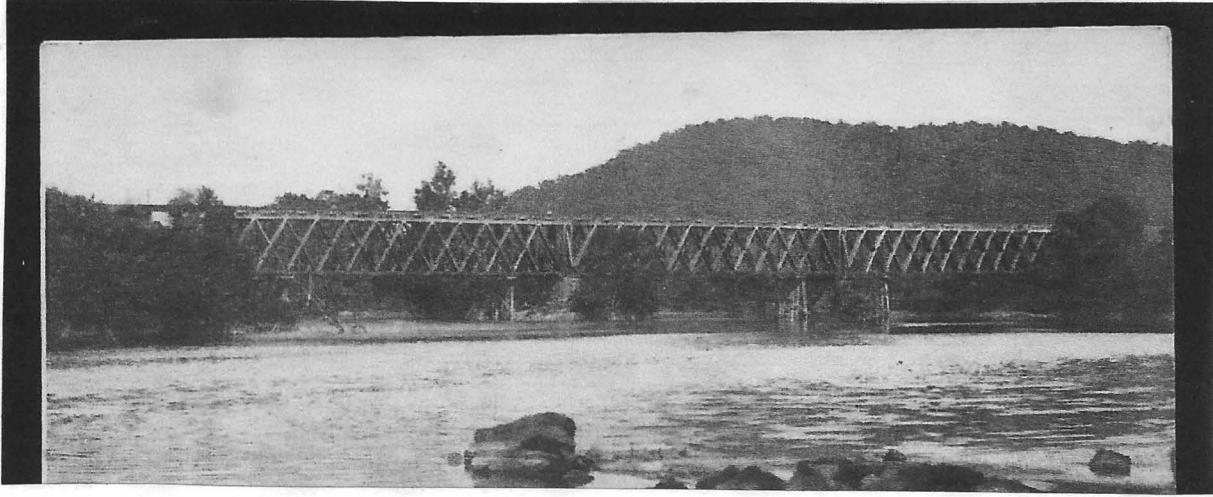


CTM Train Trestel , Newcomerstown , 1930

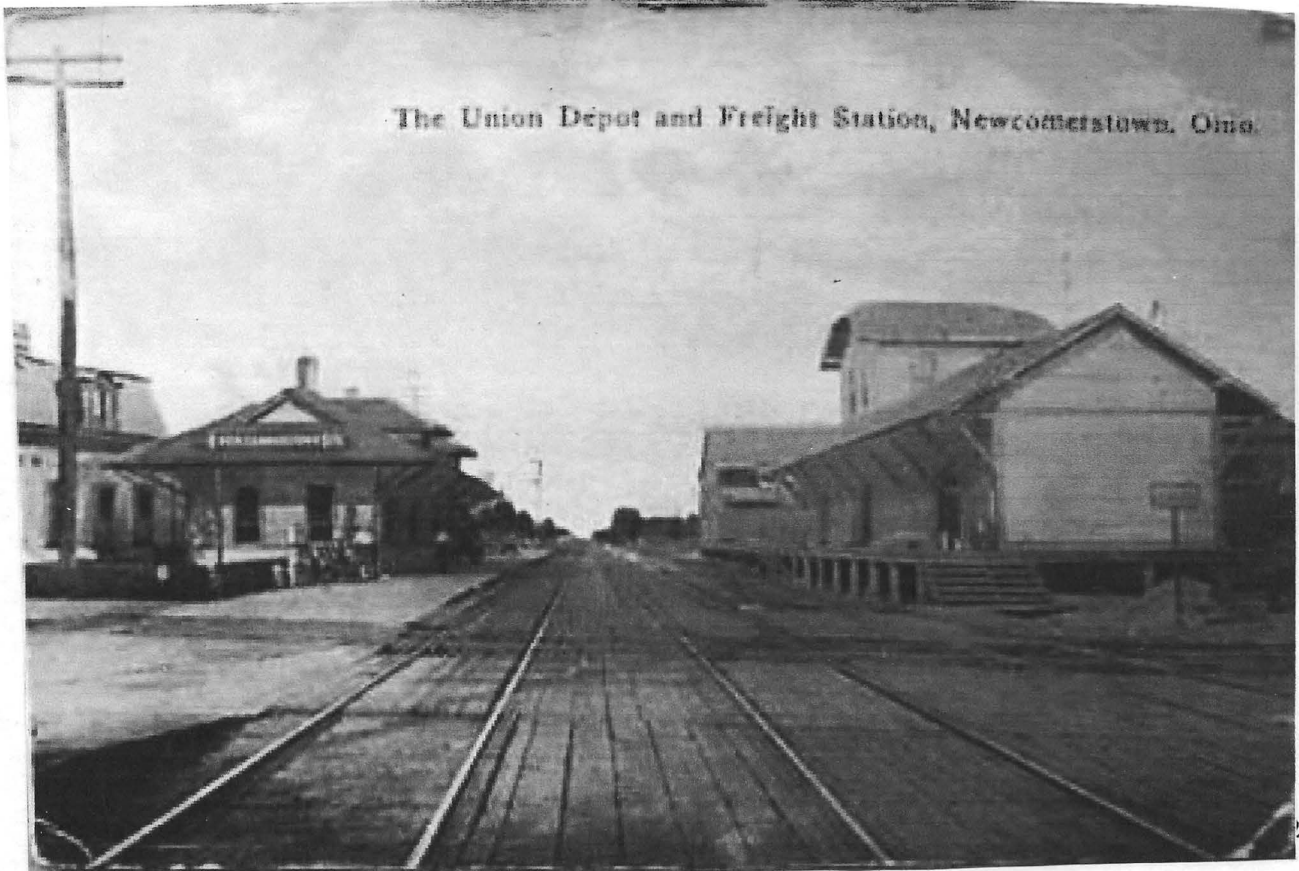


ABOUT 1910
ABOUT 1910





X
10



The Union Depot and Freight Station, Newcomerstown, Ohio.

1913



DEPOT

FREIGHT STATION



EXPRESS OFFICE



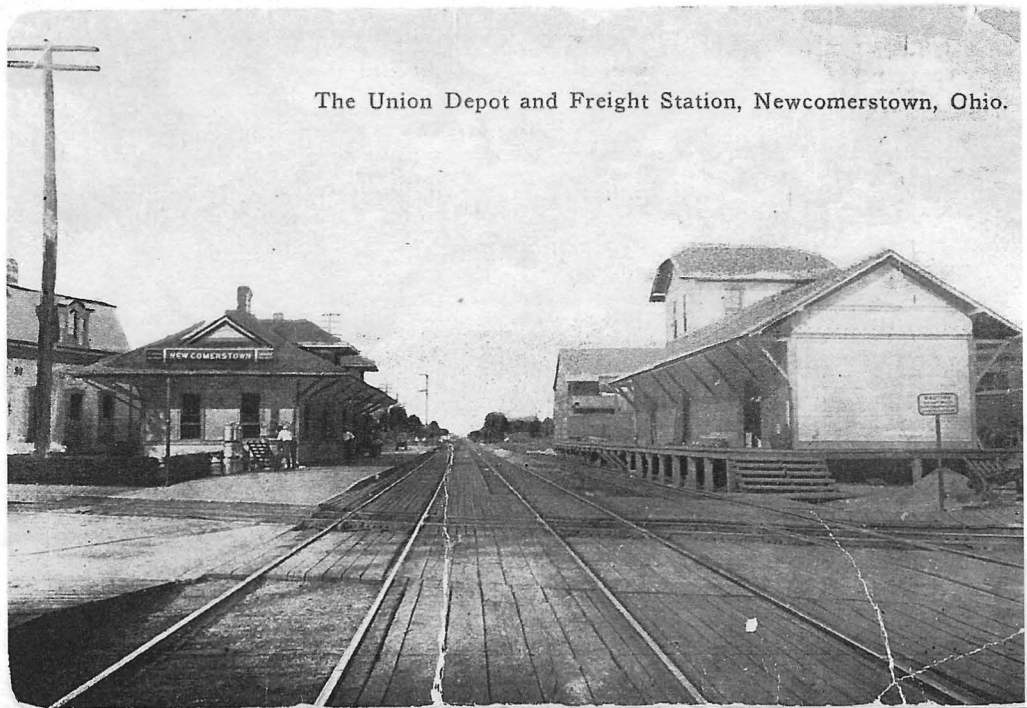
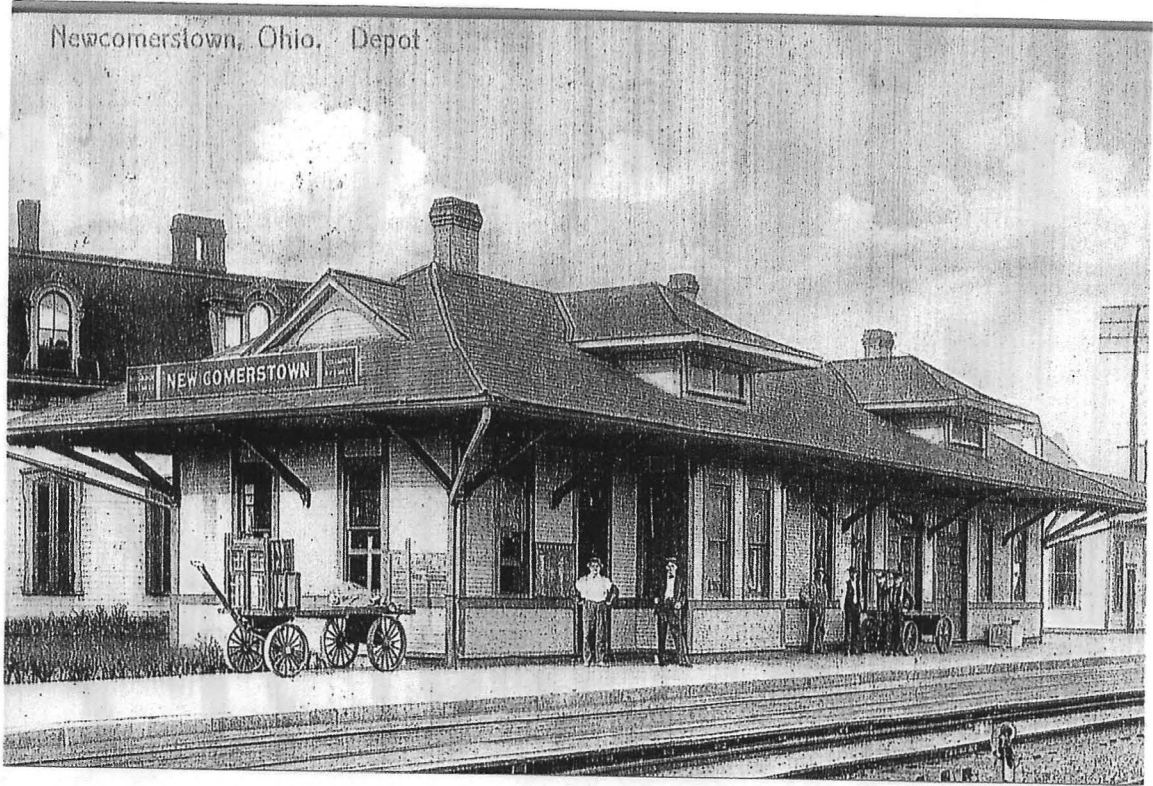
Union Station, New Comerstown, Ohio

12

1911 Mailed From GUERNSEY

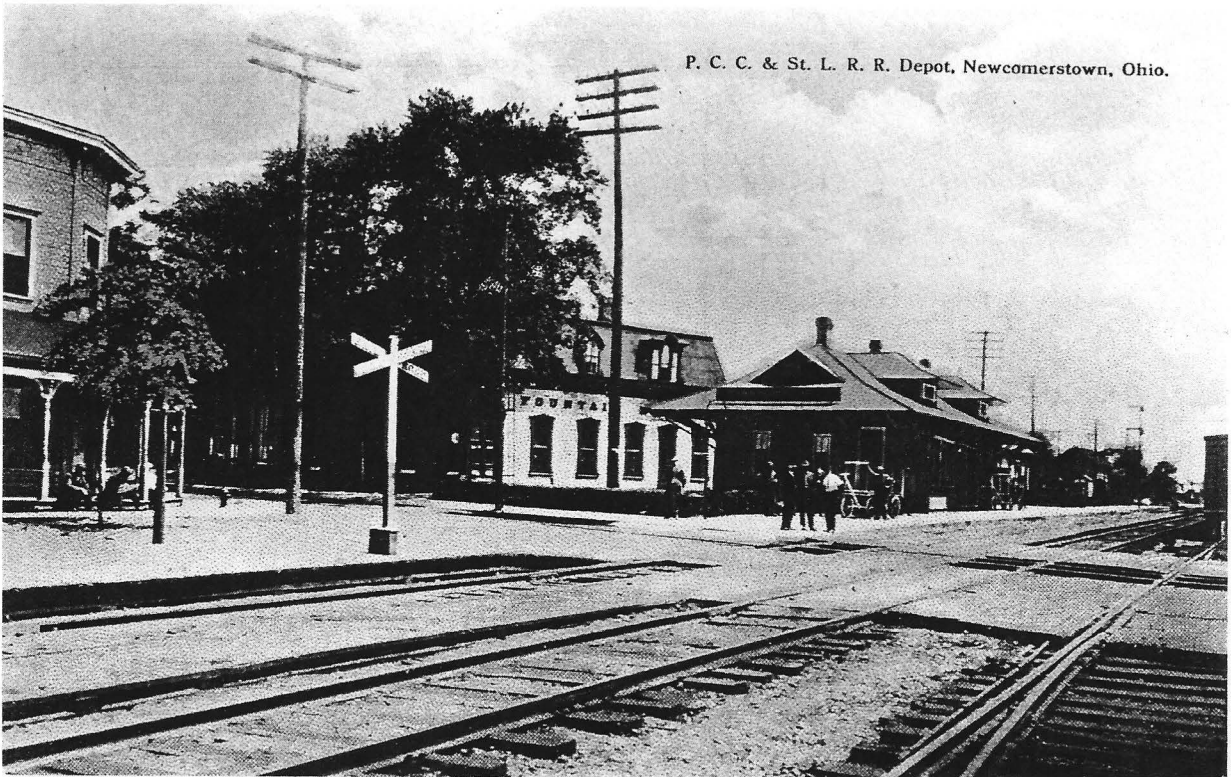
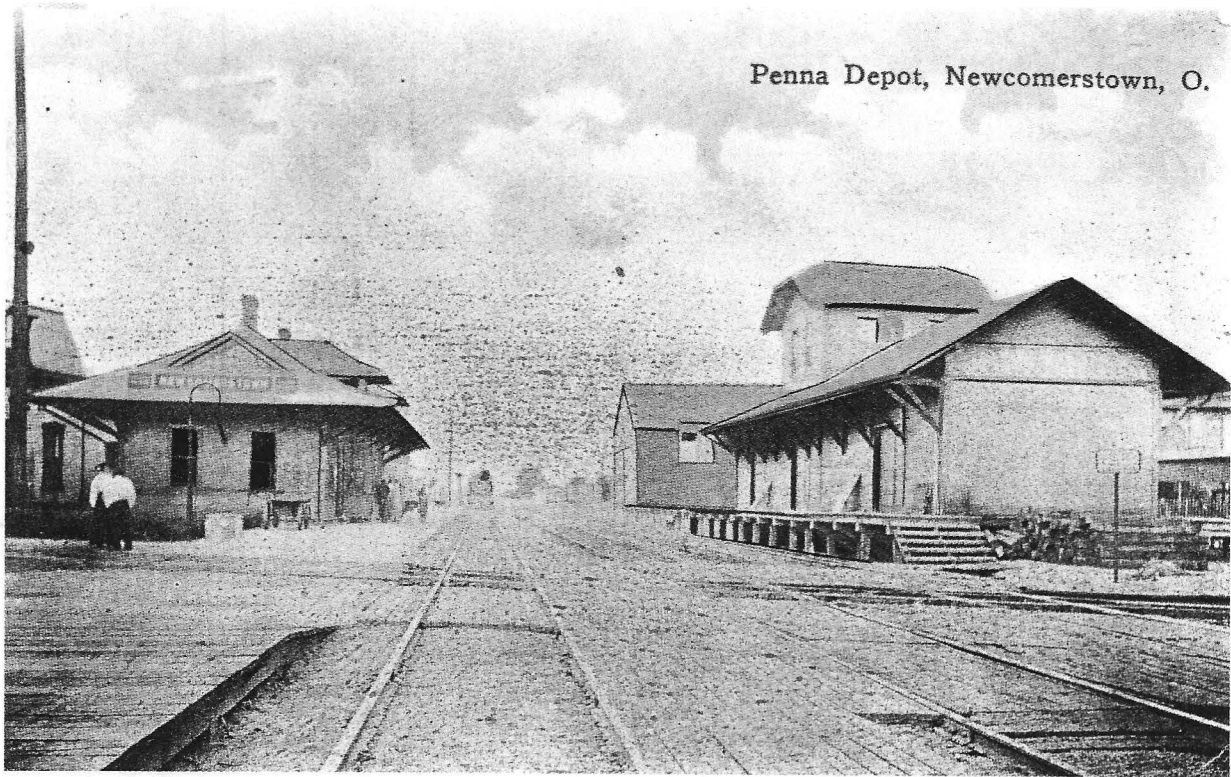


UNION STATION



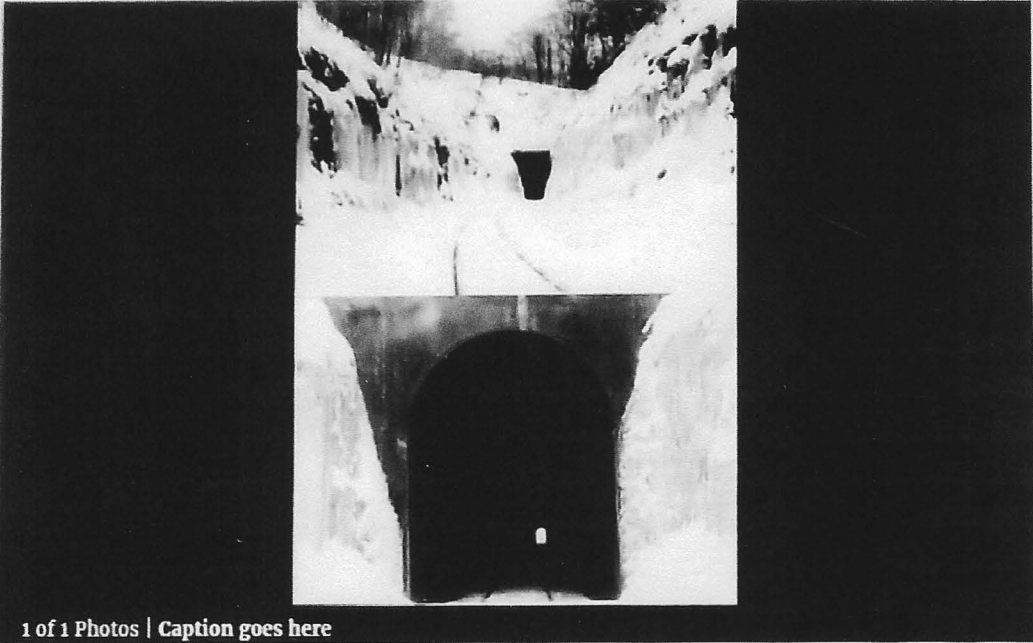
1912

Pictures of the Pennsylvania Railroad Depot located off of Bridge Street

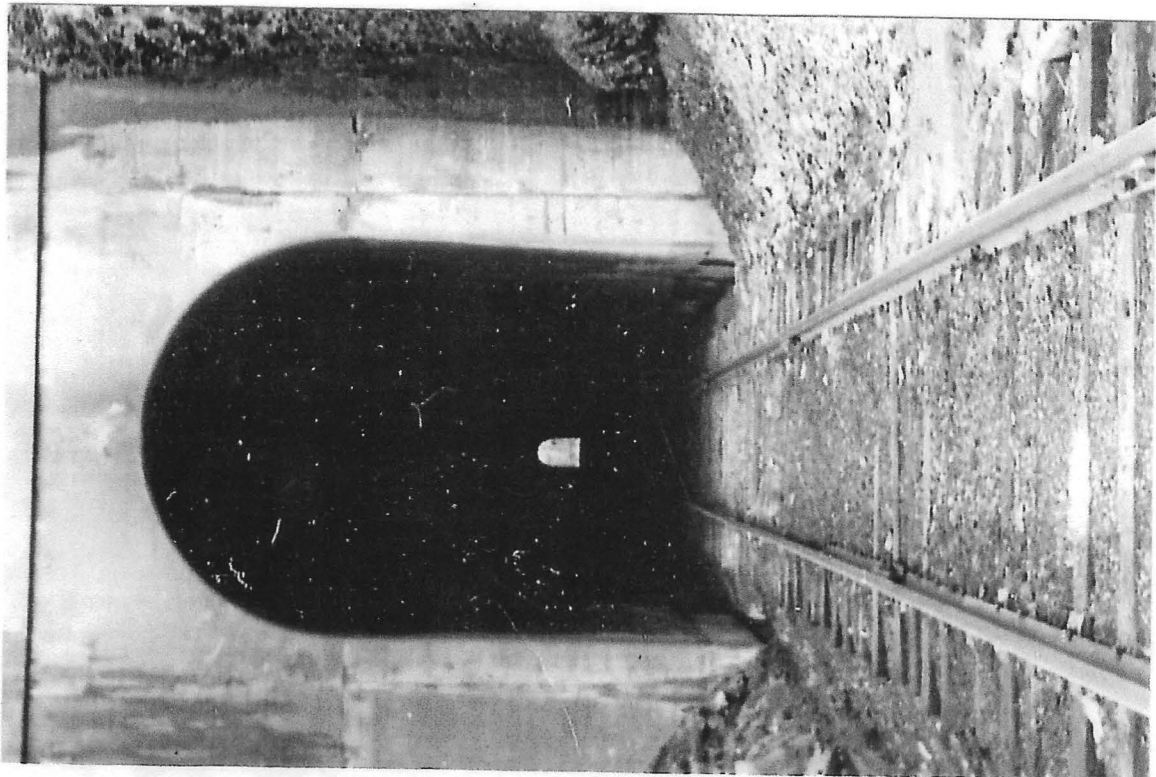


Icy Postboy railroad tunnel

Published March 4, 2015 12:00 PM



1 of 1 Photos | Caption goes here



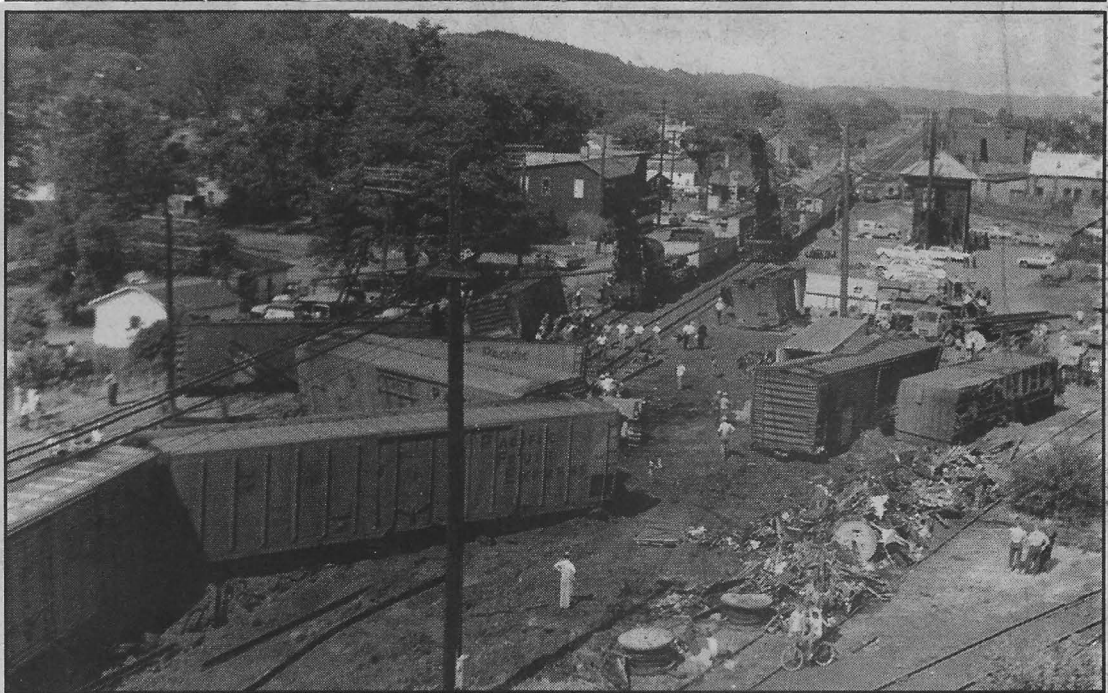
C4m RAILROAD TUNNEL



CLEAR
REX FILE

REX FILE C+M

C+M



FORTY YEARS AGO - A train derailed in Newcomerstown in July 1965 at the Bridge St. railroad crossing. Apples, potatoes and cheese were some of the items being hauled in the train cars, and community residents were given permission by railroad personnel to help themselves to the foodstuff. Clean-up crews had to be called in from Pittsburgh and Columbus to clear the wreckage. (Photo submitted by Larry Peoples, who photographed the derailment from the old Landmark mill, which has since been razed.)



This is the second of two local and undated railway photos submitted by Mary Hunt, West Lafayette. The unknown photographer was looking east from the Bridge St. tower. Newcomerstown's train depot, shown to the right,

Newcomerstown News
 March 8, 1899

SNAP SHOTS AT LOCAL SUBJECTS.



LOCOMOTIVE
 HOUSE

HE CARRIES THE MAIL.

The above is a snap shot of Jacob Harbolt, our mail carrier, whom our artist caught on the fly. And Jake didn't know a thing about it.

1910

Pitts., Cin., Chic. & St. Louis R'y Co.

Good for One First Class Continuous Passage

NEW COMERSTOWN, O.

—TO—

PORT WASHINGTON, O.

Within ONE YEAR from date of issue
on back by Selling Agent

02861



RIVER ST.

19



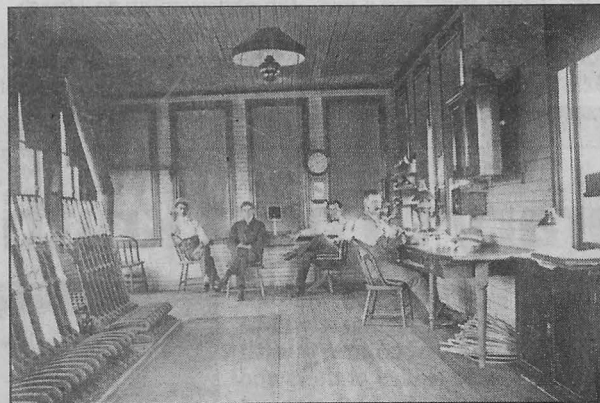
Conrail Tower Closes

The Conrail railroad tower closed recently in Newcomerstown, the last vestige of the once thriving railroad industry here. All that remains now are the unmanned buildings, the tower itself and the old

railroad depot. At least one citizens committee has been investigating the use of the old depot for the village.



PENNSYLVANIA RR TOWER



Submitted photo
Pictured is the telegraph in the Tyndal tower of the
Pennsylvania Railroad, circa 1905.

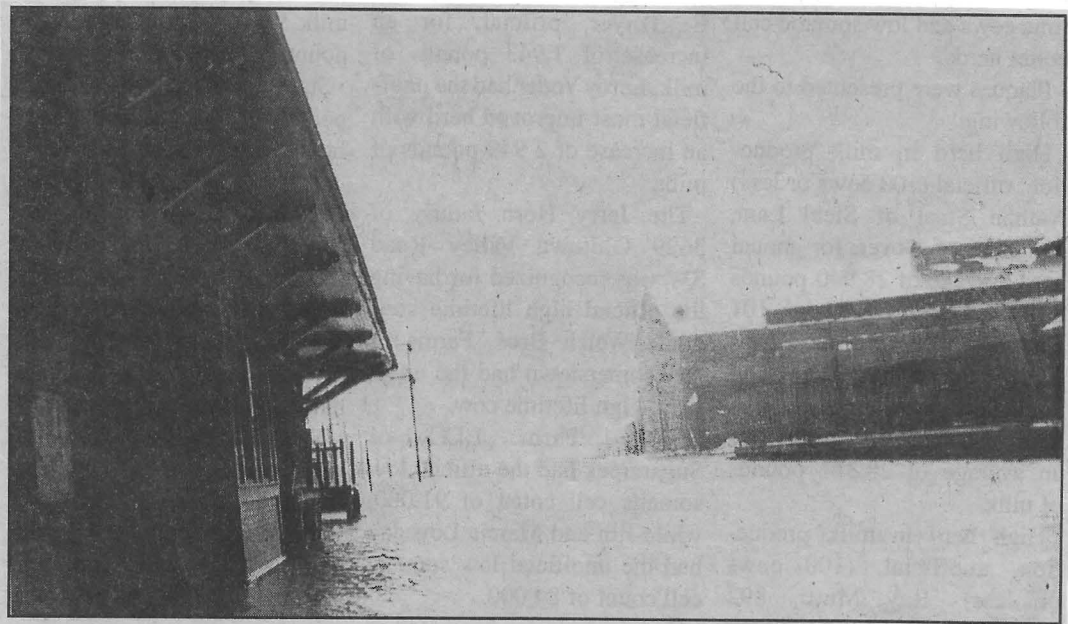
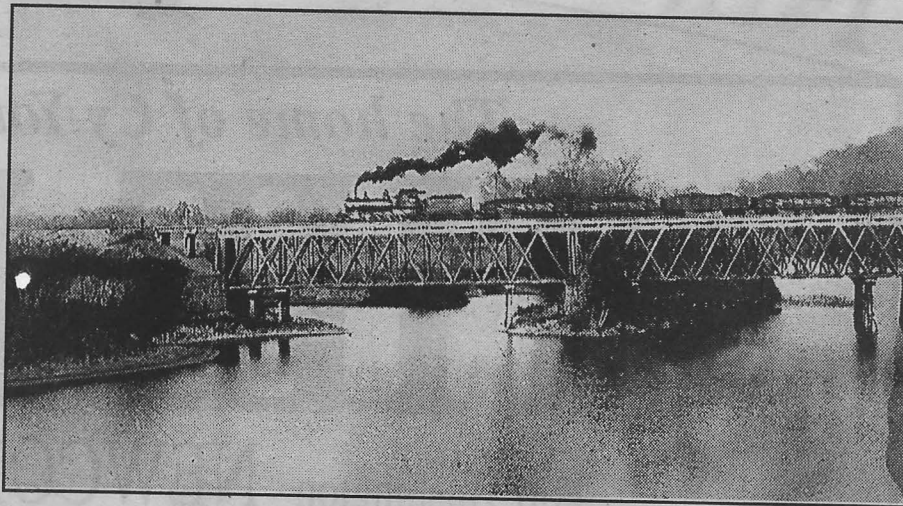


Photo courtesy of William Casteel
 No train today ... the Pennsylvania railroad lies under several feet of water (middle of photo). The typically-busy Union Station depot (on left) is void of any rail way activity. Clow Pipe Works building can be seen in the background (on left).



This old picture postcard shows Coney Island on the Tuscarawas River, however, we were unable to establish its exact location. Any readers who can provide that information are welcome to call our office at 740-498-7117. (Photo courtesy of Dale E. Thompson, Texas)



William Casteel/Newcomerstown News

In this pre-1913 photo, a locomotive steam engine, pulling with what appears to be loaded coal cars, is seen crossing the Tuscarawas River via the old C&M railroad trestle. The trestle was once located on the south side of town, east of the River Street bridge. Few trains pass through Newcomerstown these days. The C&M railroad was eventually abandoned, and most of the tracks removed. The trestle was demolished in 1985.

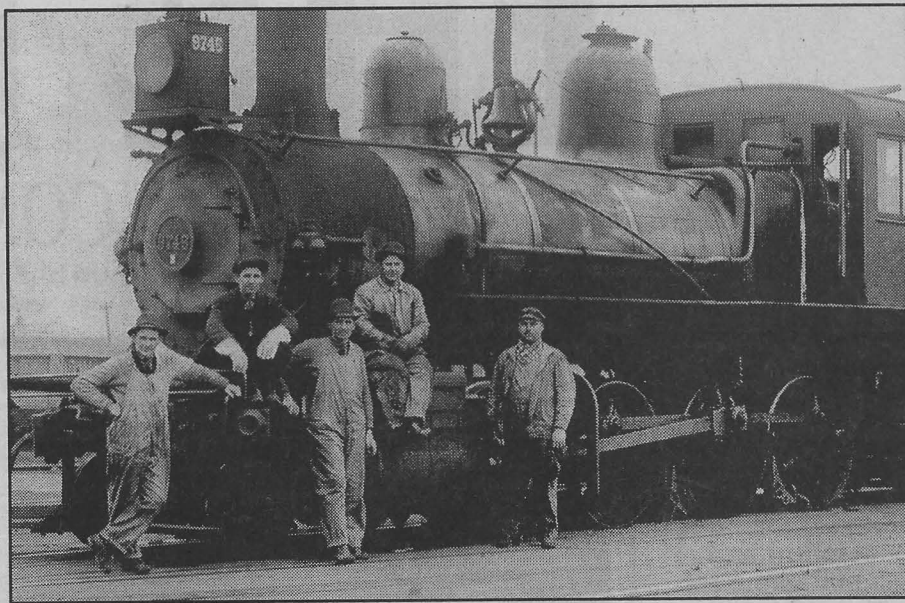


Photo courtesy of William Casteel, West Lafayette

The railroad was much relied on for transportation for both people and shipping from the 1870s up through the 1960s. The Pennsylvania Railroad crossed through Newcomerstown, going east to west, while the C&M Railroad route was north to south. Pictured here are several local men who were employed with the Pennsylvania Line. The photo was taken near the old Union Depot & Railway Station on Bridge Street about 1915. Pictured, l to r, are Jesse Mumma, Robert Caddes, Fred Randles, unknown, and Seth Norris.

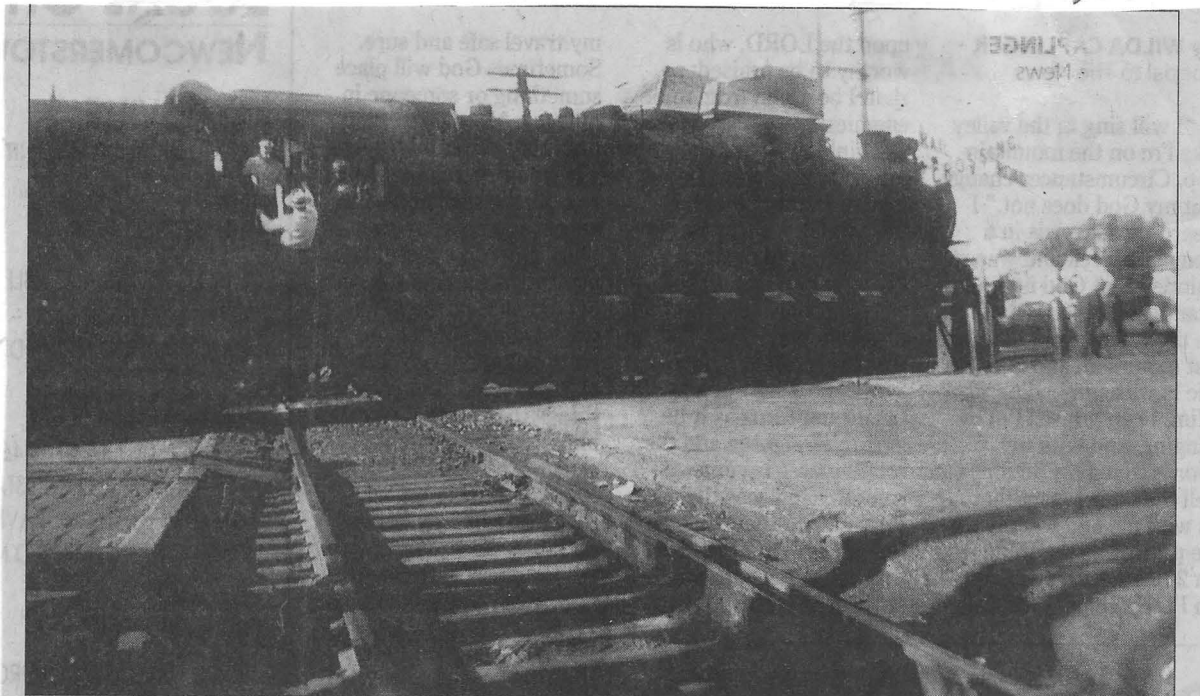


Photo courtesy of William Casteel
The intersection of the Pennsylvania and C&M Railroads on Bridge Street, Newcomerstown, are seen in this 1946 photo. The C&M tracks were removed more than several years ago after the railroad stopped using the railway in the late 1970s. The C&M Railroad was once an extremely busy railway utilized for transportation, as well as shipping mail, and delivery of food, and products for those cities between Cleveland and Marietta.

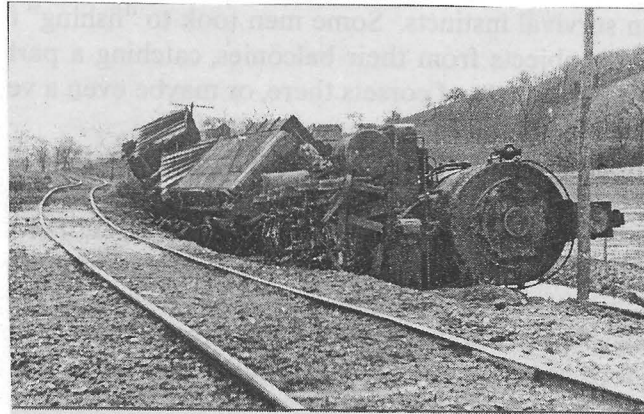
HOTEL 225 S. BRIDGE ST.



HOTEL 222 S. BRIDGE ST.

C & M. R. Co. Station

BRIDGE ST.



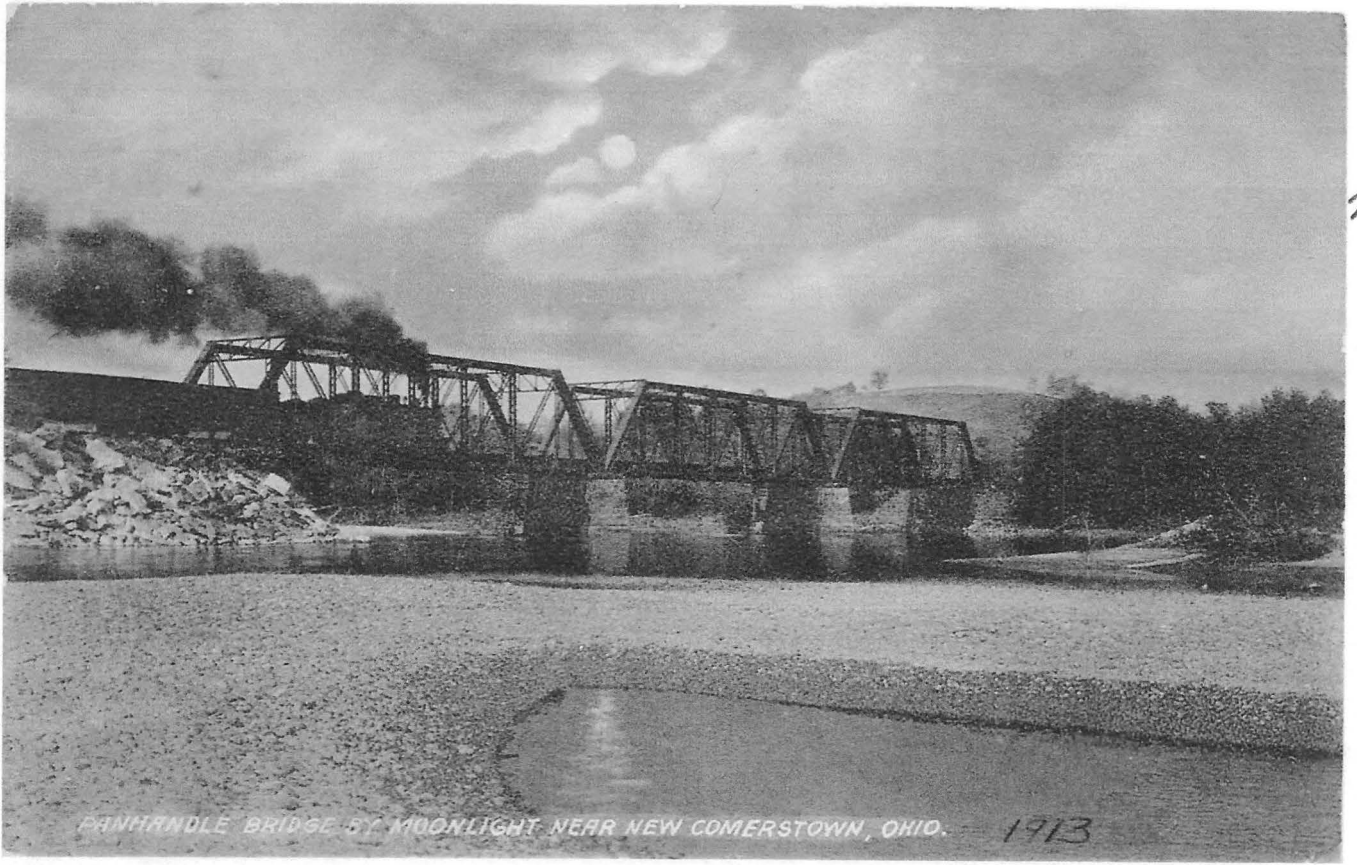
At Birds Run, a train bowled over by water.

1913 FLOOD



This early 1960s photo, taken in Newcomerstown, on the railroad, near the former Landmark (near the River Street crossing) shows the famous Civil War steam locomotive known as the General. The man standing second from left was Andy Tufford, mayor of Newcomerstown at that time. The others are not identified, though it is believed that the man first from left could possibly be Bill Ludwig, who was formerly with the Newcomerstown Fire Department.

26



PANHANDLE BRIDGE BY MOONLIGHT NEAR NEW COMERSTOWN, OHIO. 1913

WATER TOWER



WEST LAFAYETTE



D.D.



PORT WASHINGTON RAILROAD DEPOT. The resourcefulness of the people will always rise to the occasion. The towns were cleaned, roads and bridges rebuilt, and within months, life was back to normal in the areas that had been so deeply affected by the flood of 1913. This photo shows the depot in Port Washington cleaned and ready for daily traffic. From this town came such notables as the Lamneck family and William Wiant, the famous landscape painter.

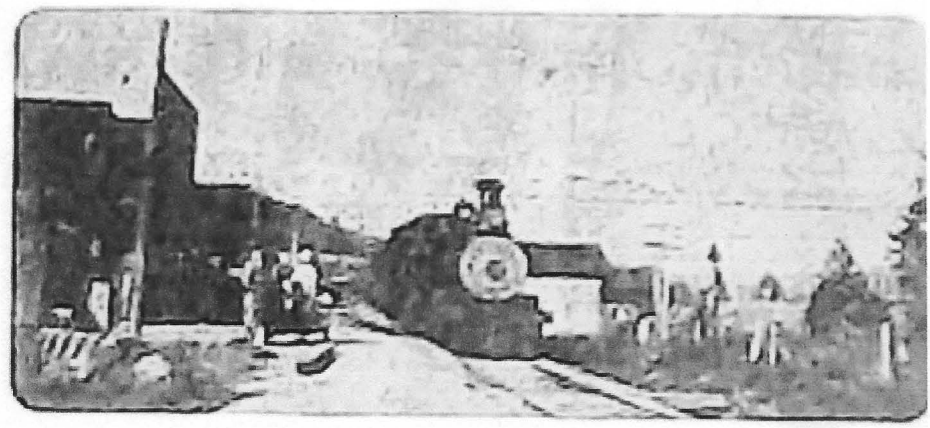
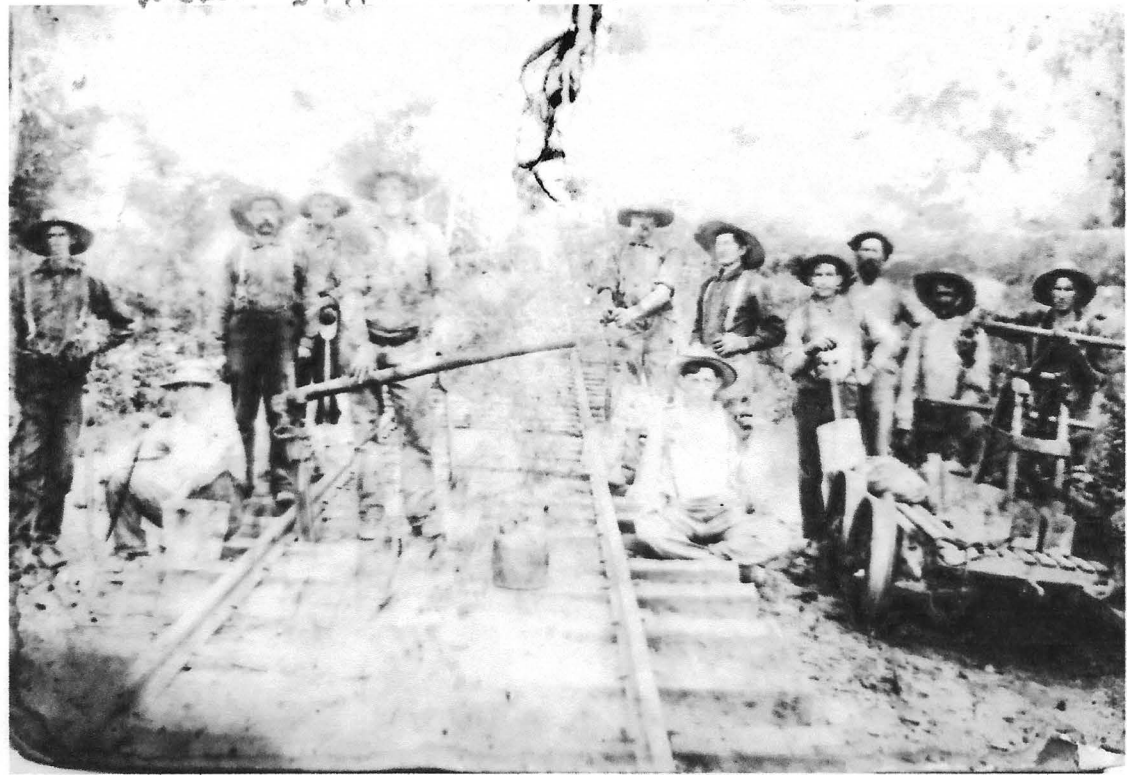
X



DEPOT LOCK 17
OHIO

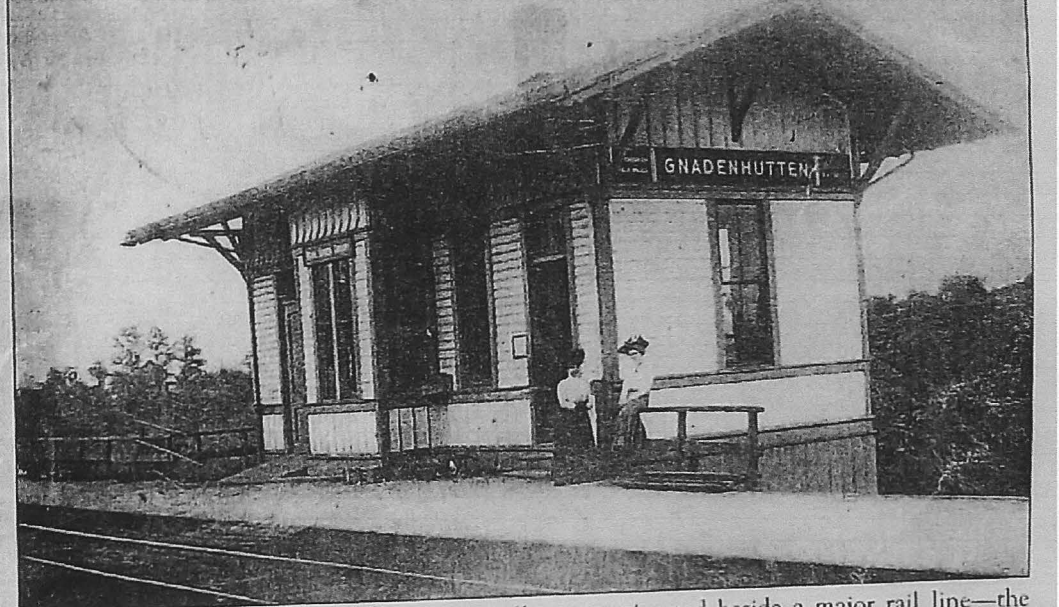
28

WOLF STATION ABOUT 1875-80

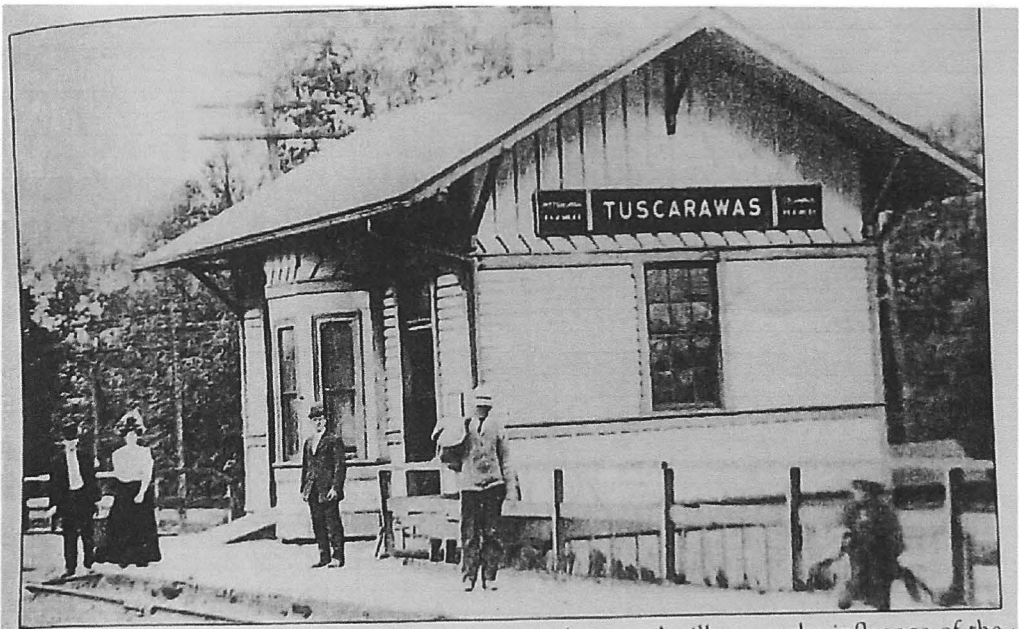


Wolf Ohio

Wolf Railroad Depot - near
Newcomerstown, OH



GNADENHUTEN RAILROAD DEPOT. This village was situated beside a major rail line—the Pennsylvania—which was a very busy track. Many passenger trains passed along this village from Columbus, Ohio, to Pittsburgh, Pennsylvania. Two very fashionable ladies are seen awaiting the next train for a shopping trip to the city or perhaps to visit friends.



TUSCARAWAS RAILROAD DEPOT. The next seven photographs illustrate the influence of the railroad in Tuscarawas County. Practically every community had a railroad depot. The communities that were not located on the interurban line utilized the railroads as a means of travel. At the depot you could purchase your ticket or pick up items which had been shipped by railway express. Weekly time schedules were published in the newspapers.

C&M Large Hand Car



Part 1 C&M Railroad

By Roger Pickenpaugh

For nearly fifty years two railroads served Noble County. And while the BZ&C, the famous "Bent, Zig-zag, & Crooked," is remembered with fond nostalgia, the other line actually played a far more important role in southeastern Ohio's economic history.

That other line was the Cleveland & Marietta, an unglamorous, blue collar road whose trains hauled millions of tons of coal from the region's deep mines.

In many ways the story of the C&M runs parallel to that of numerous other railroads of the period. It begins with local investors struggling to keep the line afloat. Then comes purchase by a major railroad company and years of profitability. Sadly, the ending is also a common one-- dwindling traffic and eventual abandonment.

For the Cleveland & Marietta, the story began in 1869. General A. J. Warner and General Rufus Dawes, both from Marietta, joined with other capitalists from Washington, Noble, and Guernsey Counties to form the Marietta & Pittsburgh Railroad Company.

These men had noticed that oil was being hauled from the booming Macksburg fields to Marietta over muddy roads. Coal was being shipped down the Ohio River from Pittsburgh to Marietta. The need-- and potential markets-- for a railroad seemed clear.

Construction of the line began in March 1870 at the corner of Sixth and Greene Streets in Marietta. General Warner's company received the contract to build the first 33 miles of the line, which was done at a cost of \$17,000 per mile.

Meanwhile a Baldwin locomotive was being floated down the Ohio to Marietta. When it arrived it became the M&P's "Engine #1."

The tracks reached Dudley in September 1871 and arrived at Caldwell two months later. There, personal interests intervened, leading to an unexpected and unfortunate detour.

The original plans called for the tracks to run through Olive and from there into downtown Caldwell before continuing northward to Belle

Valley. At this point William Frazier and David McKee, Noble Countians on the board of directors, intervened.

Frazier and McKee owned property west of Caldwell, and they held enough stock to divert the road past their land. The change would force northbound trains to climb a steep grade, but the pair was adamant. That is why Caldwell was one of the few spots along the line that did not have a downtown depot.

As construction continued, costs quickly mounted, exceeding revenues. In 1876 the directors reorganized, and the Marietta & Pittsburgh became the Marietta, Pittsburgh, & Cleveland.

As M&P gave way to MP&C, wags along the line changed their favorite nickname, "Miserable & Poor," to "Miserable, Poor, & Crooked." More ominous, the new name indicated that the directors were not entirely certain about their railroad's terminus.

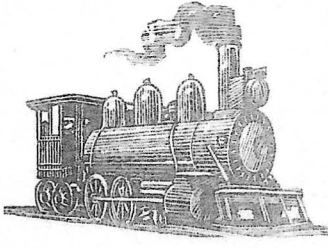
In 1880 the line became the Cleveland & Marietta. By then connections with the B&O in Cambridge and the Pan Handle Line at Newcomerstown were starting to make the newly christened C&M profitable.

This attracted the attention of financier Jay Gould, whose Wheeling & Lake Erie Railroad was putting down track from Toledo to Wheeling. When it reached Dover, Gould changed his mind. He decided it would be easier to buy the 96-mile C&M. Soon he had acquired the line.

The road Gould acquired now reached from Marietta to Dover, as far north as it was to get. It served Washington, Noble, Guernsey, and Tuscarawas Counties.

Gould proved to be a poor steward of the C&M. His Wheeling & Lake Erie was not always financially sound. As a result, maintenance was often left undone on both railroads. Gould simply bled the Cleveland & Marietta for whatever revenues he could derive from it before selling the line in the late 1880s.

Fortunately a much more stable railroad company had its eyes on the C&M. That part of the story will be told next month in part 2.



C & M Railroad

In 1885 the Cleveland & Marietta Railroad, which ran from Marietta to Dover via Noble County, found itself in receivership. On March 30 the United States Circuit Court for the Southern District of Ohio issued a report on the struggling line.

The report was mind numbing in its detail, listing the number of lanterns and monkey wrenches at various stations. This detail, however, provides interested parties today with a clear snapshot of the C & M at the time.

The report began optimistically, observing that the tracks passed through one of the valleys in the state, rich in iron ore, oil and coal. Iron had been in production for some time, while oil was an infant industry.

Coal furnished the freight from which the greater part of the road's revenue is derived. Tuscarawas County produced a large share of this product. its Goshen Township had two of the largest mines (in) the state, turning out a high quality coal.

Guernsey County also was Mining one of the finest coals in the state. Although the extent was not yet known, early indications suggested that the field would be extensive.

The receiver reported that the C & M's passenger business was increasing. Better connections with intersecting lines would add to this, he continued.

The road had eleven locomotives, nine manufactured by the Baldwin Locomotive Works, the others by Mason Machine Works. Their total value was placed at \$56,000.

Six were listed as being in Good condition, two being only one year old. Two were listed as Fair. One was in the shops for repairs, and the other two, the receiver suggested should be.

There were eight passenger, baggage, and mail cars, and eight cabooses. The overwhelming majority of freight cars were coal cars. Three hundred were Good, 60 Fair, and 25 Bad.

Despite the development of the oil fields, the line had only two tank cars. There were four stock cars, but two were listed as Worn Out. Thirty-five flat cars were on hand.

The track included some 20 miles that had been down between five and nine years, all badly worn. Another 40 miles of track had been down from 12 to 15 years. This was worn out. An eight mile section was considerably worn.

This left 30 1/2 miles, laid within the previous two years, that was good yet.

Most of the ties, some 204,000, had been put down since 1880. However, over half of them were either inferior or very poor when laid.

The report covered all freight stations, but this column will only quote from those in Noble County.

Dexter City's reported, Adam Shriver, agent salary, \$30 per month. Business, live stock, tobacco, butter and eggs, dried apples, and some grain. Building belongs to Shriver, rent paid, \$4.15 per month.

South Olive. O. J. Wood, agent, \$25 per month. Business, lumber and some grain. Platform of buildig in bad condition.

Dudley. W. S. Pryor, agent, Salary, \$5 per month. No business of any consequence. Building owned by Mr. Dudley, rent paid, \$3 per month.

Caldwell. Joseph Caldwell, agent. Salary, \$35 per month. Business, tobacco, produce, and livestock. Depot yet in old building belonging to Caldwell. It is very poor. A new building is ready to be accepted, costing \$900

C. & M. Railroad continued from page 32

Bell Valley. W. F. Jordan, agent, salary \$15.50 per month. Good point for stock, 3 pens. Building owned by James Carr, rent paid, \$4 per month.

Hiramburg. Miss S. I. Burlingame, agent, salary, \$5 per month. No business, station should be done away with, except as a flag station. Building built by the people.

Avs. P. D. Jorden, agent, salary \$20 per month. Produce and lumber make principal business. Building owned by Jorden.

Glenwood. No agent. Simply a flag station. No property.

Pennsylvania Railroad

The route of the Steubenville & Indiana Railroad, after careful surveys, has been determined. Its location was decided at the last meeting of the Board of Directors. It leaves Steubenville through the Cross Creek Valley, then by way of Urichsville to Coshocton.

The road from Steubenville to Newark was opened for traffic in April 1855. But as it had no connection further east or west, it did not prosper and before 1860 passed into receivership

The Steubenville & Indiana Railroad goes from Steubenville by way of Uhrichsville to Coshocton. The road from Steubenville to Newark was in Newcomerstown in 1851 and was opened for traffic in April 1855. but as it had no connection east or west, it did not prosper and before 1860 passed into receivership. It finally was merged with the Pennsylvania Railroad 1867, by which time direct connection had been established both to the east and to the west.

Names the Pennsylvania Railroad has been called
Steubenville & Indiana

Pittsburg, Cincinnati & St. Louis

Pittsburg, Cincinnati, Chic. & St. Louis

Pennsylvania

P. C. C. & St. Louis

Pan Handle

Conrail

The Pennsylvania Depot was also called the Union Station

WEDNESDAY, FEB. 19, 1913.

NEWCOMERSTOWN, O.

Forty-Five Years Ago.

Division Supt. H. Hess of the Pennsylvania Lines, has in his possession an old maintainance of way check roll which was filled out in July, 1867 by Foreman John Corcoran who will be remembered by many of our older residents. This part of the road was then known as the Steubenville-Indiana division of the Pittsburgh, Columbus & Cincinnati R. R. The names which appear on the check-roll are: Michael Blade, Patrick Casey, Michael Corcoran, Melancthon Yingling, John McCabe, Thomas Keegan, Emanuel Yingling, John Carberry, Wm. Coffey, Henry Hess Dayid Stitts, Wilford Stitts, Anthony Walsh, Arthur Casey, Patrick Kennedy and Frank Vallany. Foreman Corcoran is still living and resides at Beaver, Pa., having been placed on the retired list by the Pittsburgh & Lake Erie R. R.

NEWCOMERSTOWN NEWS

At one time, the north-east corner section of property situated along side the railroad intersection at Bridge Street was once a hub of activity.

People passed through the railroad depot that was once located there, traveling to and from various towns and cities across the United States.

During the mid 19th and early to mid 20th century, the railroad was a significant part of people's everyday lives. It was the main source of travel, as well as a transport modality for mail and other merchandise to various parts of the country.

Even though the Newcomerstown depot which was built in 1851, is no longer standing, the site could still be considered a historic landmark due to a little known fact that most area residents are probably unaware of. In 1861, Abraham Lincoln actually stopped at depot while passing through from Springfield, Ill., on his way to Washington, D.C.

The trip was significant for Lincoln as he was traveling to Washington for his inauguration as the sixteenth president of the United States.

The inauguration taking place on March 4, 1861.

In the midst of winter, Feb. 21, 1861, to be exact, the citizens of Newcomerstown gathered at the depot in hopes of possibly at least seeing his train pass by.

Little did they know they would actually get to see the great man himself.

Early that morning, three young teenage boys namely, Aaron Hodge, Orin Mulvane, and Daniel Miskimen, left their homes on foot, and headed east towards the village of Newcomerstown.

The boys, all childhood friends resided near each other on their family farms that were located in nearby Coshocton County.

For some reason, the boys apparently did not get an early enough start with their journey to the depot as by the time they reached the covered railroad bridge (now the site of the steel railroad bridge that is still in

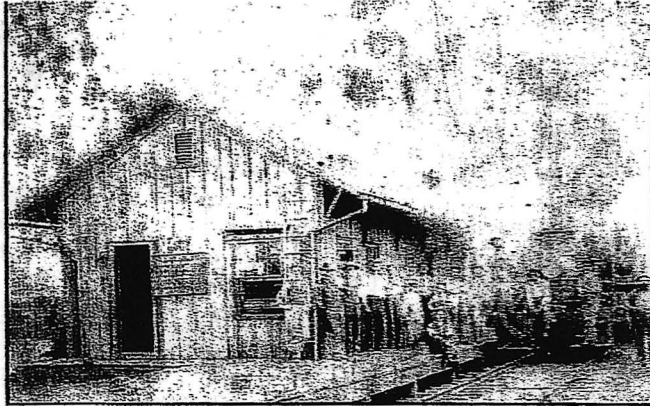


Photo courtesy of William Casteel
Pictured is the original C&M (Cleveland & Marietta) railroad depot at Newcomerstown that was built in 1851, ten years before Lincoln's visit in February 1861. This building was replaced by a much larger structure in 1899.



Photo courtesy of William Casteel
With the railroad business expanding across the nation, Newcomerstown found the need for a larger, more efficient depot. Pictured here is the Union Station Depot that was constructed, and open to the public in August of 1899. The structure was later abandoned when the railroad fell out of popularity and was demolished by the Conrail railroad company in March 1981.

use today) the train was exiting the covered structure.

The boys were then almost ready to give up on their plan of going to the depot when the train slowed down and came to a stop. The surprised youths

could not believe their eyes when Lincoln himself stepped out onto the train's platform.

He greeted the boys, saying, "I suppose you came to see Abe Lincoln."

As Lincoln finished speak-

moving on towards its destination. In later speculation, it was thought that Lincoln spotted the youths running through the field towards the train, and ordered a brief stop so he could greet them.

When the Civil War began, and many of Newcomerstown's sons were responding, Hedge, Mulvane, and Miskimen, all joined the Ohio Volunteer Infantry. The three youths never forgot their encounter with Lincoln.

When Lincoln's train arrived at the Newcomerstown depot that day, he once again stepped out onto the train's platform to greet his admirers. Among the citizens that patiently awaited his arrival was the Dent family. Lincoln reportedly reached over and patted the curly head of little Mary Dent who was being held by her father. The train then proceeded on it's way after loading coal and water which was the primary source of fuel for trains during the mid 19th century.

Throughout the years, the Newcomerstown depot was the site of many other trains passing through, carrying famous persons.

Among some of the individuals that reportedly passed through were Teddy Roosevelt, William Taft, Franklin D. Roosevelt. Years later in 1952, a train carrying Richard Nixon stopped at the Newcomerstown depot.

The Newcomerstown depot closed its doors to railroad traffic in the mid 1960s as railroad travel was gradually falling out of favor.

The great freeways and skyways were now the pre-

Practically, everyone vehicle by then and an airport, and traveled fourth across the airlines.

The Newcomerstown eventually was torn Conrail in March freight station which ed on the south side railroad tracks across depot was demolished 1970 after no longer useful structure, and falling into disrepair

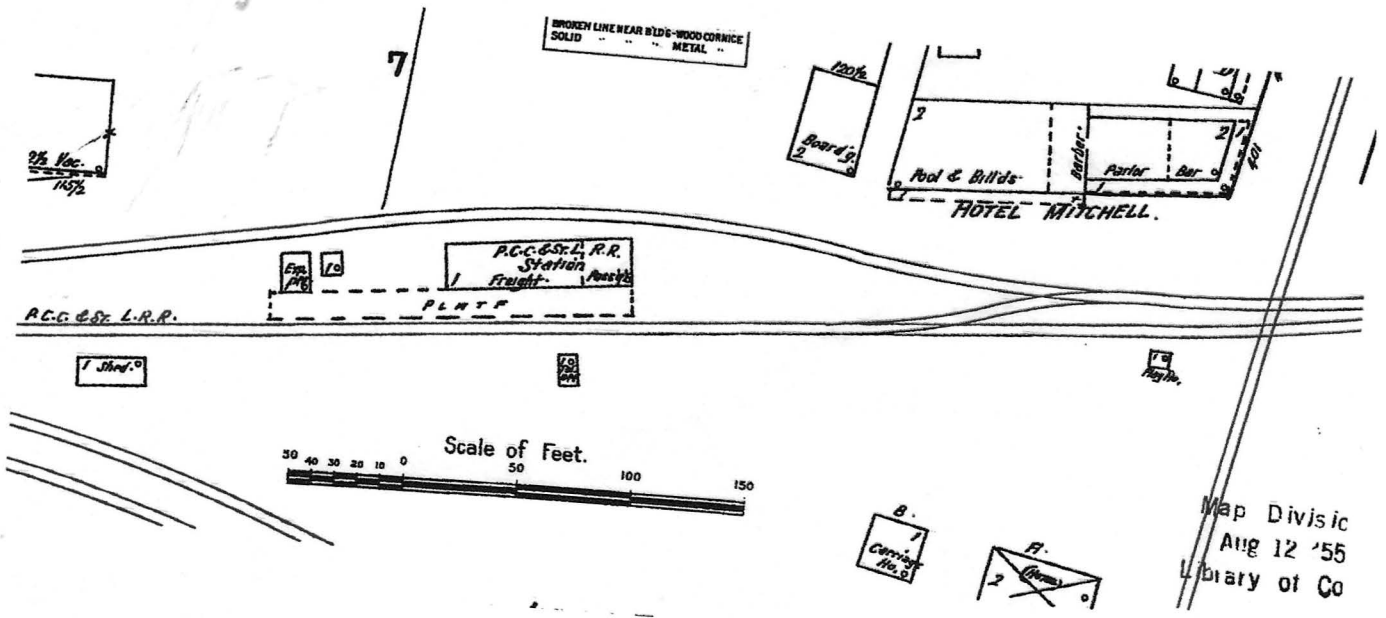
Behind the depot corner of Church streets, was one of hotels, the Fountain

STEUBENVILLE AND INDIANA RR
DEPOT 1851

C+M RR
DEPOT 1873

1895-1

36



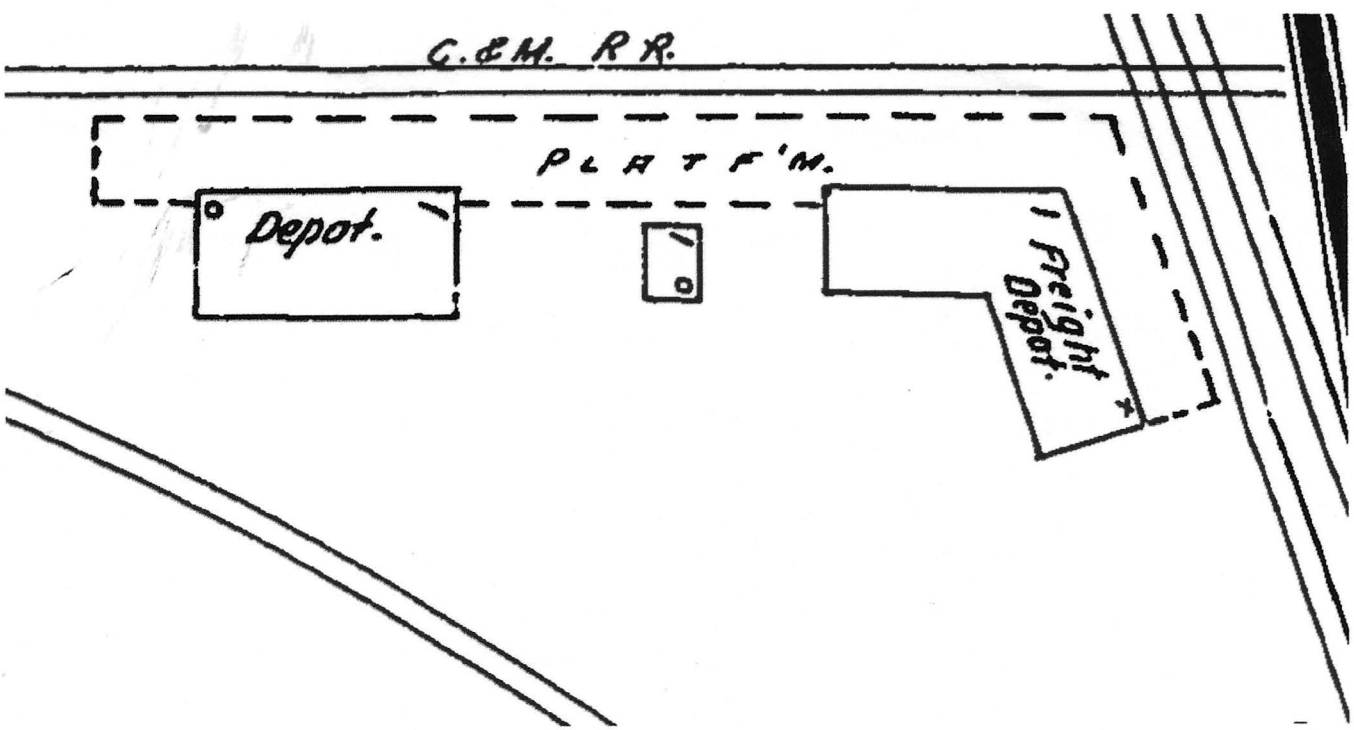
C. & M. R.R.

PLATF'M.

Depot.

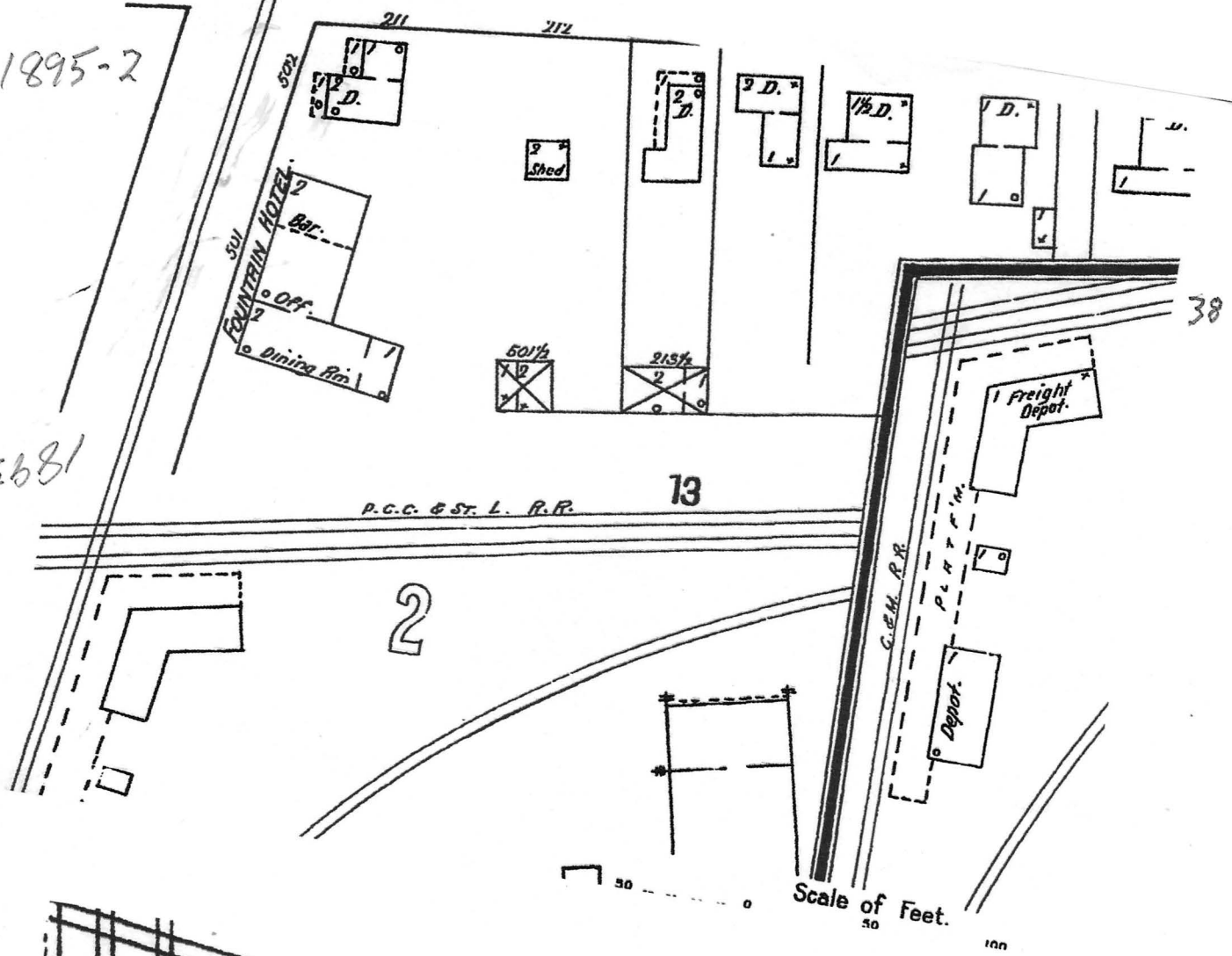
1 Freight
Depot.

1895

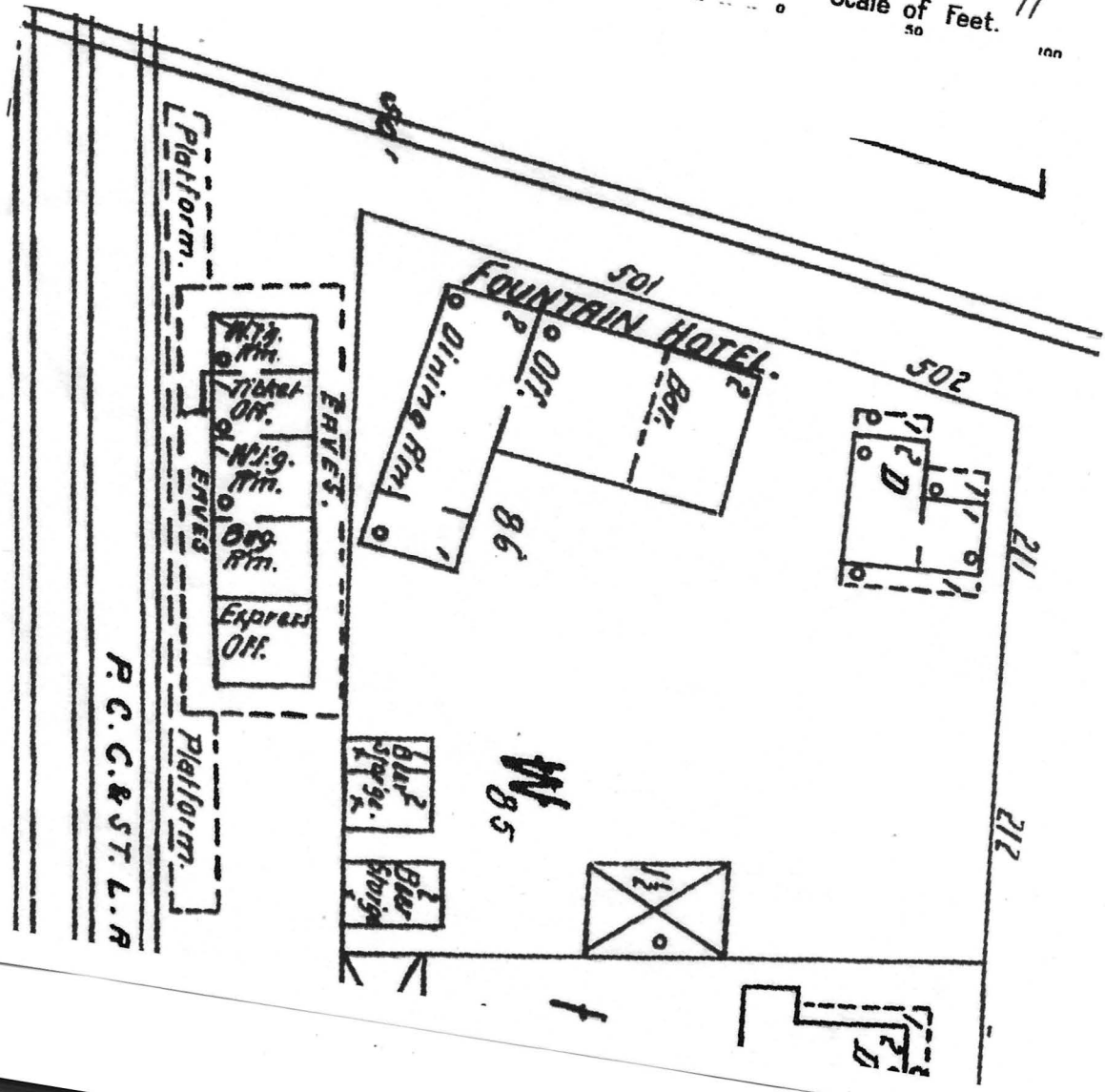


1895-2

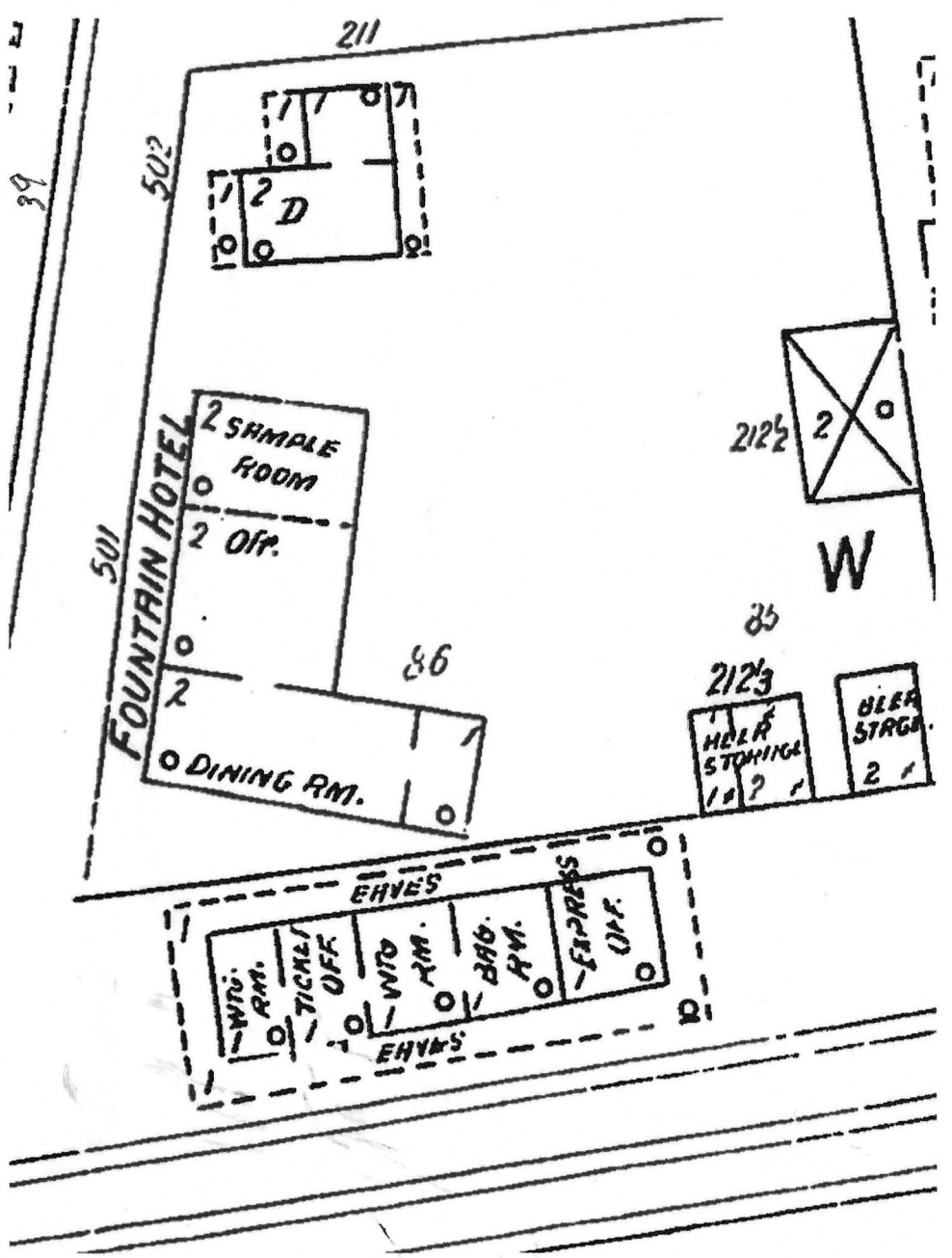
1895-2



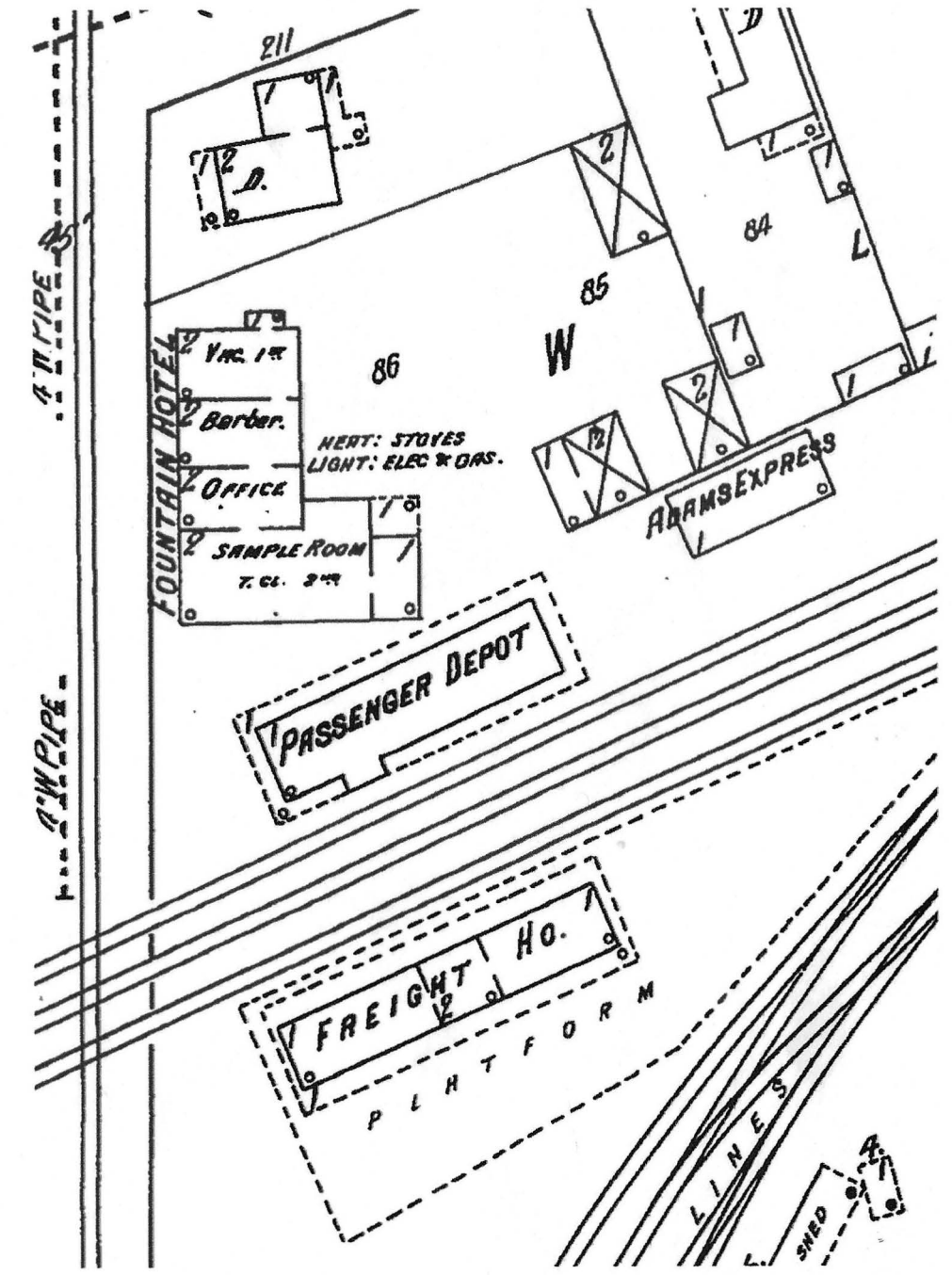
1901-3



1907-3



1915-5



HEAT: STOVES
LIGHT: ELEC & GAS.

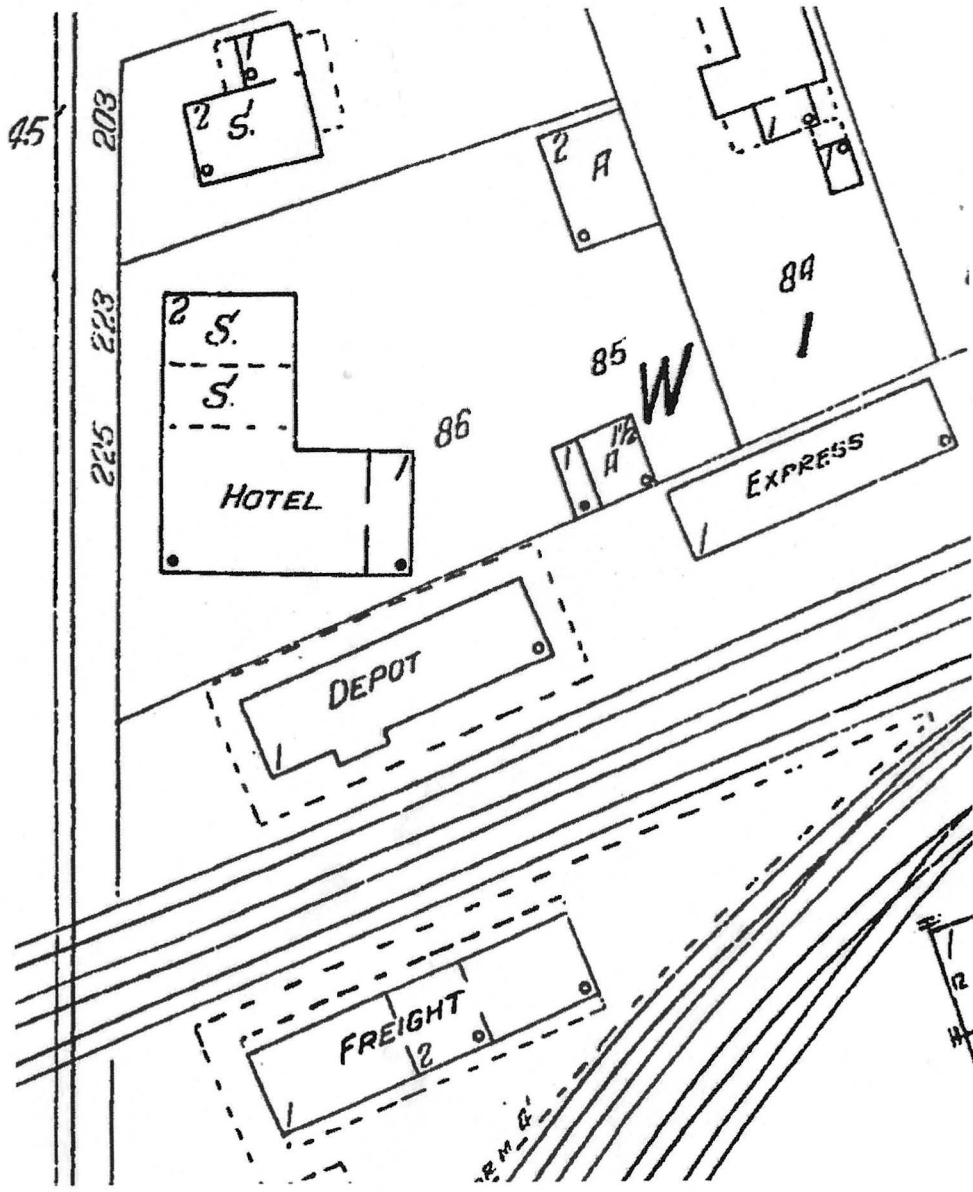
PASSENGER DEPOT

FREIGHT HO.
PLATFORM

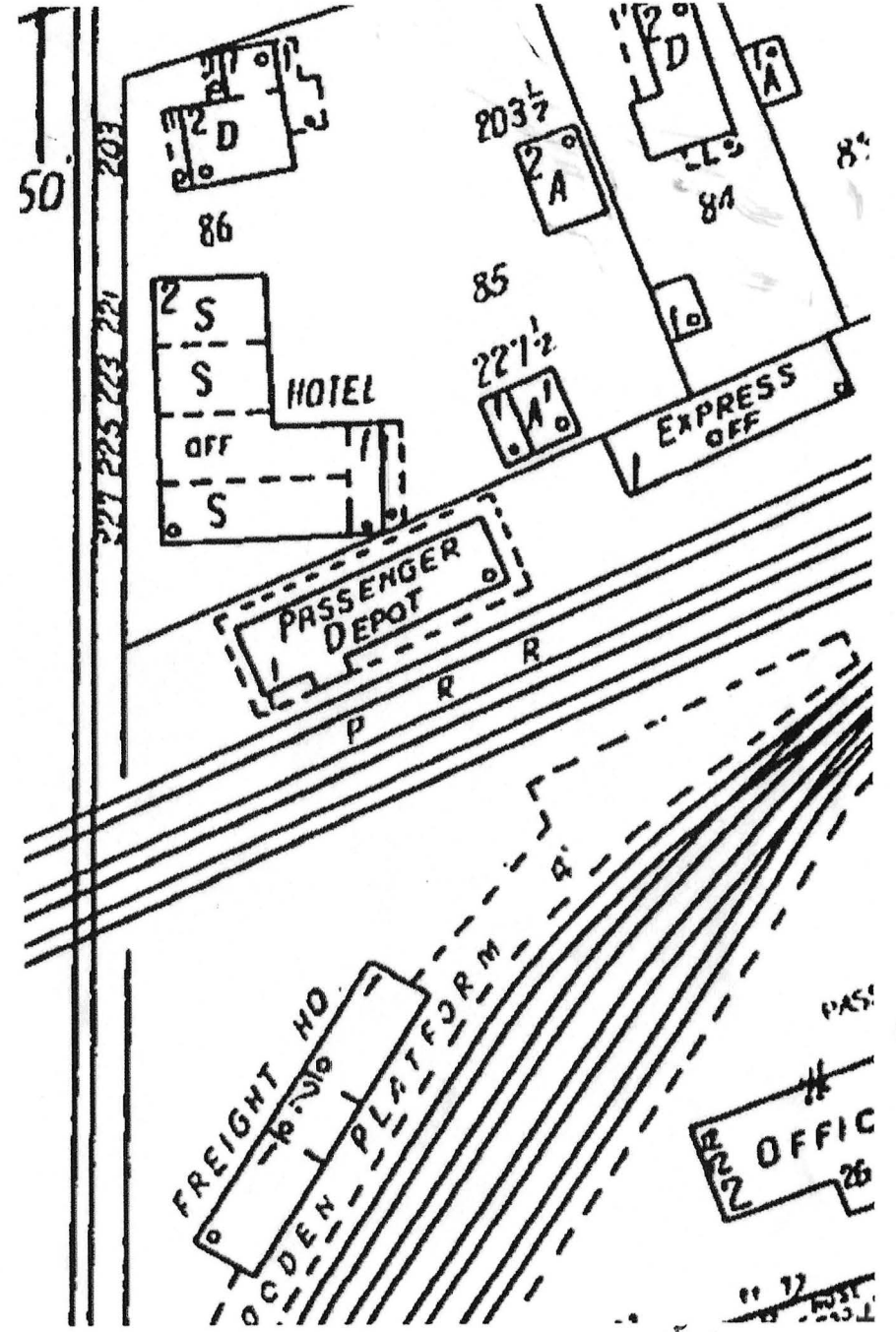
LINES

SNED

1924-6



1933-5



P L A T F O R M .

EYES.	
236'01	0
P.C.C. & ST. L.R.R.	
FREIGHT NO.	
EYES.	

M

D

F

T

R

P

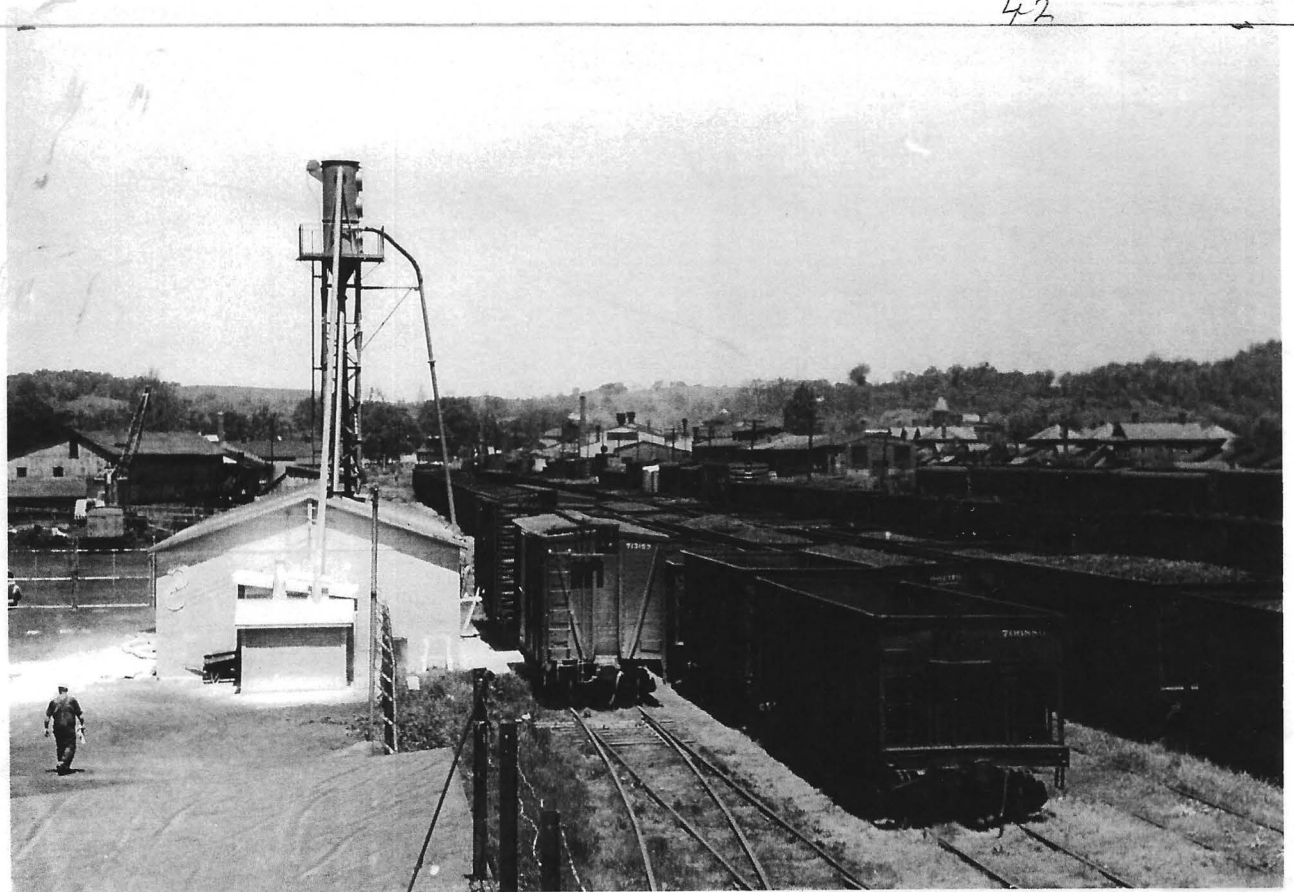
L

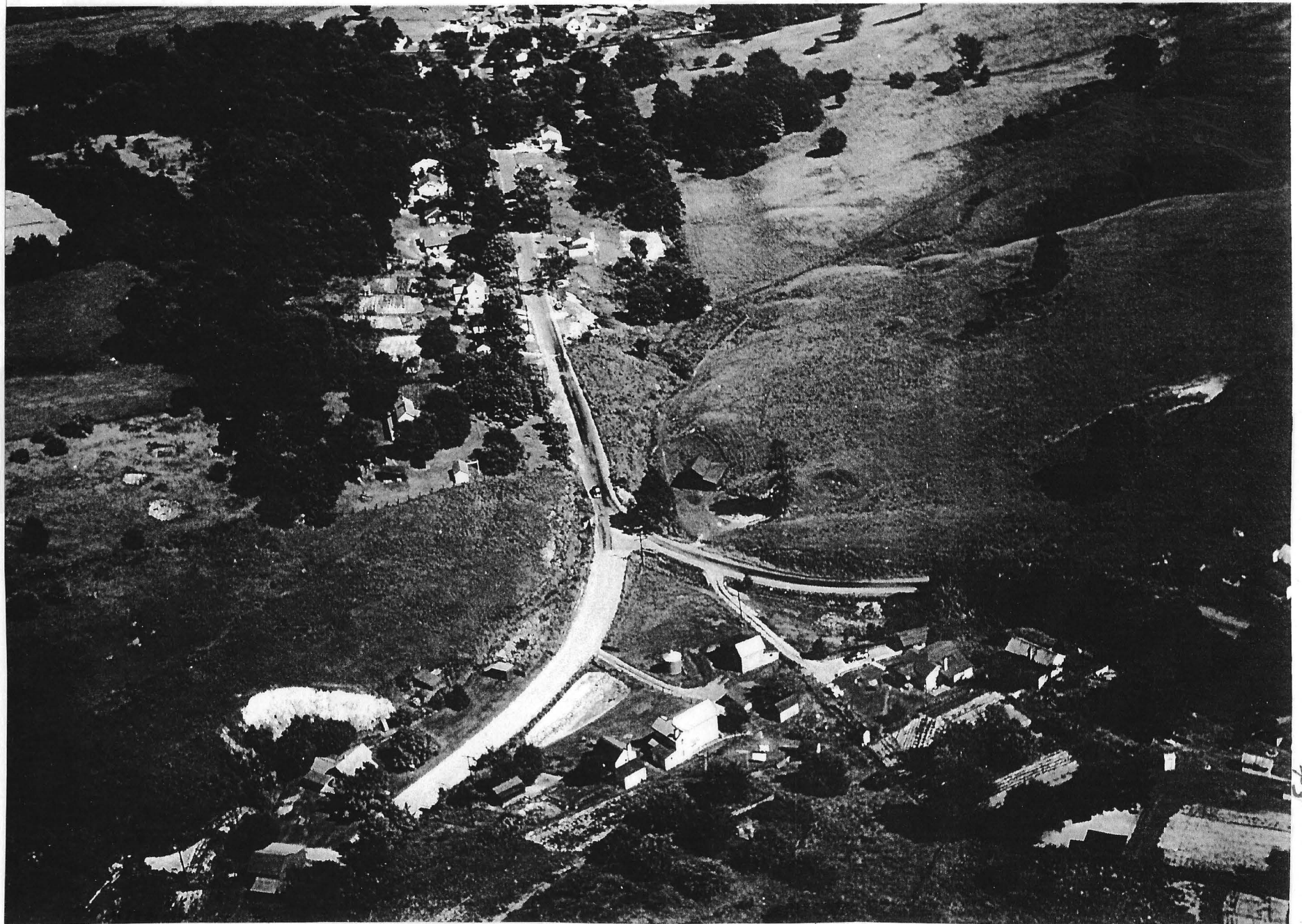
F.

1901-1



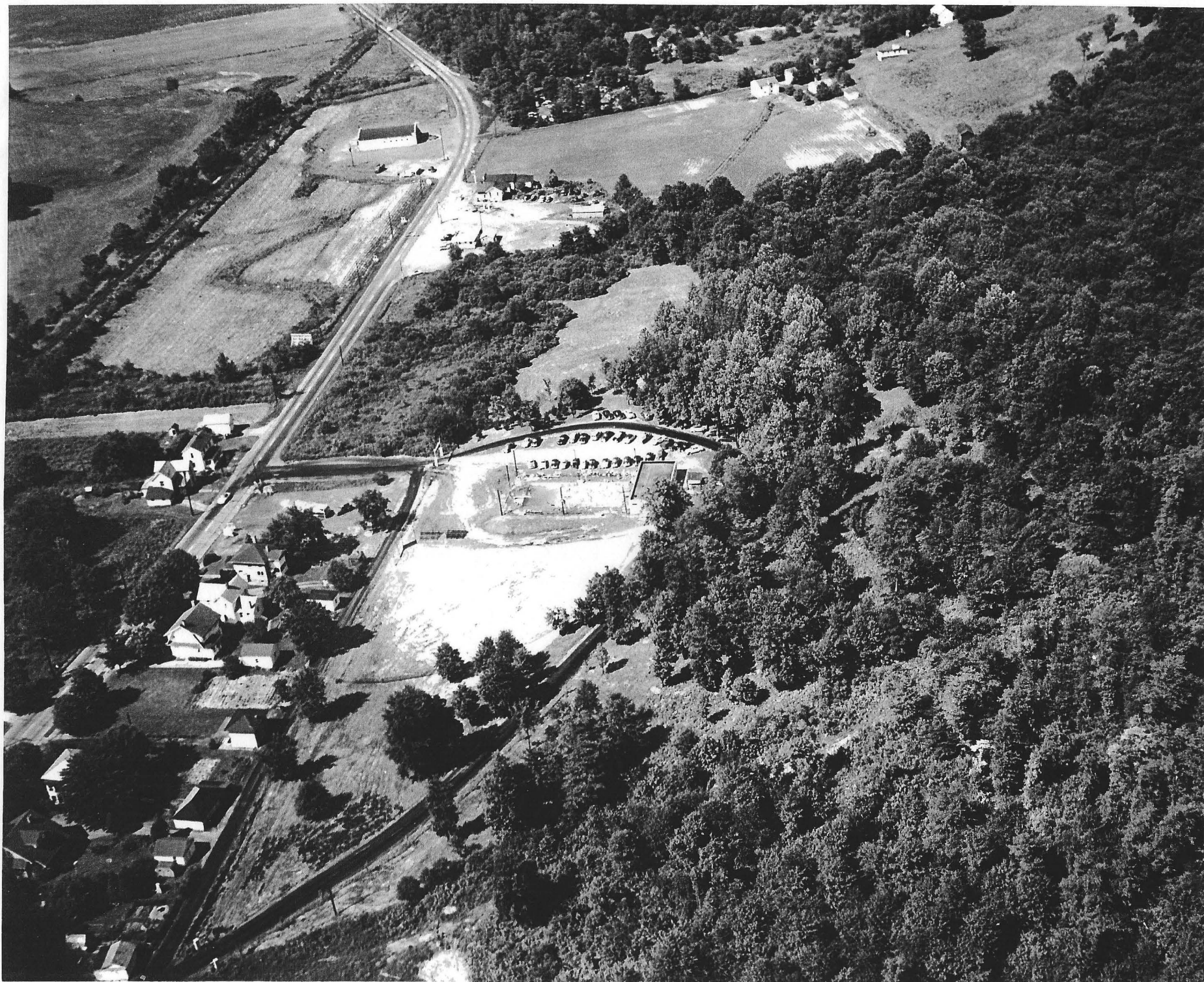
H





BLUE RIDGE

CROSS ST. ST. COAL PORT HILL RD.
1950 s

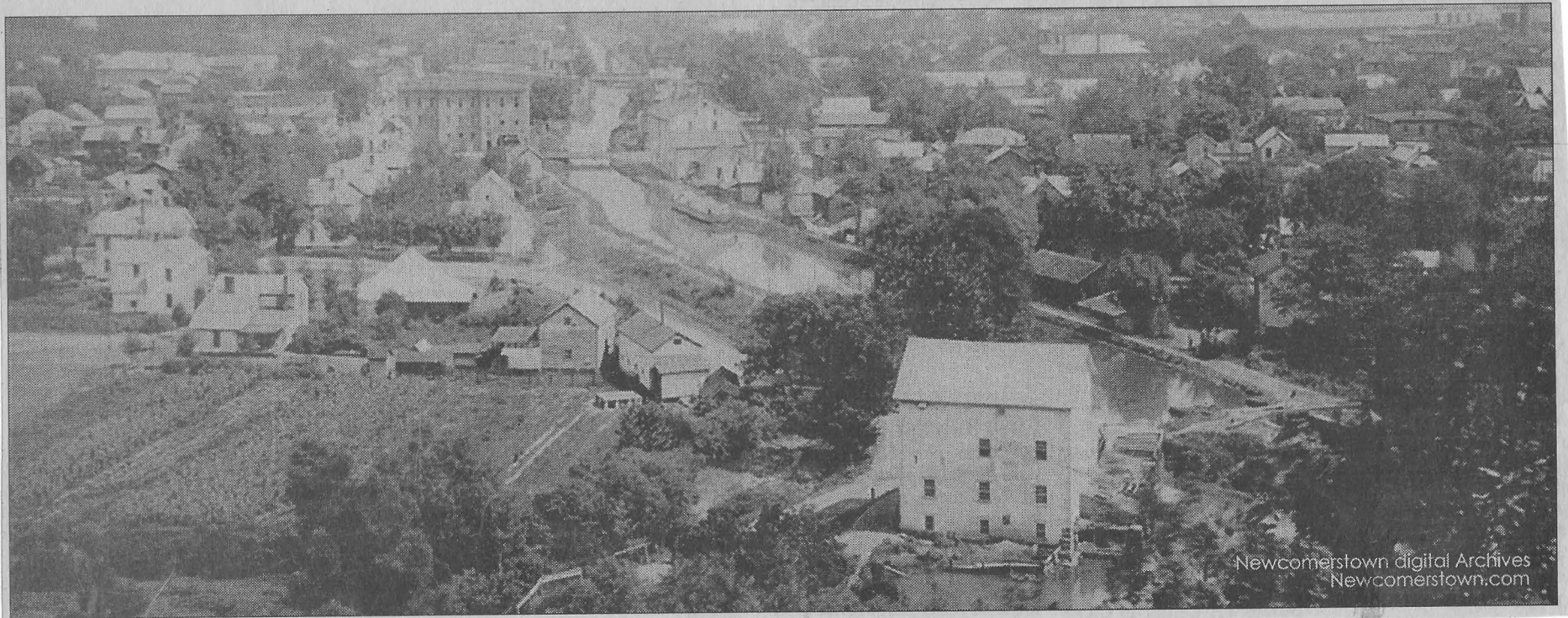


CY YOUNG

SWIMMING POOL

HY

Newcomerstown and its golden canal era



NEW CONCRETE
BRIDGE
BUILT IN 1961



NEW CONCRETE BRIDGE BUILT IN 1961 PILLING ST.

PILLING ST. BRIDGE



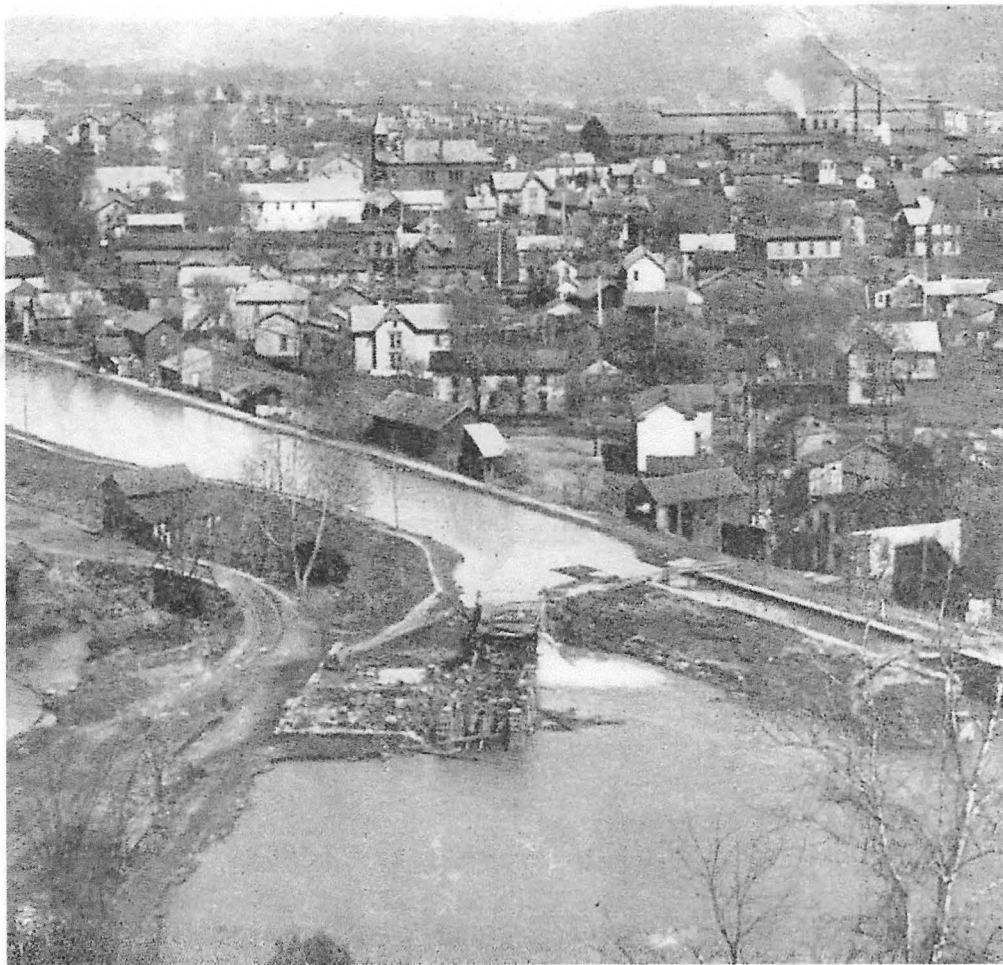


47









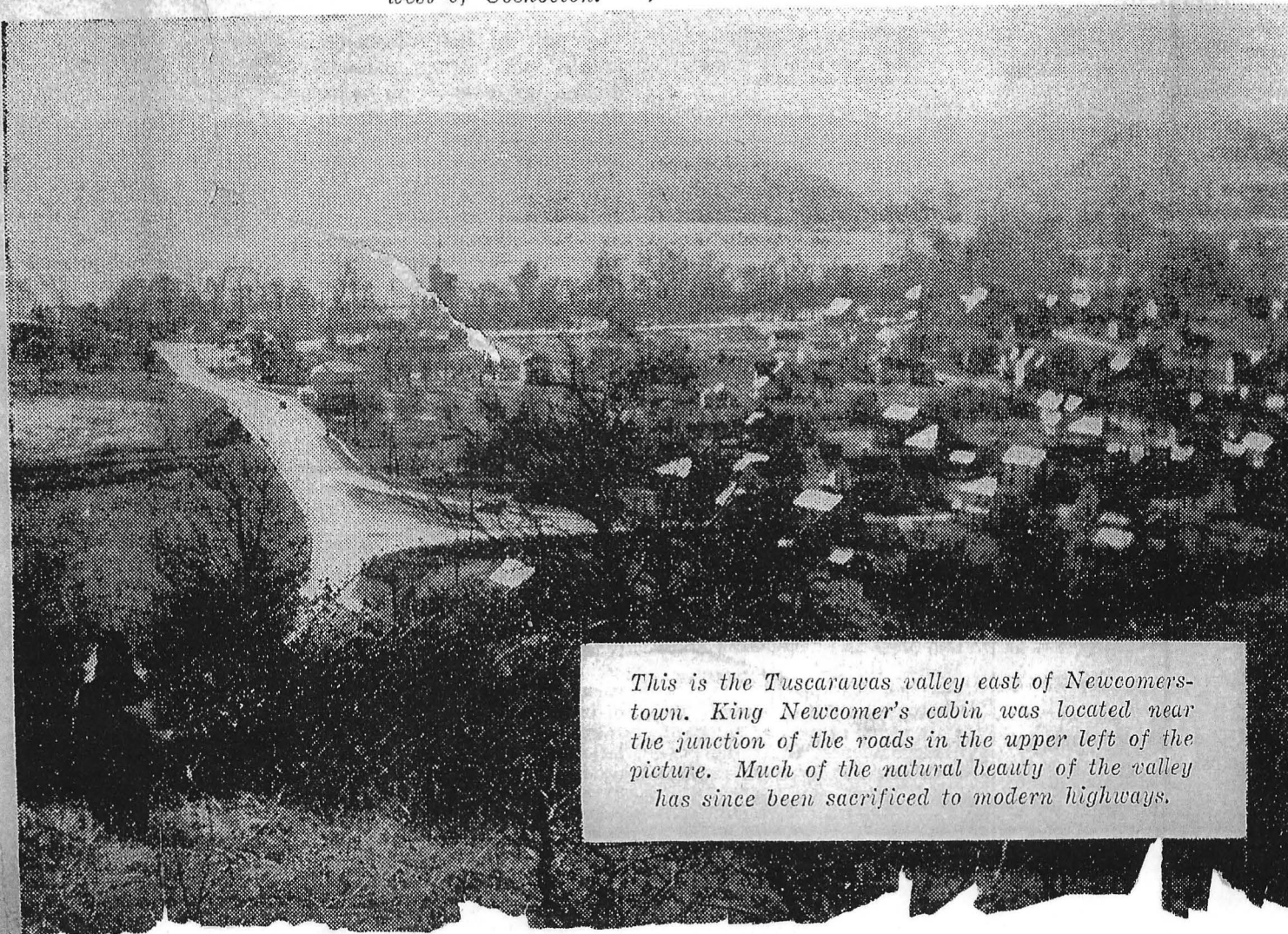
51

1910
1906



From Mulvan Park, Newcomerstown, Ohio

White Woman's monument stands at the side of U. S. Route 36, five miles northwest of Coshocton.



This is the Tuscarawas valley east of Newcomers-town. King Newcomer's cabin was located near the junction of the roads in the upper left of the picture. Much of the natural beauty of the valley has since been sacrificed to modern highways.

the cluster of wigwams as old and young, the Indians hurried to gaze upon Eagle Feather, where he lay on the floor of his wigwam, his head neatly cleft by his own tomahawk which was still deeply buried in the wound.

Tuscarawas first came to the valley east of the forks of the Muskingum.

The town at which she was recaptured by the Indians was ever afterward called "The Newcomer's Town" by the Indians. The captive denied the act, saying instead that Mary had killed her own husband, and that she—the Newcomer—had fled because she, too, feared Mary's hatchet.

She was taken, in spite of her protestations of innocence, to another Indian town situated at the forks of the Muskingum—the site of the present city of Coshocton. There, in accordance with the rule of the tribe that all escaped prisoners who were recaptured should be put to death, she was killed.

* * *

CHRISTOPHER GIST, to whom reference has already been made, was an early explorer and surveyor. He was employed by the Ohio Land Company (composed of 12 Virginians, among whom was George Washington) to investigate the nature of certain land bordering the Ohio river, and the feasibility of planting settlements upon it.

Late in the fall of 1750 he had come into the Tuscarawas valley, finally reaching the Indian town on the site of Coshocton about a week before Christmas.

Finding a few friendly white traders there, he remained for several weeks. He kept a diary of his journey, and one entry in particular is believed by many historians to have a bearing on this story. This entry is quoted from Mitchener's "Pathfinders of Eastern Ohio."

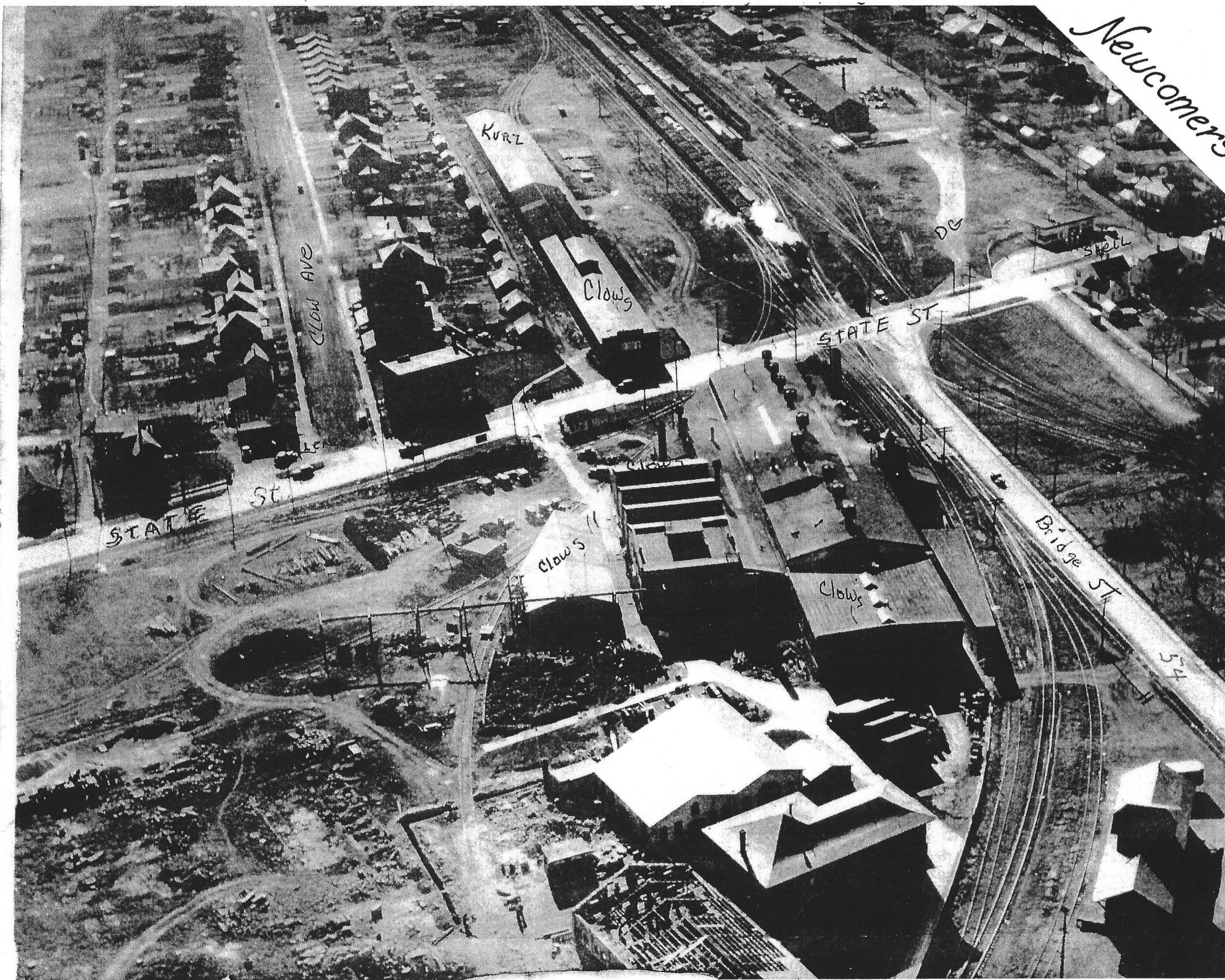
* * *

"**W**EDNESDAY, 26 — This day a woman that had been a prisoner and had the

1913 FLOOD



Newcomers



CLOW'S

STATE ST

CLOW AVE

KURZ

Clow's

Clow's

STATE ST

Clow's

BRIDGE ST

54

RT. 21 NORTH OF TOWN

GLOBE SMOKE STACKS



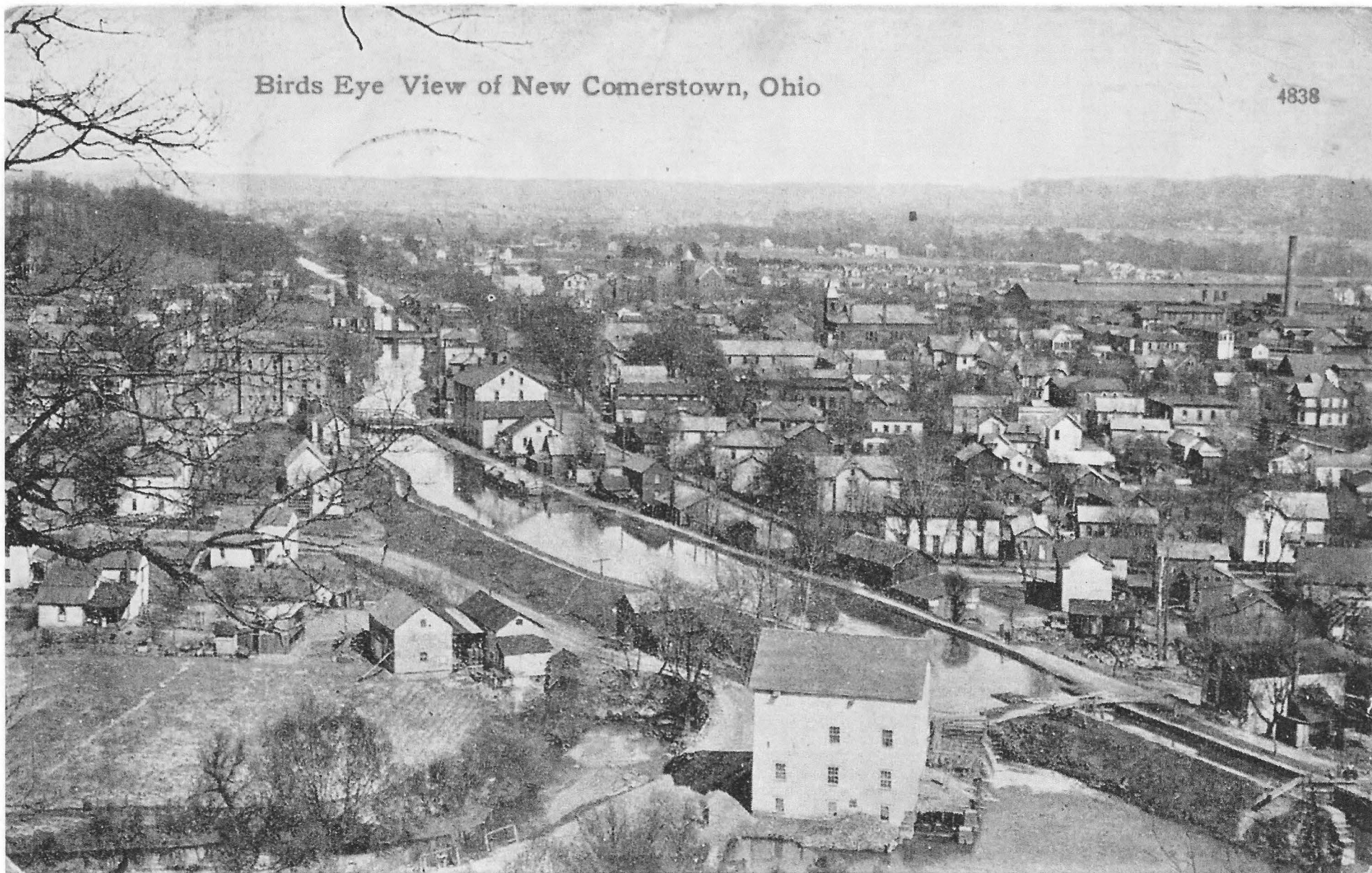




1920

Birds Eye View of New Comerstown, Ohio

4838



1911

1911

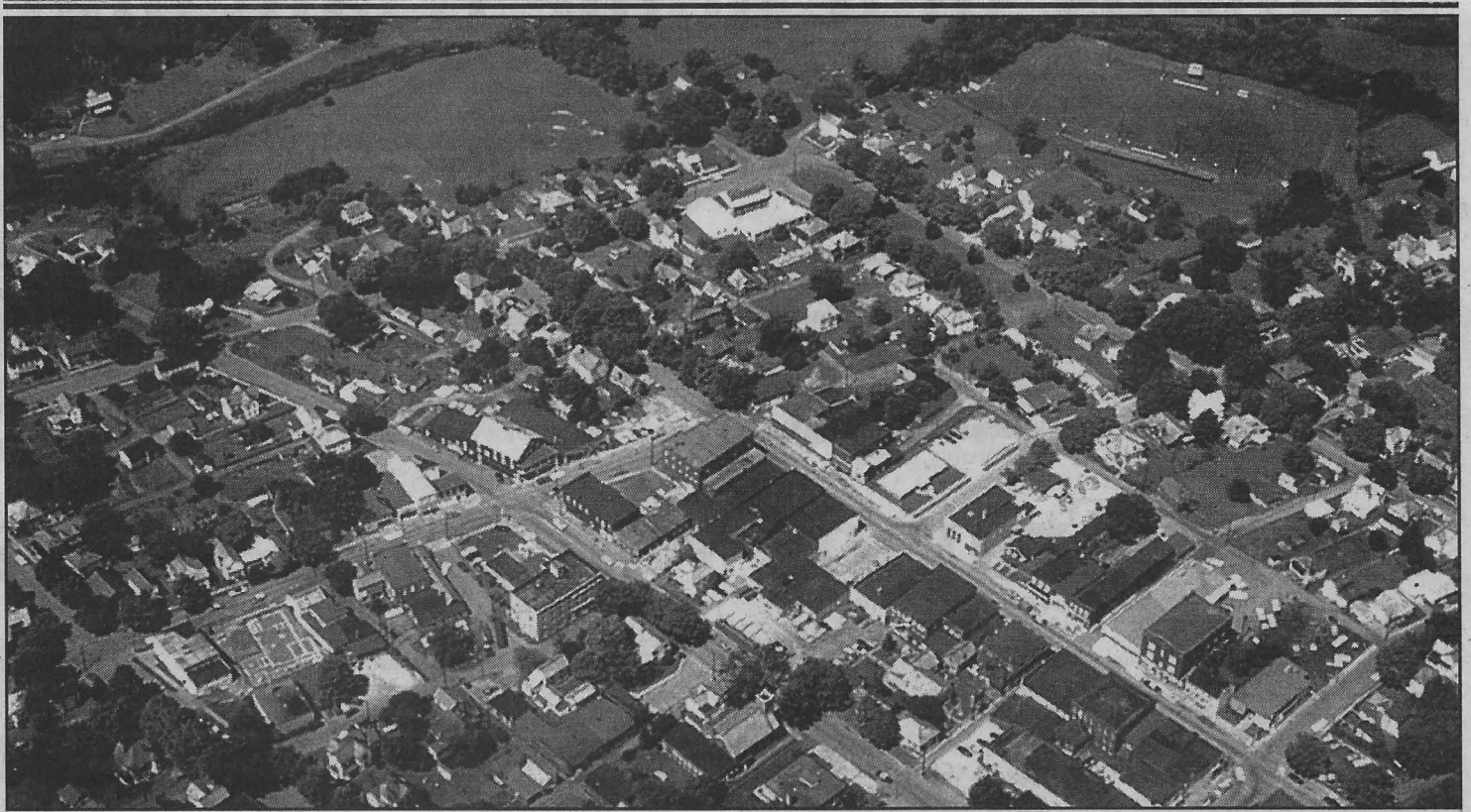
58

College Street North

59

Trailers between College & Bridge Streets
for soldiers returning from WWII (circa 1945)





This 1965 aerial view of Newcomerstown was provided by Larry Peoples, Newcomerstown. He shot the photo with an Ektachrome 35mm slide camera for his personal collection of photography.

CY YOUNG PARK HILL LOOKING NORTH LATE 1940s

CY YOUNG PARK HILL LOOKING NORTH LATE 1940s



15

ONSTINE

62

1892

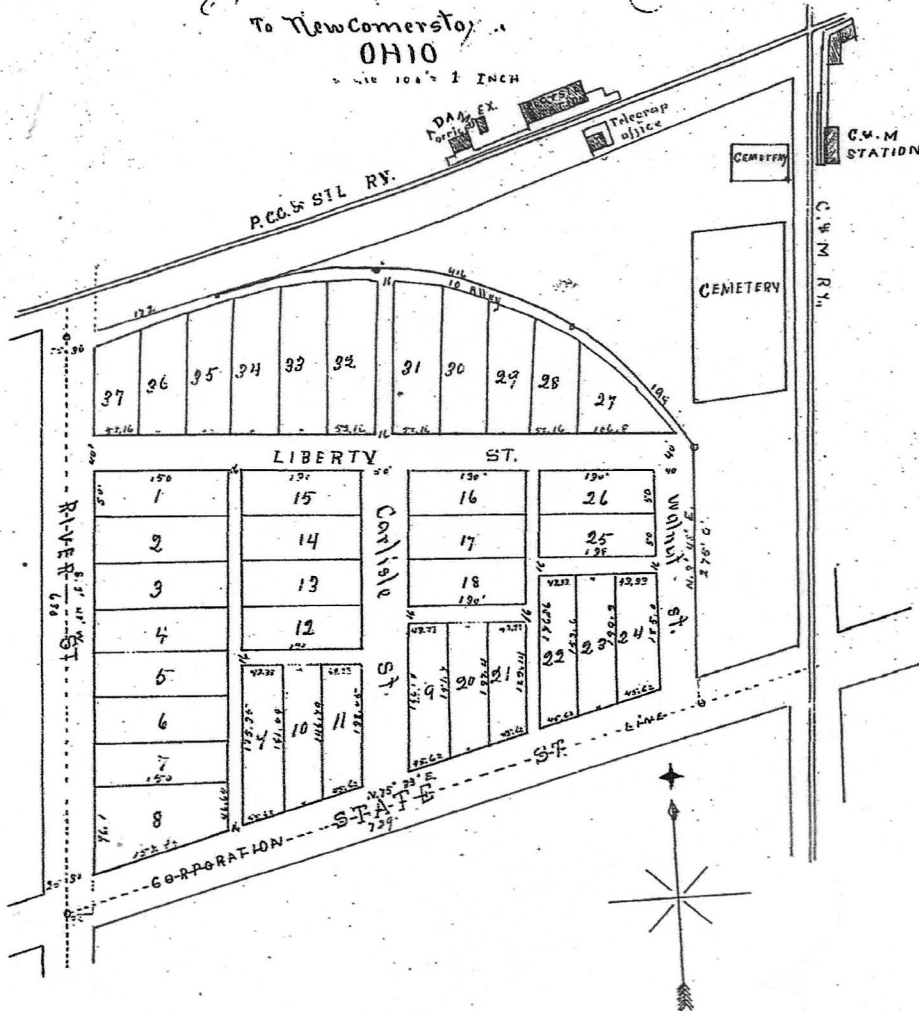
303 - 339

ONSTINE'S ADDITION

To New Comerstown, OHIO

Scale 100' = 1 INCH

182



Know all men by these presents, that J. Abram J. Onstine, the grantor, and proprietors of the foregoing tract, bounded and surveyed as herein stated, being a part of the Andrew Co. tract, in the 2nd section of the 5th township and 3rd Range N. D. M. and beginning for a boundary on the South of the new Philadelphia and Conerston State Road at a point 90 feet westerly from and at right angles to the east line of River Street in the village of New Comerstown, O. Thence N. 76° 30' E. with the curve of said State Road 750 feet thence N. 2° 48' E. 275 feet thence by a curve to the left of a radius of 275 feet from a tangent being N. 27° 15' W. in a distance of 194 feet, thence by a curve to the left of a radius of 178 feet by a distance of 416 feet to the South line of the right of way of the P.C. & S.T.L. Ry. thence easterly along said South line 177 feet to a point 30 feet west of the East line of River Street, thence South and parallel to the East line of River Street 650 feet to the place of beginning estimated to contain 172 Acres more or less, which the same to be my free and good land and I do hereby dedicate the same and allow to remain thereon to the public use forever, Witness my hand this 4th day of Jan. A.D. 1892
 J. Abram J. Onstine

Witnessed in presence of
 W. B. Corley
 W. H. Campbell

State of Ohio, Tuscarawas County.
 B. F. Baxter, the undersigned authority in and for said County and State personally appeared the aforesaid J. Onstine, by this 4th day of Jan. A.D. 1892, who acknowledged the foregoing of the above acknowledgment of the foregoing as being his free act and deed, in full view of me, B. F. Baxter, notary public, and I do hereby certify the same as being true and correct.
 B. F. Baxter
 Notary Public

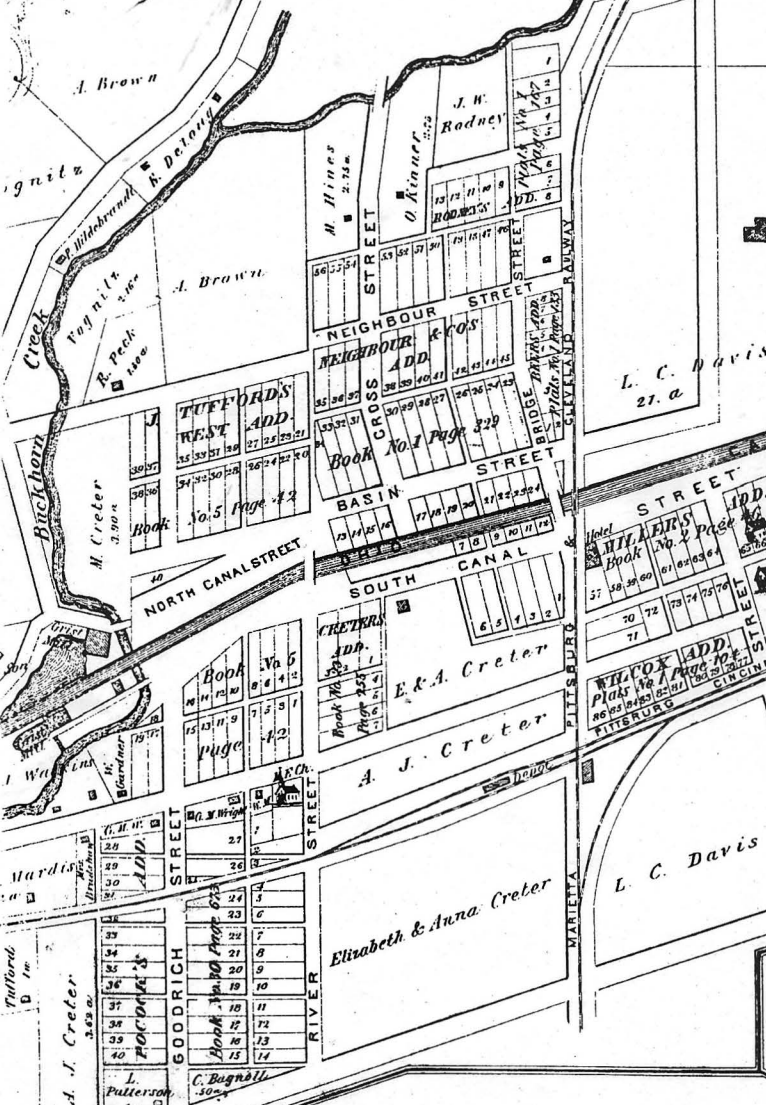
I certify the above plat to be correct.
 Jan. 9, 1892
 W. R. Corley
 Mayor of New Comerstown

Dedication of Streets and Alley accepted by Council Jan. 5th A.D. 1892.
 B. F. Baxter Corporation Clerk

Received Jan. 26th 1892, at 8 P.M.
 Recorded Feb. 5th 1892.
 (C. J.) Lewis Recorder

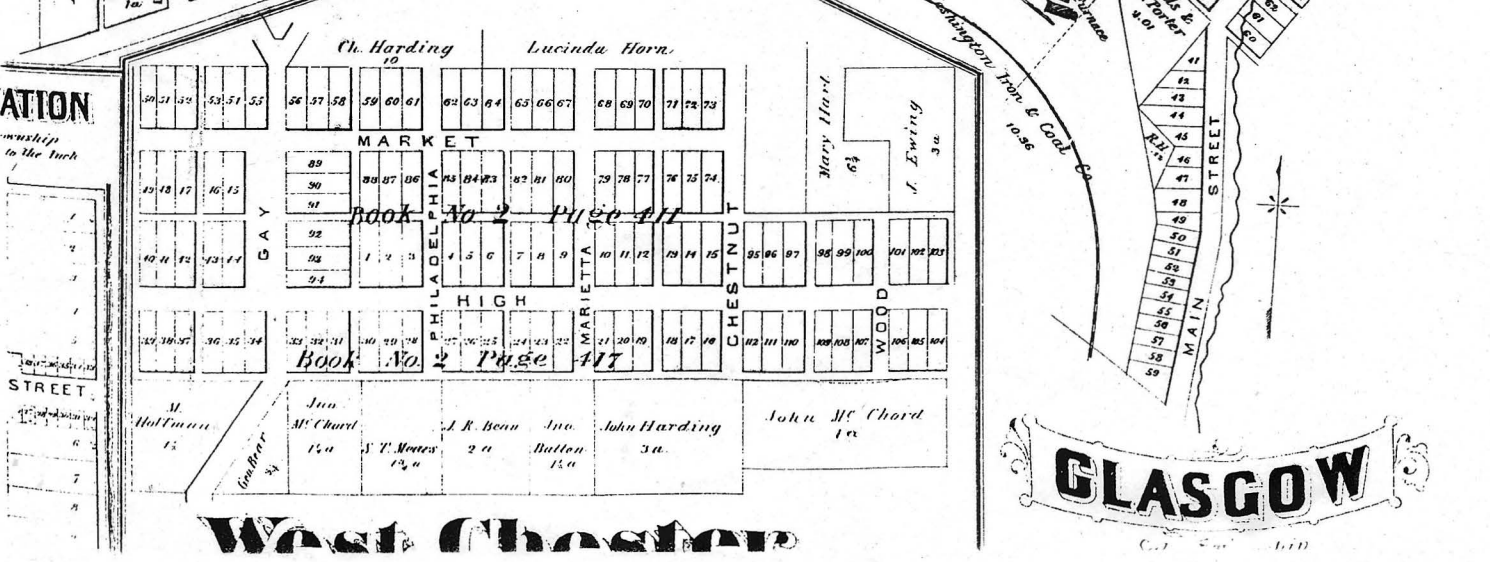
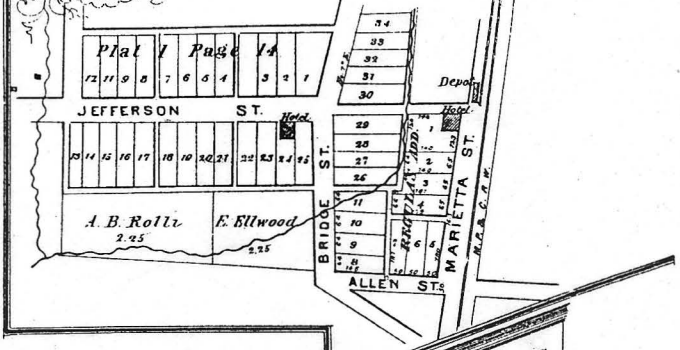
WYCOMERSTOWN

by Cyrus Wheelock, Janesville, Wis.
Scale 400 feet to the inch.



PHILLIPSBURG

Jefferson Township Scale 400 ft. to the inch.



GLASGOW

Scale 400 feet to the inch.

STREET
53 52 51 50 49 48 47 46

NEIGHBOUR STREET
HBOUR & CO'S
ADD.
38 39 40 41 42 43 44 45

CROSS STREET
No. 1 Page 329
30 29 28 27 26 25 24 23

SIN STREET
15 16 17 18 19 20 21 22 23 24

HIO CANAL
7 8 9 10 11 12

OUTH
6 5 4 3 2

ERS
1 4 5 6 7

E. & A. Creter

A. J. Creter

ibeth & Anna Creter

RAILWAY
CLEVELAND
L. C. Davis
27. a

STREET
69

Hotel
MILLERS
Book No. 2 Page 46
57 58 59 60 61 62 63 64

70 72 73 74 75 76
71

WILCOX
Plats No. 1 Page 104
86 85 84 83 82 81 80 79 78 77

PITTSBURG
CINCINNATI

L. C. Davis

64

D. Mulvain

Judy

Mrs. J. Everett
Mrs. Mc Fee
J. Mc Clure
Mary Putterson
Mrs. Lee
Ross
A. G. Cordery
G. Mitchell
Hathorn

Union School
J. Sultzer
40

ST. LOUIS

D. MULVAIN & CO'S
WALNUT STREET

Plats I. Page 156
99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122

STATE STREET

Glasgow

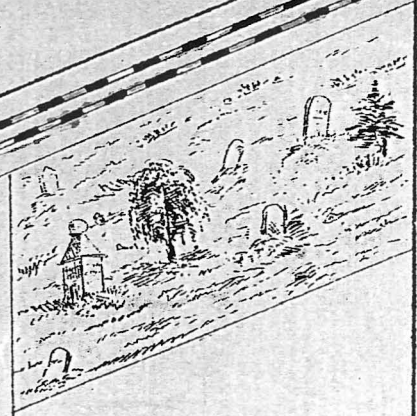
MILLER & WIETS ADD.
 Plat No. Page 133
 1 2 3 4 5 6 7 8

P. Sheets
150a

W. Neighbor
8a

W. Davis

RAIL ROAD



A. R. Wilcox
9. 30a

W. Neighbor
6.a

CHESTNUT ST.

12	11	10	9	8	7	6	5	4	3	2	1
13	12	11	10	9	8	7	6	5	4	3	2
14	13	12	11	10	9	8	7	6	5	4	3
15	14	13	12	11	10	9	8	7	6	5	4
16	15	14	13	12	11	10	9	8	7	6	5
17	16	15	14	13	12	11	10	9	8	7	6
18	17	16	15	14	13	12	11	10	9	8	7
19	18	17	16	15	14	13	12	11	10	9	8
20	19	18	17	16	15	14	13	12	11	10	9
21	20	19	18	17	16	15	14	13	12	11	10
22	21	20	19	18	17	16	15	14	13	12	11
23	22	21	20	19	18	17	16	15	14	13	12
24	23	22	21	20	19	18	17	16	15	14	13
25	24	23	22	21	20	19	18	17	16	15	14
26	25	24	23	22	21	20	19	18	17	16	15
27	26	25	24	23	22	21	20	19	18	17	16
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29	28	27	26	25	24	23	22	21	20	19	18
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34	33	32	31	30	29	28	27	26	25	24	23
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45	44	43	42	41	40	39	38	37	36	35	34
46	45	44	43	42	41	40	39	38	37	36	35
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56	55	54	53	52	51	50	49	48	47	46	45
57	56	55	54	53	52	51	50	49	48	47	46
58	57	56	55	54	53	52	51	50	49	48	47
59	58	57	56	55	54	53	52	51	50	49	48
60	59	58	57	56	55	54	53	52	51	50	49
61	60	59	58	57	56	55	54	53	52	51	50
62	61	60	59	58	57	56	55	54	53	52	51
63	62	61	60	59	58	57	56	55	54	53	52
64	63	62	61	60	59	58	57	56	55	54	53
65	64	63	62	61	60	59	58	57	56	55	54
66	65	64	63	62	61	60	59	58	57	56	55
67	66	65	64	63	62	61	60	59	58	57	56
68	67	66	65	64	63	62	61	60	59	58	57
69	68	67	66	65	64	63	62	61	60	59	58
70	69	68	67	66	65	64	63	62	61	60	59
71	70	69	68	67	66	65	64	63	62	61	60
72	71	70	69	68	67	66	65	64	63	62	61
73	72	71	70	69	68	67	66	65	64	63	62
74	73	72	71	70	69	68	67	66	65	64	63
75	74	73	72	71	70	69	68	67	66	65	64
76	75	74	73	72	71	70	69	68	67	66	65
77	76	75	74	73	72	71	70	69	68	67	66
78	77	76	75	74	73	72	71	70	69	68	67

STREET

RAIN

Plats No. 1

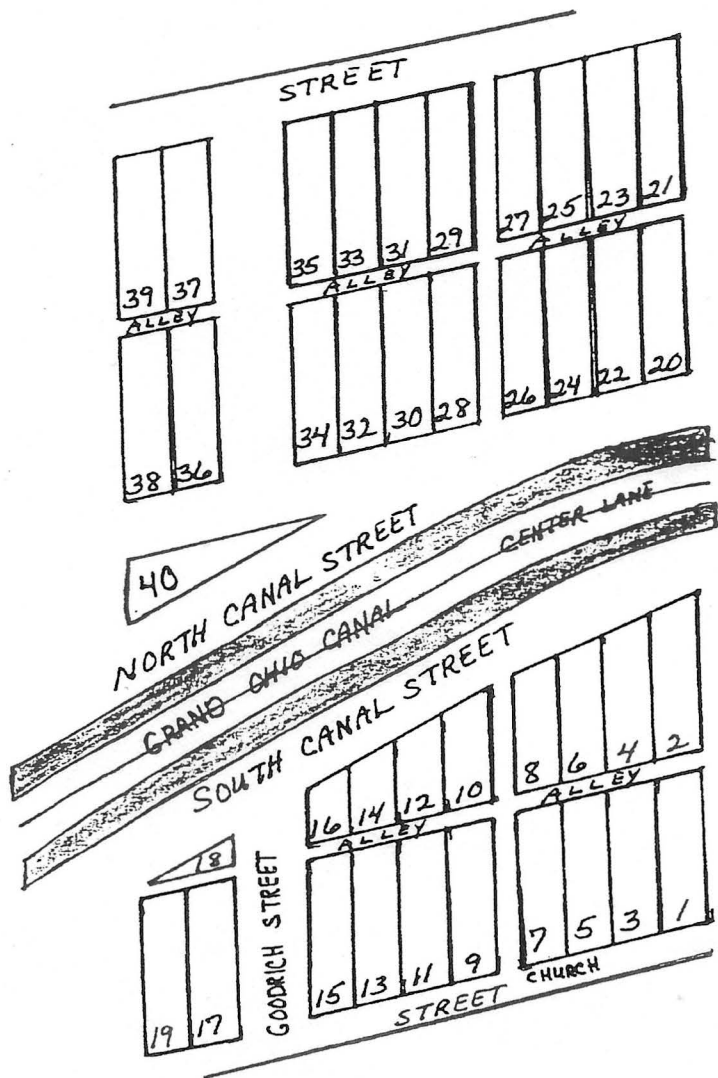
Page

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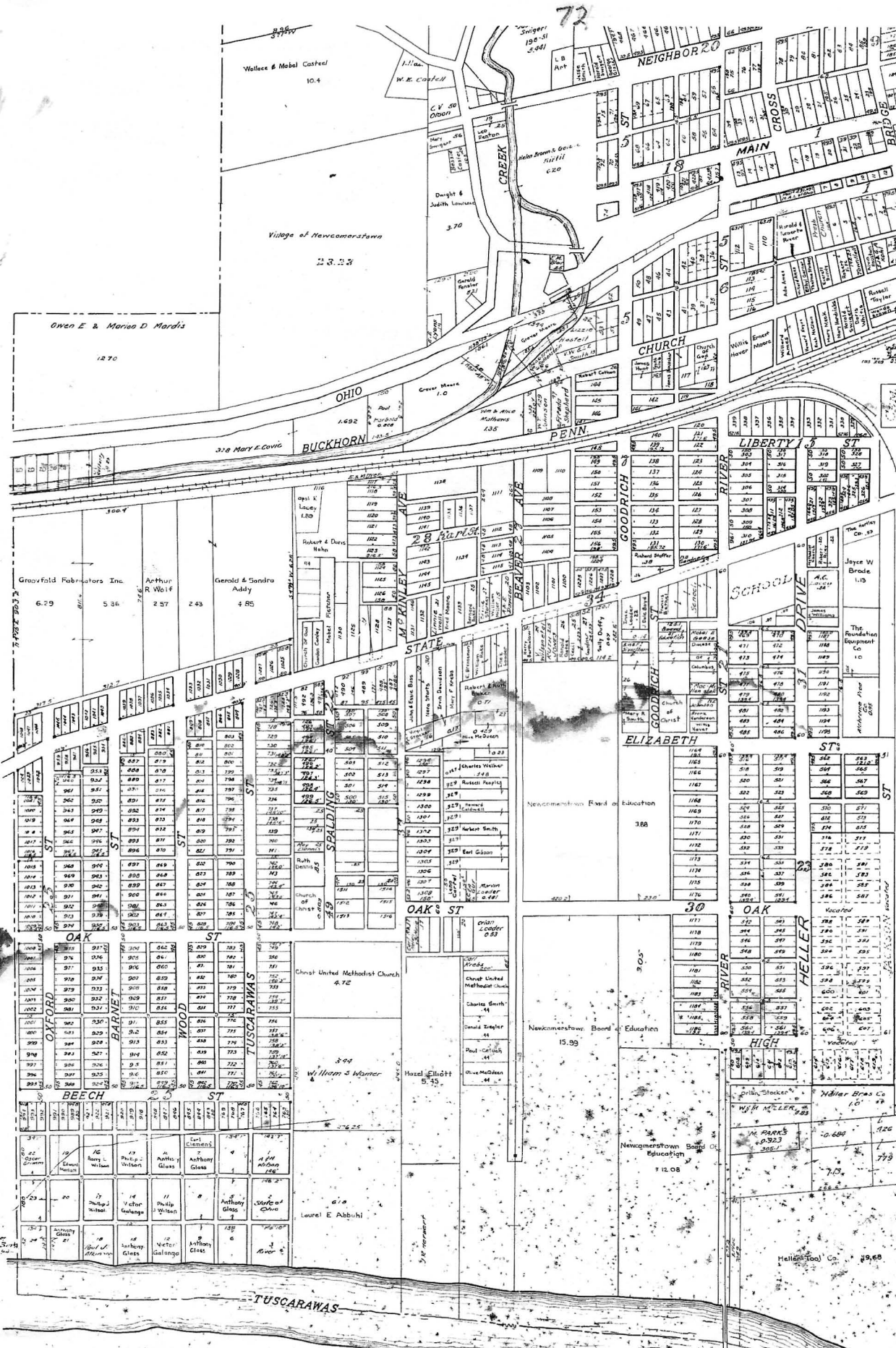


1826-1827

- | | | |
|--------------------|---------------------------|----------------------------|
| 1. Joseph Lake* | 16. R. Mitchell* | 31. BLANK |
| 2. Aaron Schenk | 17. Wm. Gardner | 32. John Mulvain |
| 3. Frederick Dunn | 18. BLANK | 33. John Hoglan |
| 4. Samuel Web* | 19. John Hogland | 34. John Stout |
| 5. James Gibson | 20. Gideon Amspaugh | 35. John Spiner* |
| 6. James Gibson | 21. BLANK | 36. C. Hilebrant* |
| 7. Gideon Amspaugh | 22. Joshua Gardner | 37. Jacob Tufford |
| 8. Gideon Amspaugh | 23. Joshua Gardner | 38. Christopher Hilebrant* |
| 9. George Wolf | 24. Joseph Mulvain | 39. Aaron Schenk |
| 10. John B. Stout | 25. BLANK | 40. Jacob Tufford |
| 11. John S. Gray | 26. John Haze* | |
| 12. John S. Gray | 27. Charles (unreadable)* | |
| 13. Wm. Gardner | 28. George Harris | |
| 14. Wm. Gardner | 29. BLANK | |
| 15. Joseph Mulvane | 30. Joseph Lake* | |



24



GEO. F. FIEDLER COUNTY SURVEYOR 1924 TO 1929
 E. R. McCULLOUGH COUNTY SURVEYOR 1929 TO 1933
 G. O. E. ARNOLD COUNTY SURVEYOR 1933 TO 1940
 CHARLES R. YOUNG COUNTY ENGINEER 1940 TO 1961
 EDWARD F. GASSER COUNTY ENGINEER 1961 TO 1969

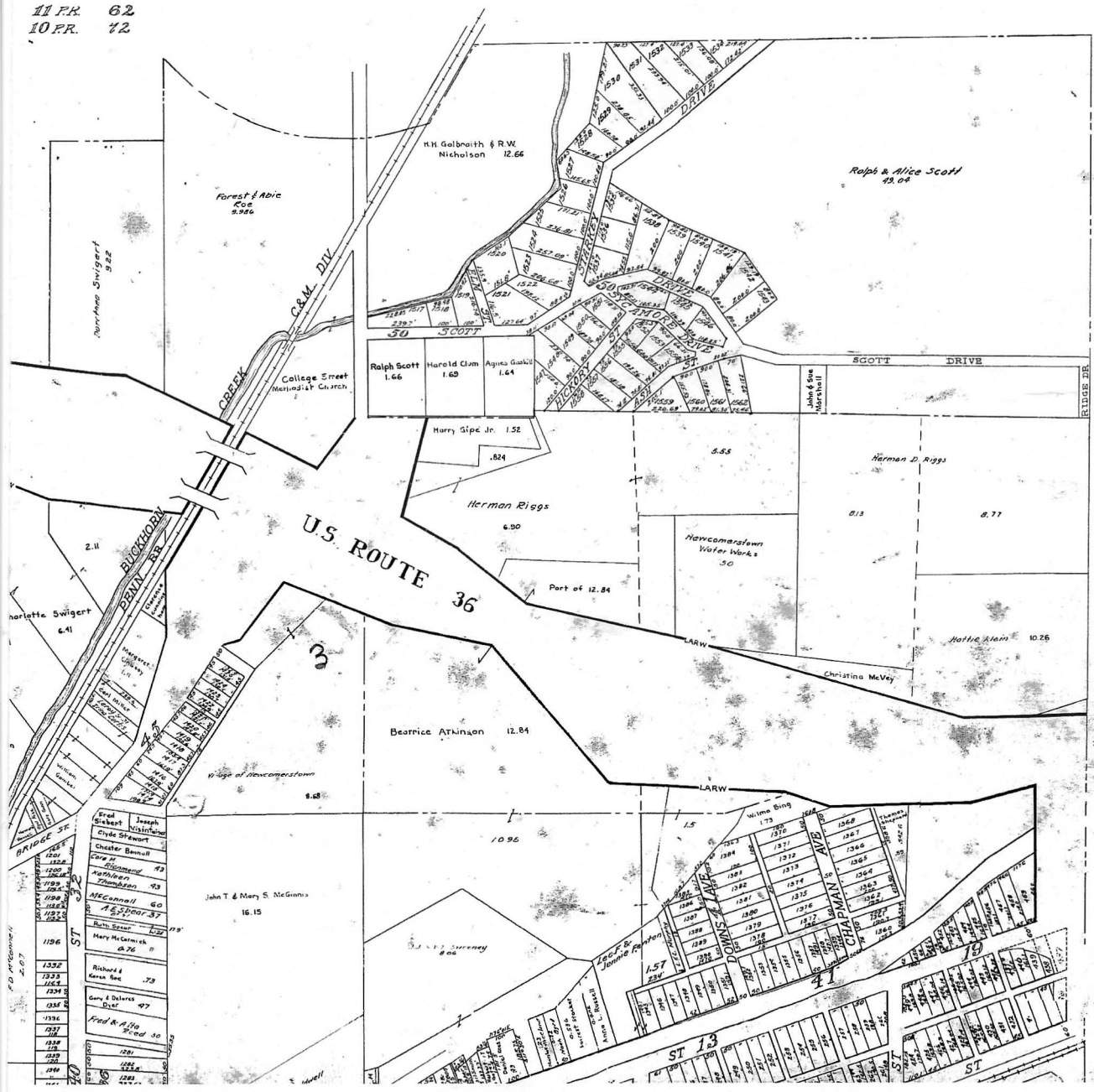
AP F ERSTOWN IO

SUBDIVISIONS
1 EAST GATE SUBD
2 MIZER'S RIVER VIEW SUBD

RECORDED
VOL PAGE
8 PR 27
8 PR 29 & 30

1" = 200'
AREA = 1.87 SQ. MI.

RECORDED	PAGE
0 9 PR	32
4 9 PR	37
8 10 PR	2
3 10 PR	3
5 10 PR	11
6 10 PR	19
1 10 PR	25 & 26
0 11 PR	25 & 26
11 PR	62
10 PR	72



*Please return to
Charlotte Maxwell*

MAP OF NEWCOMB OH SCALE

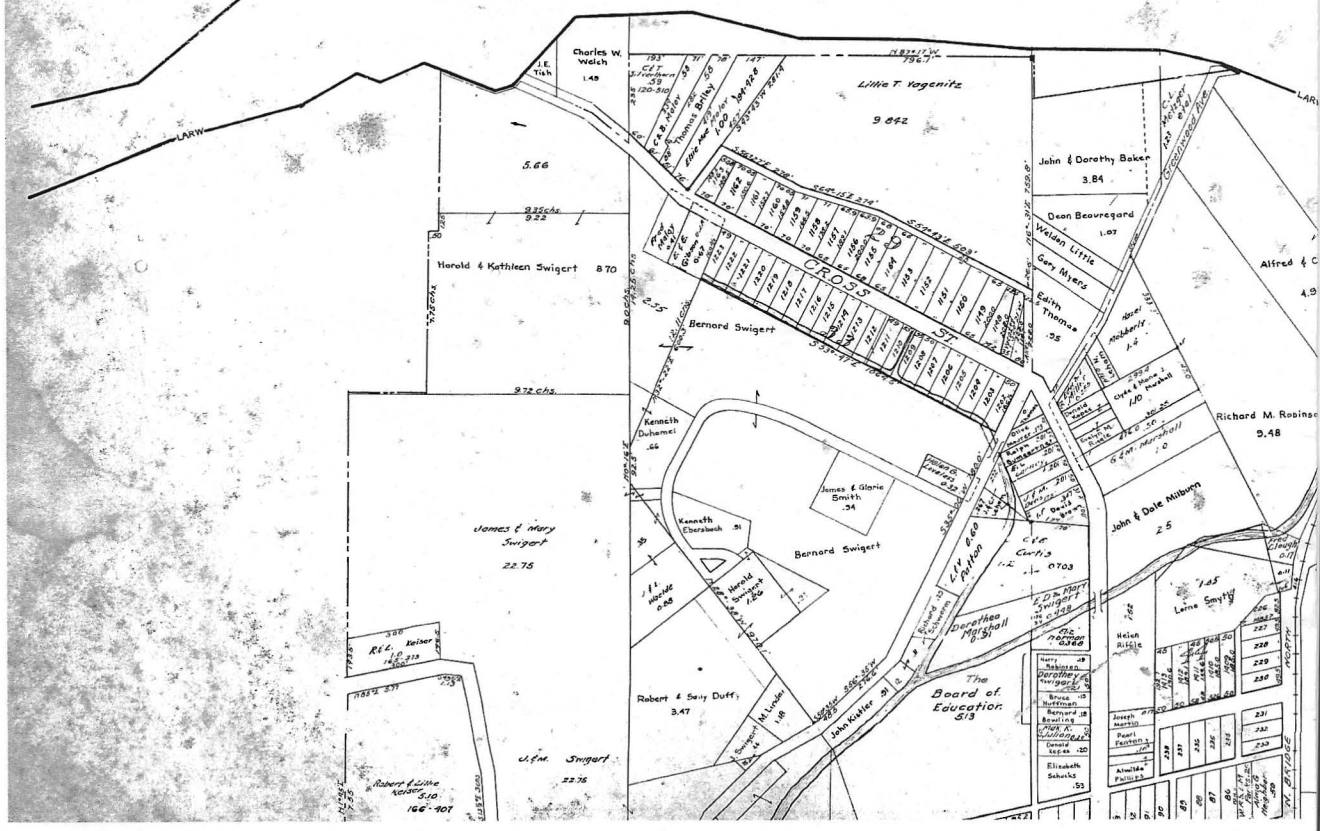
ADDITIONS

1 NEWCOMERSTOWN	1 - 34	5DR	25
2 NEIGHBOR'S ADD.	35 - 56	10DR	329
3 MILLER'S ADD.	57 - 69	22DR	346
4 WILCOX'S ADD.	70 - 86	2PR	45
5 WEST NEWCOMERSTOWN ADD.	87 - 126	5DR	47
6 CRETER'S ADD.	127 - 133	23DR	255
7 Pocock's Add	134 - 173	30DR	672
8 MILLER & WIER'S ADD	174 - 181	2PR	5
9 A M BEER'S ADD.	182 - 189	1APR	38
10 D.A. MULVANE Co's ADD	190 - 225	1APR	36
11 RODNEY'S ADD	226 - 238	1APR	30
12 BEER'S & SHIELD'S ADD.	239 - 243	1PR	14
13 H.C. ASHER'S ADD	244 - 278	1BPR	5
14 Wm. E. CASE'S ADD	281 - 302	1BPR	35
15 ONSTINE'S ADD	303 - 339	1BPR	53
16 MURPHY'S ADD	340 - 362	3	32
17 OXFORD ADD.	363 - 416	3PR	33
18 MAIN ST ADD	417 - 423	3PR	34
19 ELMIRA SMITH'S ADD	424 - 459	3PR	47
20 L.A. MISKIMEN'S ADD.	460 - 468	4PR	48
21 ELIZ. CESTER'S ADD	469 - 486	4PR	8
22 JNO. T. DUFF'S ADD.	487 - 515	4PR	9
23 NEWCOMERSTOWN Pub. Impro. Co's ADD.	516 - 619	4PR	12
24 BUCKEYE ADD.	620 - 724	4PR	13
25 SOUTH SIDE ADD.	725 - 1048	4PR	19
26 STEWART'S ADD	1049 - 1099	4PR	47
27 JES. E. LOADER'S & O.C. TUFFORD ADD	1100 - 1115	6PR	46
28 TUFFORD & PEOPLES ADD	1116 - 1146	6PR	55
29 OAKLAND HEIGHTS ADD	1147 - 1163	7PR	27
30 U.S. & CAROLINE MISKIMAN'S ADD	1164 - 1186	7PR	131
31 BARBARA A PATTERSON'S 1ST ADD	1187 - 1195	8PR	6
32 J. D. McCONNELL'S ADD.	1196 - 1201	8PR	6
33 OAKLAND GLEN ADD	1202 - 1223	8PR	14
34 BARBARA A PATTERSON'S 2ND ADD.	1224 - 1228	8PR	16
35 CLOW ADD	1229 - 1280	8PR	35
36 BEER'S HEIGHTS ADD	1281 - 1294	8PR	44
37 BERT LOADER'S ADD	1295 - 1308	8PR	47
38 JOHN COUT'S ADD	1309 - 1323	8PR	54
39 R.L. SHOEMAKER'S ADD	1324 - 1331	9PR	18
40 McCONNELL'S 2ND ADD	1332 - 1344	9PR	48

1971

ADDITIONS

41 DOWN'S ADD	1345 - 139
42 W.B. ALBRIGHT'S ADD	1391 - 139
43 RIVER GROVE ADD	1395 - 140
44 ELLISHA HIND'S ADD	1409 - 141
45 BUCKHORN ADD	1414 - 142
46 HARTLINE'S 1ST ADD	1426 - 143
47 PORCHER & OPPHILE'S ADD	1437 - 148
48 CLOW'S 3RD ADD	1482 - 151
49 CRAMLET & FERRELL'S ALLOT.	1511 - 1516
50 RALPH W. SCOTT'S ALLOT.	1517 - 1562



NEWCOMERSTOWN

76

2



LEASE #1010

A. Yingling
ZIMMER
3. 3030
Tom Shannon

covered Scales
College St

LEASE #360

ZIMMER
Mrs Rodgers

LEASE #1086

LEASE #1085

P. Turner

SOLD Wm. R. MATHEW
O&E-TUS-2886.4490

LEASE #898

LEASE #1478
SOLD Wm. R. MATHEW
O&E-TUS-2887.6100

LEASE #199

LEASE #824

LEASE #887

LEASE #1065

LEASE #180

JOHN DOLLISON
O&E-TUS-2898.2250

LEASE #1464

LEASE #384

LEASE #343

LEASE #120

LEASE #826

LEASE #887

SOLD TO E. J. E. H. G. WARN
O&E-TUS-2899.87

al. house land

swigert

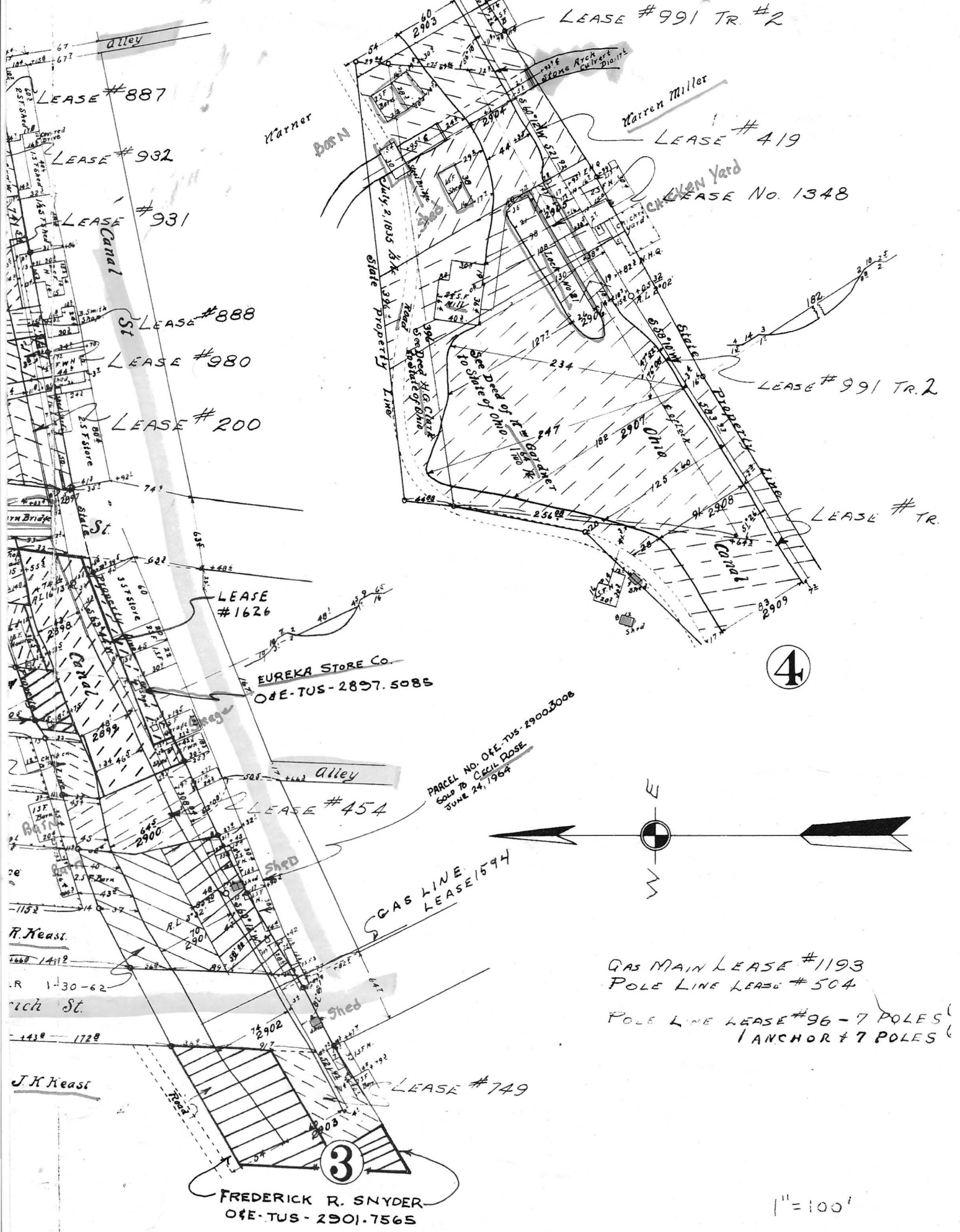
vognitz

2

27.6

3

77



4



1"=100'

3

FREDERICK R. SNYDER
O&E-TUS-2901.7565

GAS MAIN LEASE #1193
POLE LINE LEASE #504
POLE LINE LEASE #96 - 7 POLES
1 ANCHOR + 7 POLES

PARCEL NO. O&E-TUS-2900.3008
SOLD TO Cecil Rose
JUNE 24, 1964

EUREKA STORE CO.
O&E-TUS-2897.5085

GAS LINE LEASE #594

LEASE #749

LEASE #419

LEASE No. 1348

LEASE #991 TR.2

LEASE # TR.

LEASE #991 TR #2

LEASE #887

LEASE #932

LEASE #931

LEASE #888

LEASE #980

LEASE #200

LEASE #1626

LEASE #454

R. Keast

Rich St.

J.K. Keast

Alley

Warner Barn

Warren Miller

Chicken Yard

State property line

State property line

State property line

St.

Canal

Canal

Alley

Shed

Shed

Shed

Shed

See Deed of O.H. 10 10 1964

See Deed of O.H. 10 10 1964

See Deed of O.H. 10 10 1964

See Deed of O.H. 10 10 1964

See Deed of O.H. 10 10 1964

See Deed of O.H. 10 10 1964

See Deed of O.H. 10 10 1964

See Deed of O.H. 10 10 1964

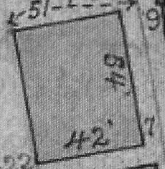
See Deed of O.H. 10 10 1964

See Deed of O.H. 10 10 1964

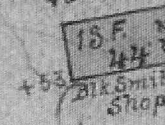
See Deed of O.H. 10 10 1964

River St.

3454



Store Room
+38.5



Blk Smith Shop
+53

3452



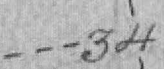
Store Room
87' 16

176

Lumber yard

8' 80' 50' W. 7

3450



Residence
+17.5



Residence
+56



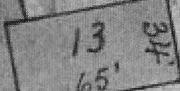
Residence
+23



3448



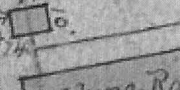
WAREHOUSE
38'



14



17



18



19



129



129

Bonwill + Brothers

Charles Dwyer

Mrs Sarah Sultzer

C. J. Douglas

57-10-11

711 Canal

Street

Water in Canal
to dotted line.

A.L. 14907

87'

25'

915'

100'

52'

68'

56'

71'

50'

49'

665'

49'

60'

50'

98'

77'

800'

OXFORD TOWNSHIP MAP 1908

SECTION VIII

OXFORD

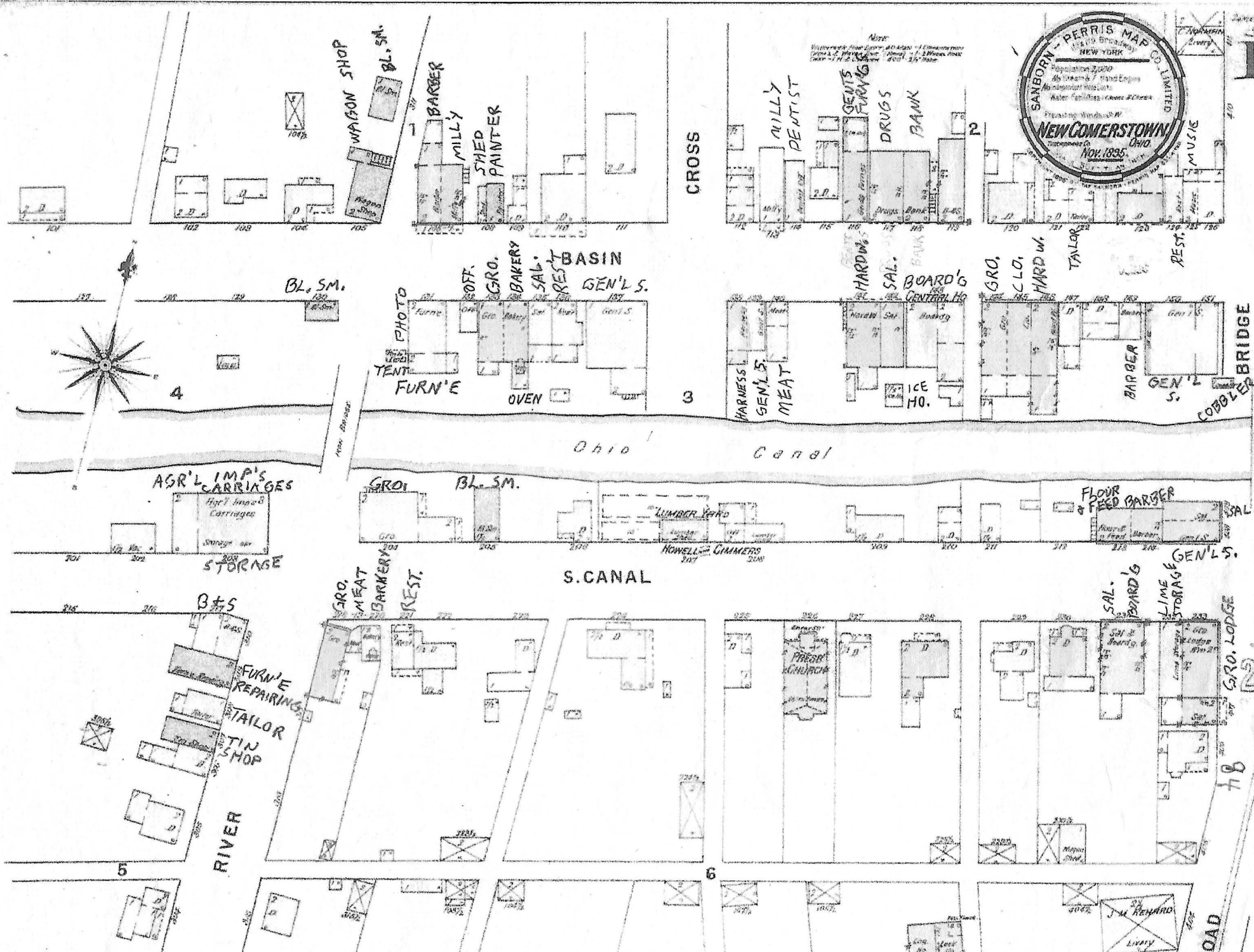


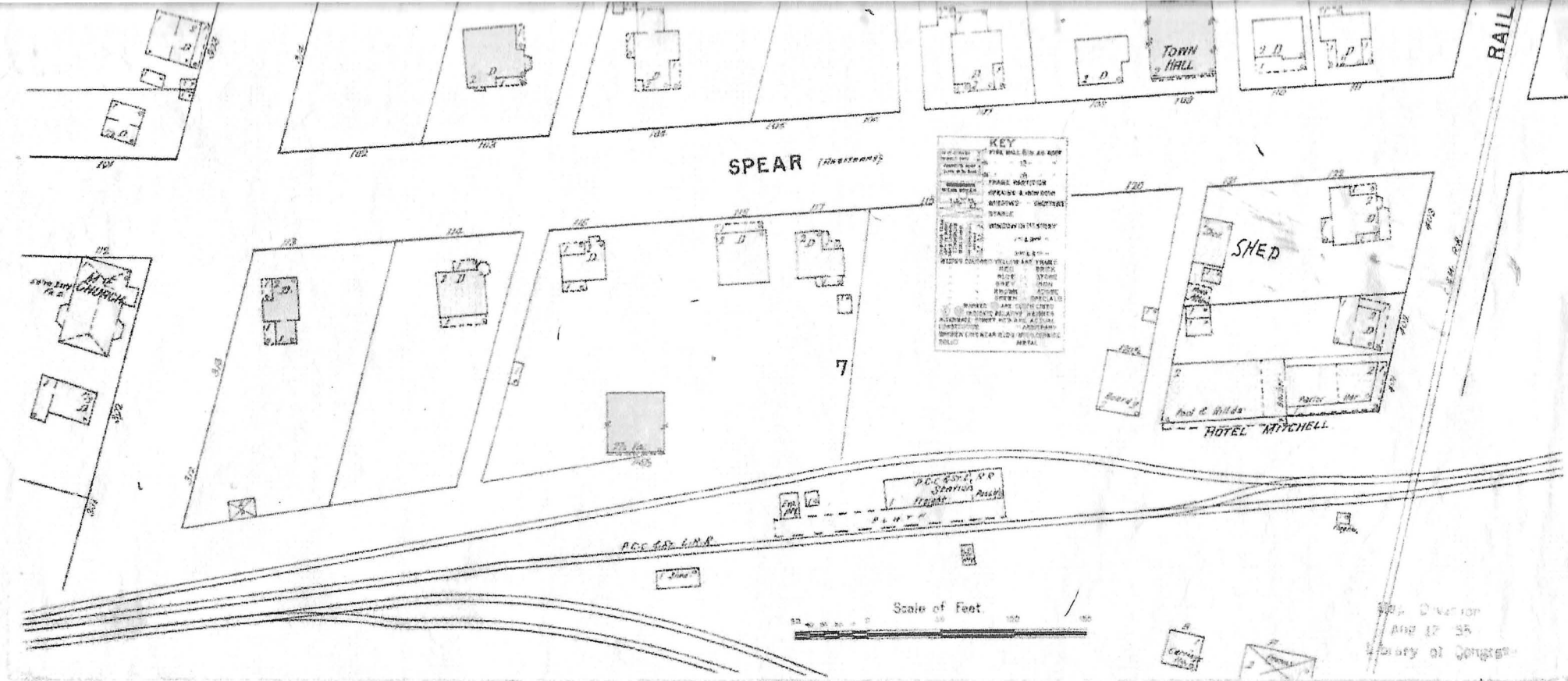
Oxford Township

Oxford is the last of the four original townships founded in Tuscarawas County containing remnants of the old canal. Like Lawrence, Goshen and Salem, it was organized on April 16, 1808. With Lock 20, and then the mill complex containing Lock 21, the burgeoning community of Newcomerstown is where we leave the county's southern border. Oxford Township includes 17,000 feet or 3.3 miles of the Ohio & Erie Canal.

#17

NOV 1895





85

RAILROAD C.E.M. R.R.

HOTEL LIVERY

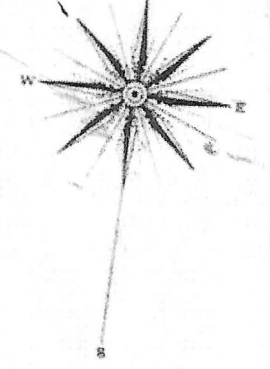
12

1895

UNION PUBLIC SCHOOL

NEWCOM

1st	2
2nd	3
3rd	4
4th	5
5th	6
6th	7
7th	8
8th	9
9th	10
10th	11
11th	12
12th	13
13th	14
14th	15
15th	16
16th	17
17th	18
18th	19
19th	20
20th	21
21st	22
22nd	23
23rd	24
24th	25
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27th	28
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29th	30
30th	31
31st	32
32nd	33
33rd	34
34th	35
35th	36
36th	37
37th	38
38th	39
39th	40
40th	41
41st	42
42nd	43
43rd	44
44th	45
45th	46
46th	47
47th	48
48th	49
49th	50
50th	51
51st	52
52nd	53
53rd	54
54th	55
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56th	57
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58th	59
59th	60
60th	61
61st	62
62nd	63
63rd	64
64th	65
65th	66
66th	67
67th	68
68th	69
69th	70
70th	71
71st	72
72nd	73
73rd	74
74th	75
75th	76
76th	77
77th	78
78th	79
79th	80
80th	81
81st	82
82nd	83
83rd	84
84th	85
85th	86
86th	87
87th	88
88th	89
89th	90
90th	91
91st	92
92nd	93
93rd	94
94th	95
95th	96
96th	97
97th	98
98th	99
99th	100



JEWELER PHOTO

SPEAR (BARRICK)

CLEANING SHEDS

COUNTRY HOTEL

SHED

2

BL. SM.

MACH. SHOP

14

Pipe Shop

P.C.C. & ST. L. R.R.

13

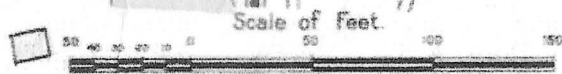
C.E.M. R.R.

Freight Depot

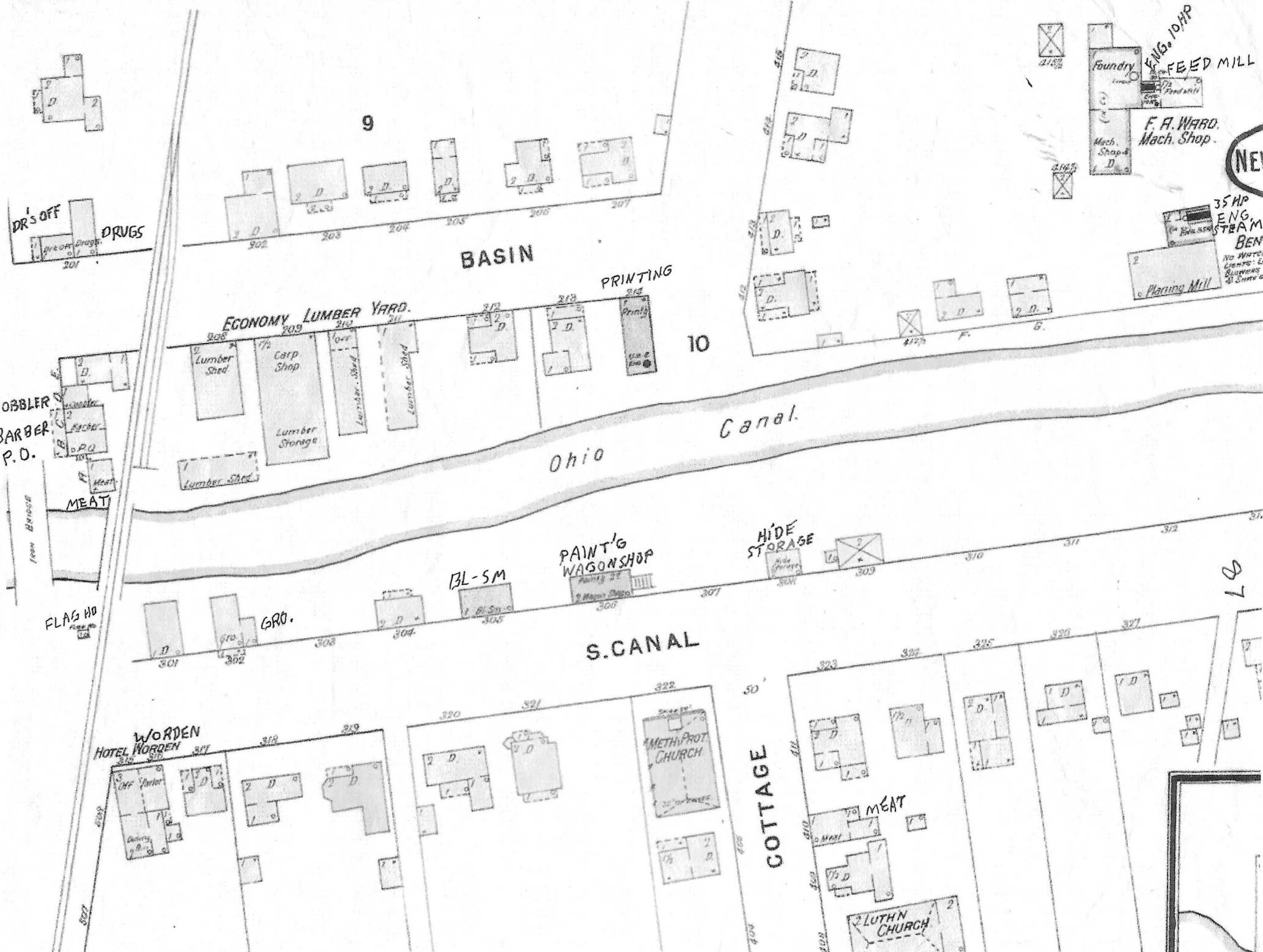
DEPOT

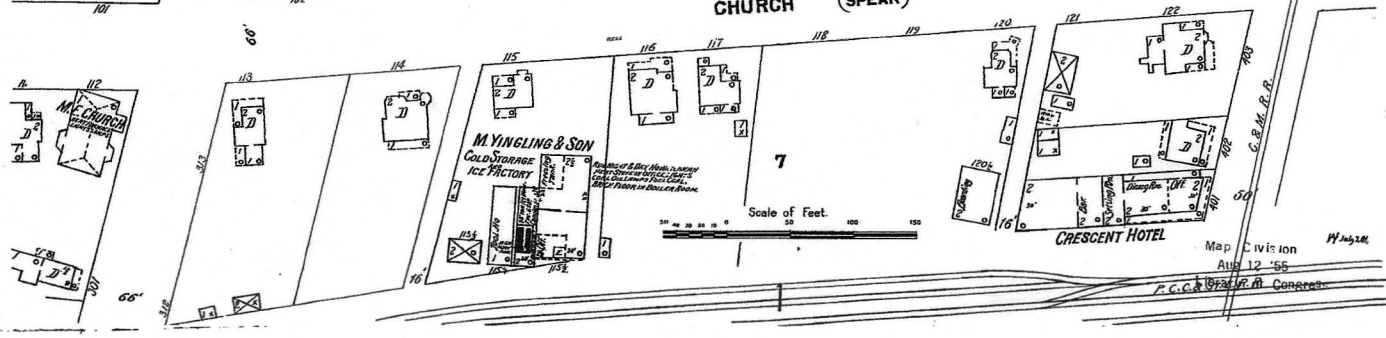
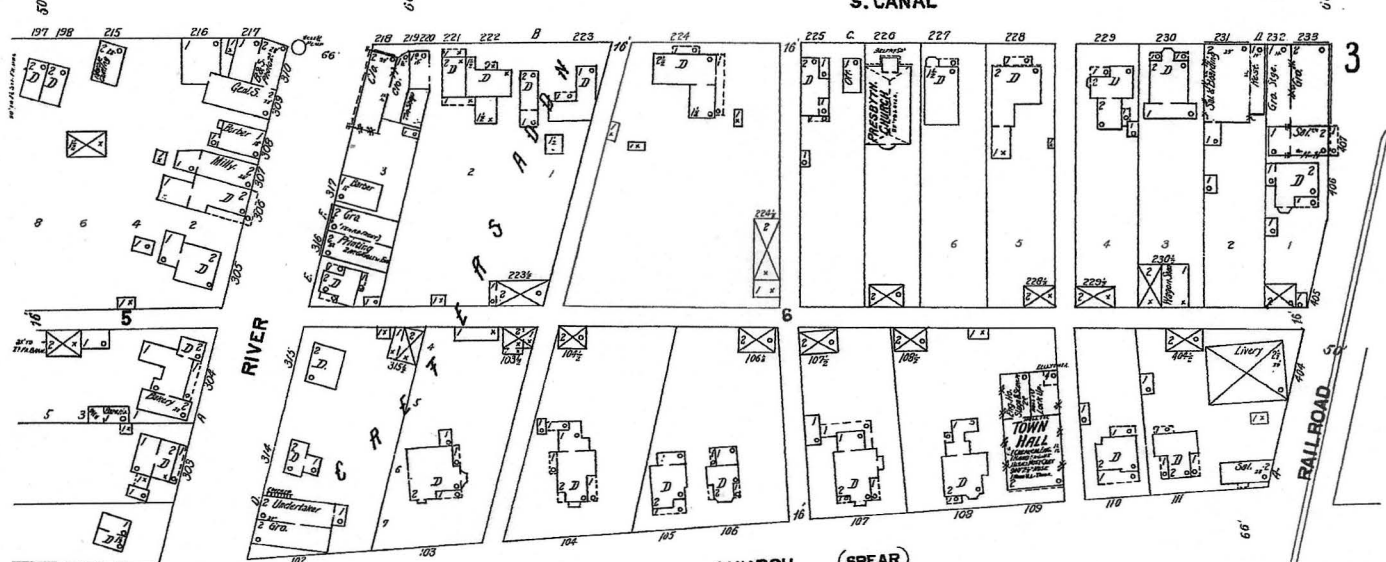
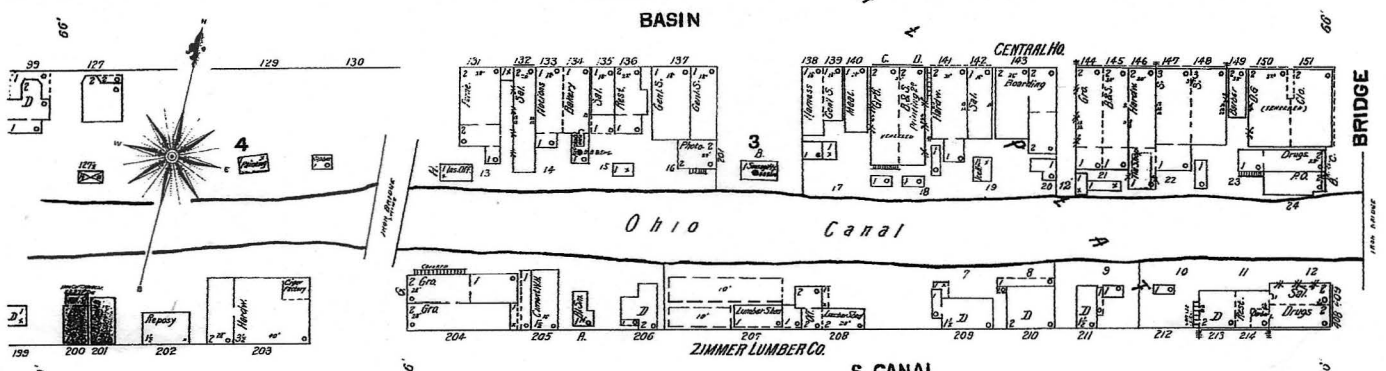
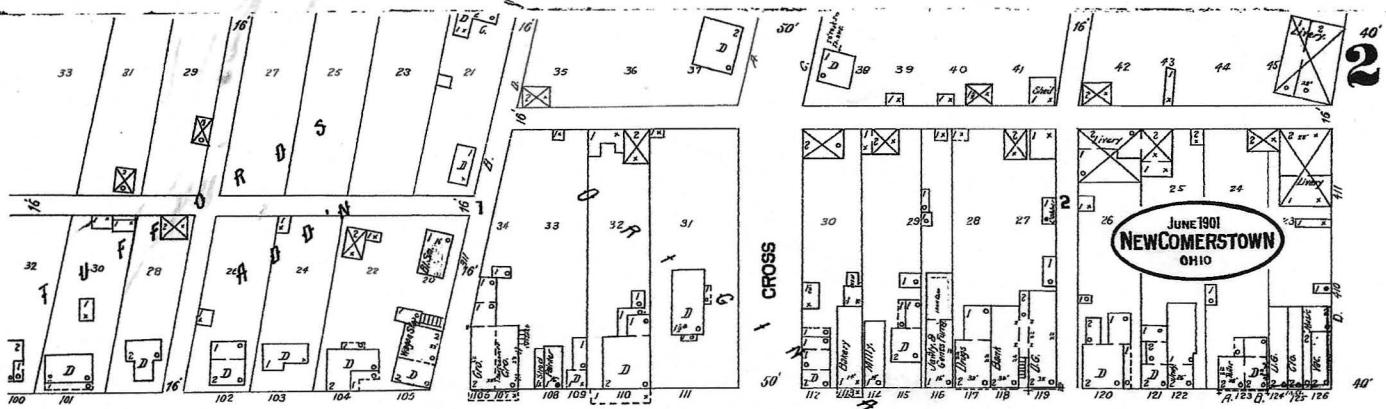
JAS. B. CLOW & SONS. NEW COMERSTOWN PIPE WKS.

NIGHT WATCHMAN & LIGHTS - 24 Hrs. - 200' - 250' Rise in 8" dia
 V.P.C. & 1/2" dia 25' length - WATER MAINS - 12" dia - 100' length
 UNDER 800' dia 10" dia 10' length - 10" dia 10' length - 10" dia 10' length
 LIGHTS - Elec. - Fuel - Coal - 100' length - 10" dia 10' length
 PLANT JUST COMPLETED, NOT SET IN FULL OPERATION.



Lt





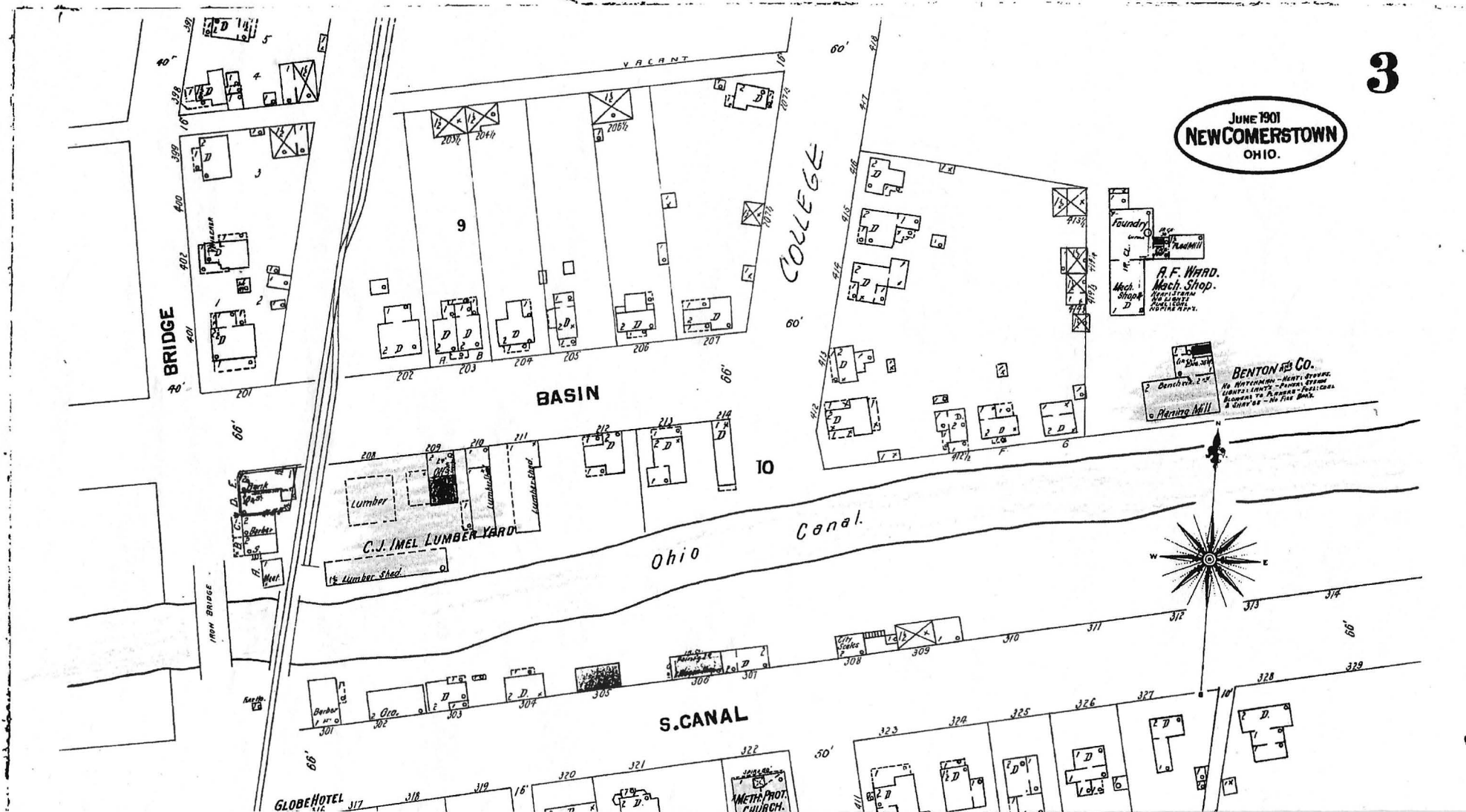
1901-2

Map Division
 Aug 12 '55
 P. C. G. & S. P. M. Compton

1901-3

3

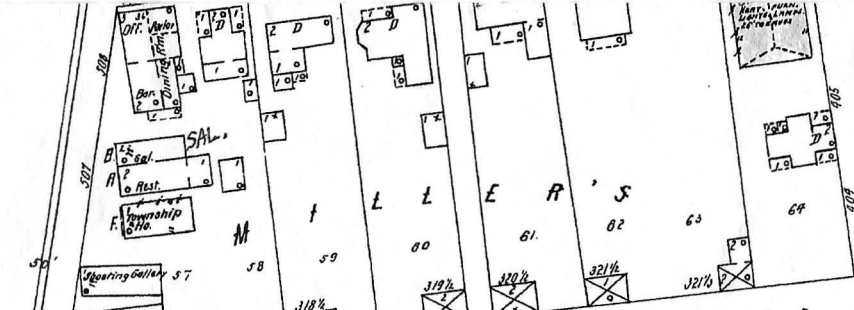
JUNE 1901
NEW COMERTOWN
OHIO.



915

2

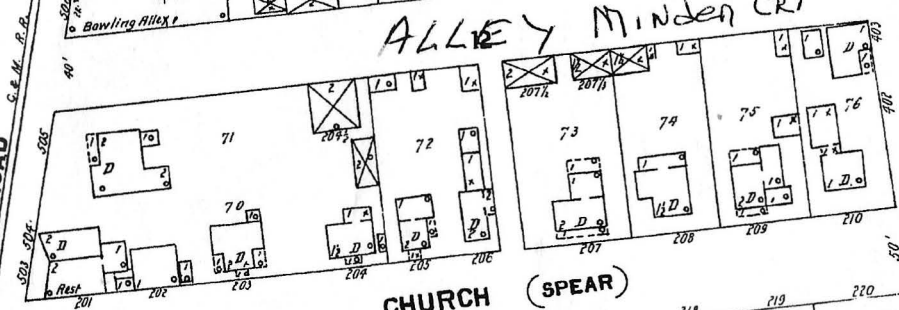
RAILROAD



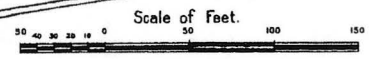
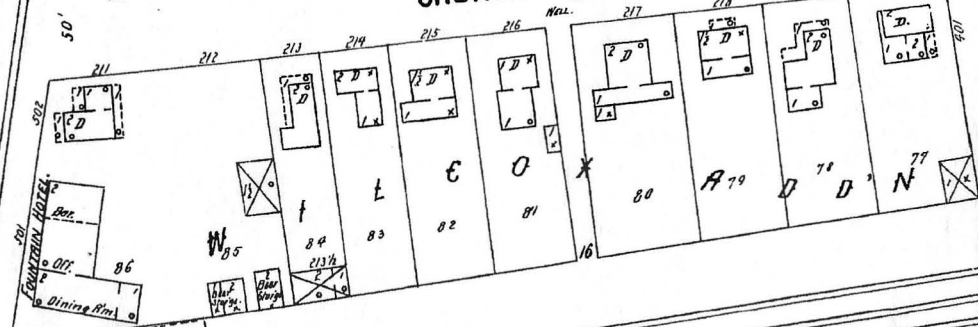
ALLEY MINDER CRT

COTTAGE

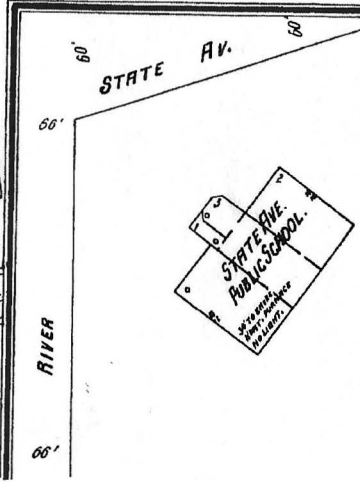
COLLEGE



CHURCH (SPEAR)



1

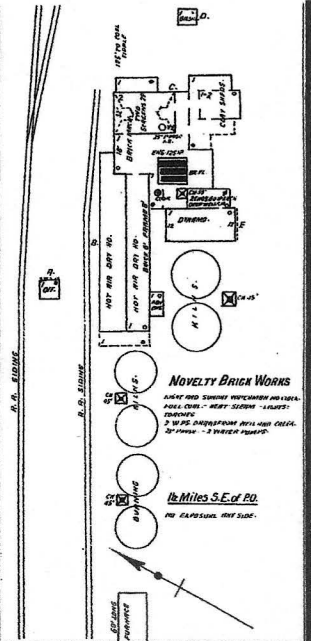
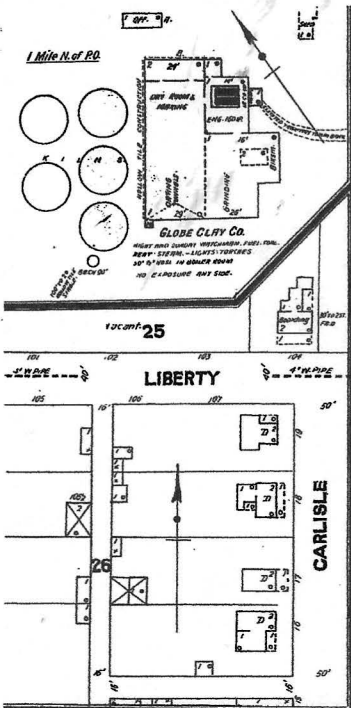


STATE AV.

RIVER



Map Division
Aug 12 '55
Library of Congress



WATER FACILITIES:
 Pumping Station 1/2 mile E. of P.O. Pumps Water into Reservoir 15 ft. above top of town. 1,000,000 gallons capacity. 1000 ft. pressure. 1000 ft. pumping station. 1000 gallons each per minute. 100000 gallons pipe, cast iron.

FIRE DEPARTMENT:
 Organized Volunteer Fire Dept. of 20 men. 2000 ft. hose. 20 ft. nozzle. 20 ft. ladder. 20 ft. hook. 20 ft. bucket. 20 ft. pail. 20 ft. shovel. 20 ft. axe. 20 ft. saw. 20 ft. pick. 20 ft. shovel. 20 ft. hand. 20 ft. engine. 20 ft. used distributed water. 20 ft. main from P.O. 20 ft. to fire dept. 20 ft. no street numbering system. Streets level and principal street paved.

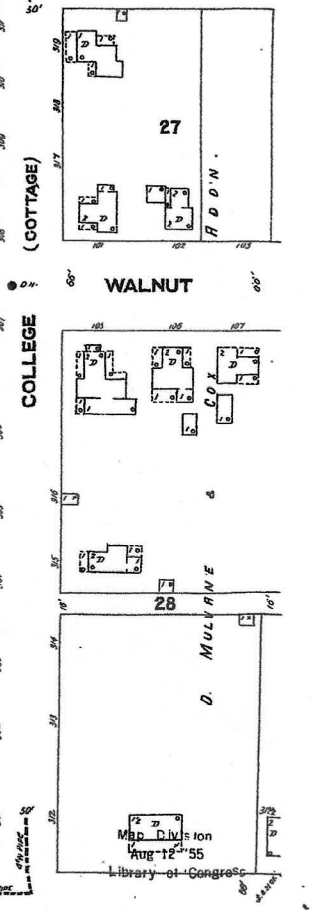
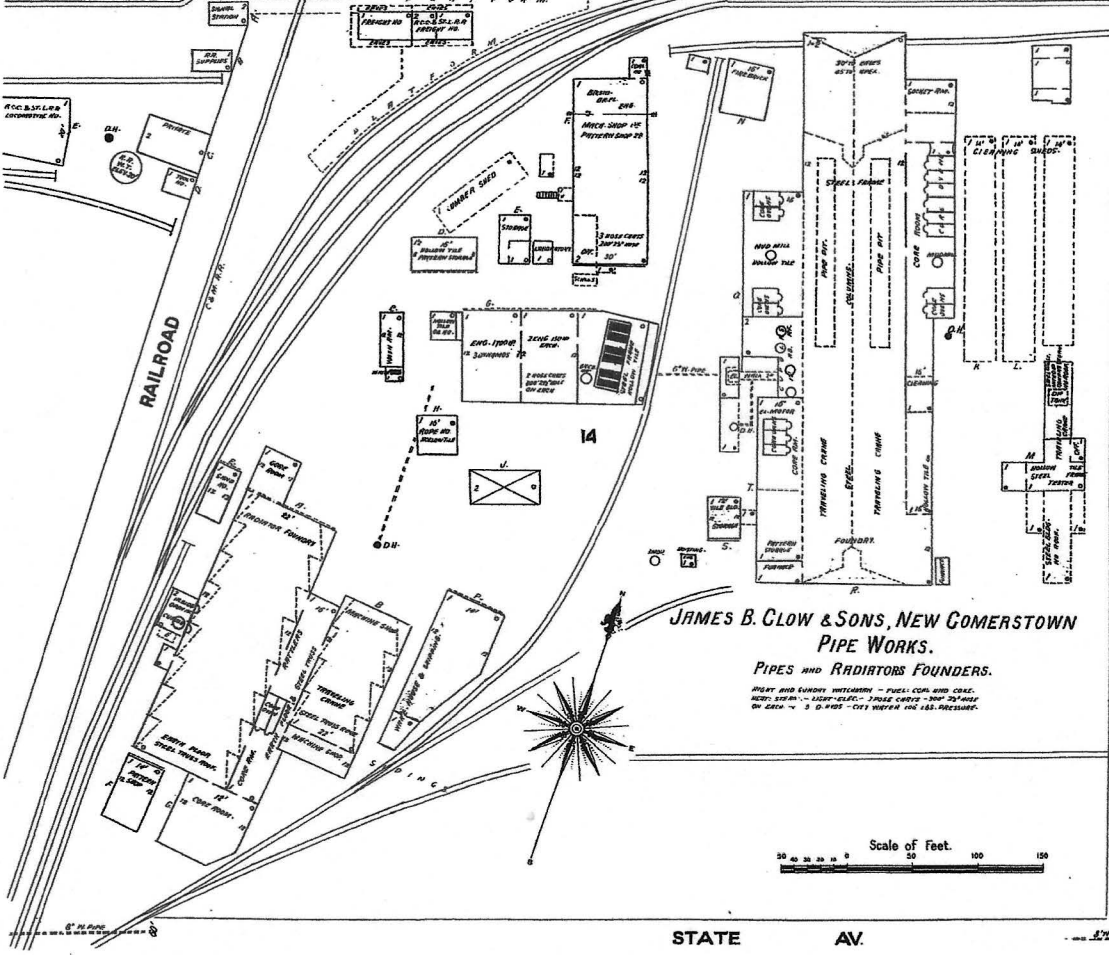
Map Station
 OCT 17 1907
 Agency of Design

KEY

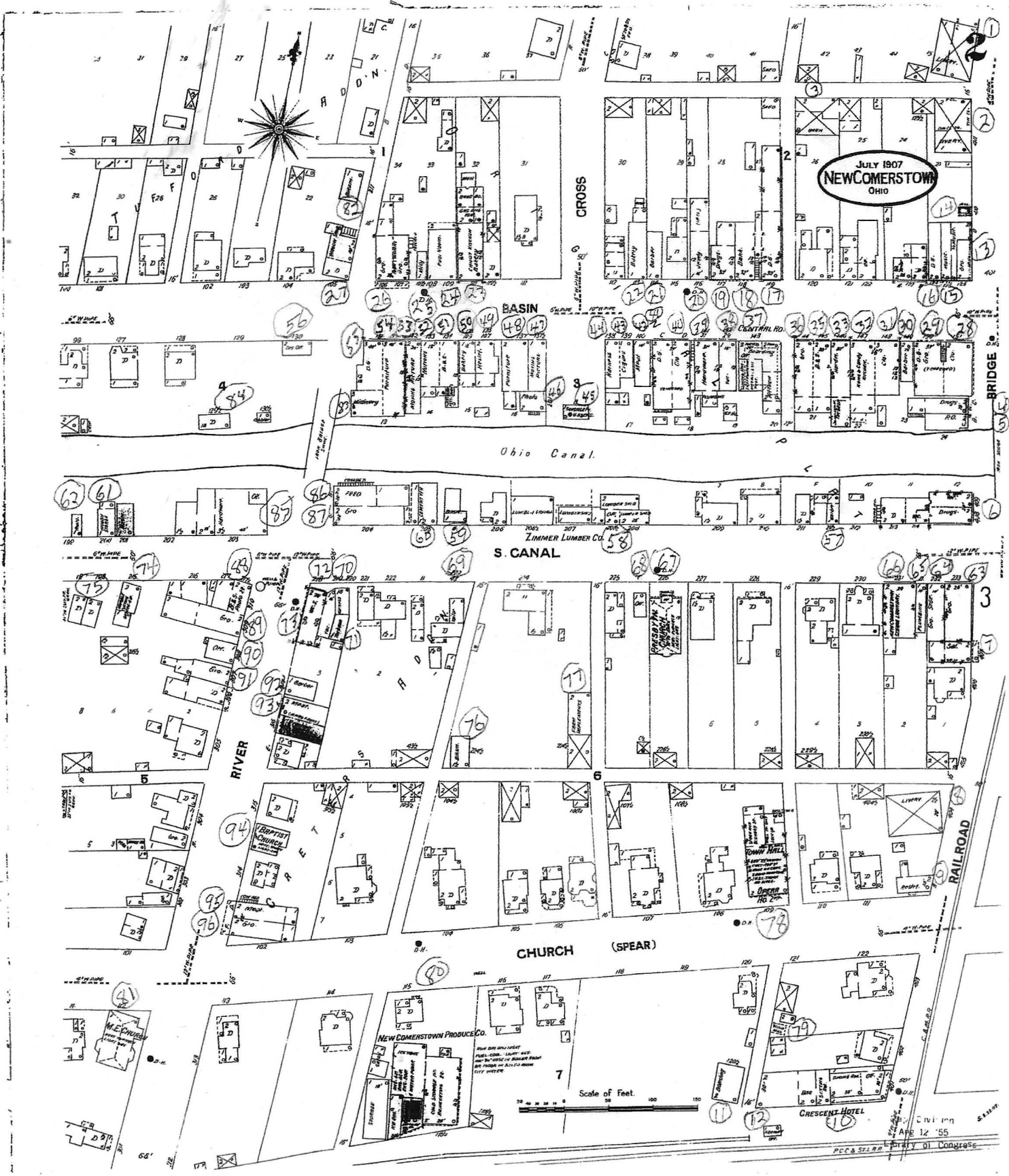
1. HOUSES
 2. STORES
 3. CHURCHES
 4. SCHOOLS
 5. HOTELS
 6. BARRACKS
 7. MILITARY
 8. PUBLIC BUILDINGS
 9. RAILROADS
 10. STREETS
 11. ALLEYS
 12. PARKS
 13. GARDENS
 14. FENCES
 15. WELLS
 16. CISTERNS
 17. TANKS
 18. PIPES
 19. RAILROADS
 20. STREETS
 21. ALLEYS
 22. PARKS
 23. GARDENS
 24. FENCES
 25. WELLS
 26. CISTERNS
 27. TANKS
 28. PIPES

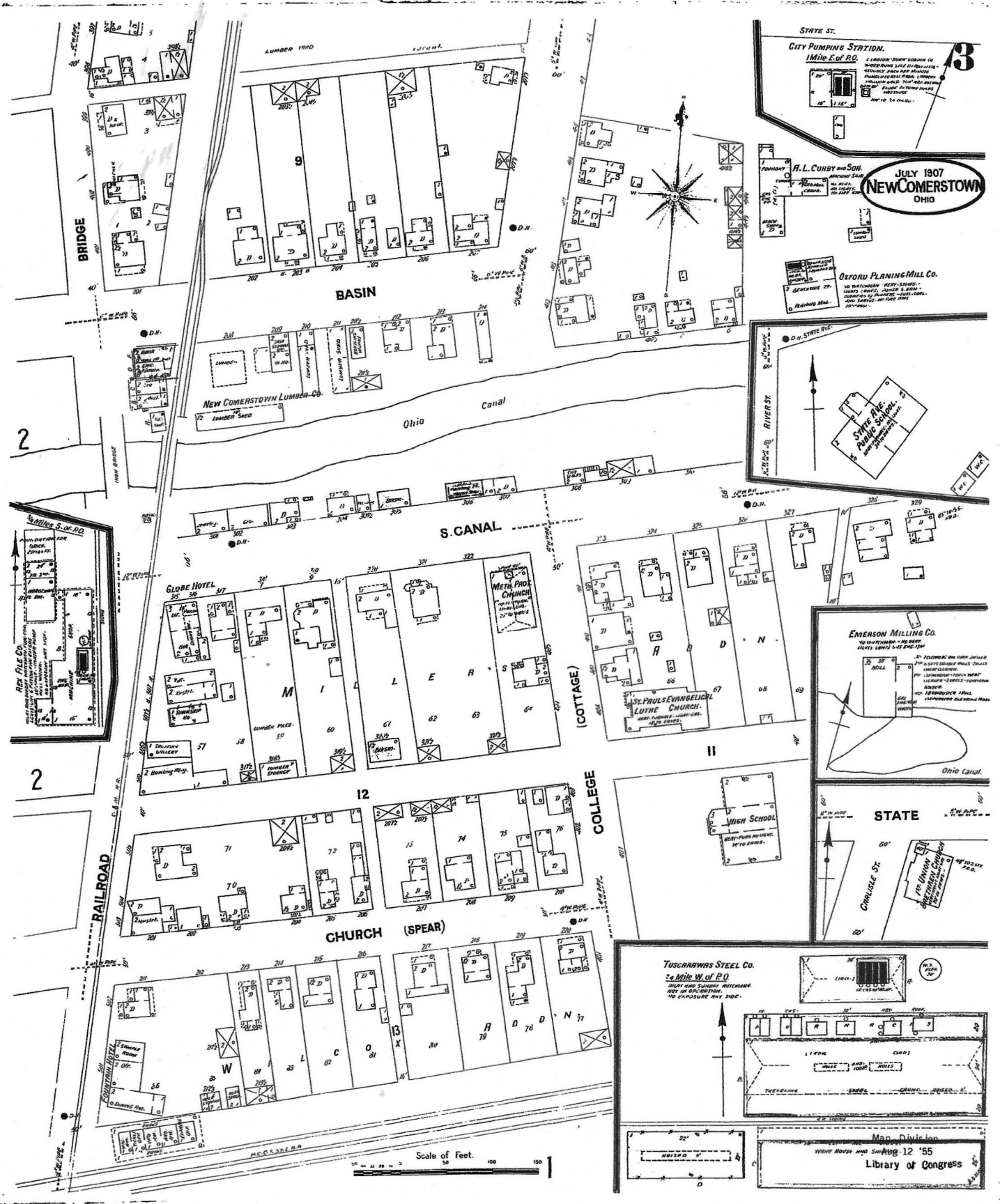
SPECIALS

1. Baptist Church	2. Fire Department	3. First Union Reformed Church	4. Fire Station	5. Fire Station	6. Fire Station	7. Fire Station	8. Fire Station	9. Fire Station	10. Fire Station	11. Fire Station	12. Fire Station	13. Fire Station	14. Fire Station	15. Fire Station	16. Fire Station	17. Fire Station	18. Fire Station	19. Fire Station	20. Fire Station	21. Fire Station	22. Fire Station	23. Fire Station	24. Fire Station	25. Fire Station	26. Fire Station	27. Fire Station	28. Fire Station	29. Fire Station	30. Fire Station	31. Fire Station	32. Fire Station	33. Fire Station	34. Fire Station	35. Fire Station	36. Fire Station	37. Fire Station	38. Fire Station	39. Fire Station	40. Fire Station	41. Fire Station	42. Fire Station	43. Fire Station	44. Fire Station	45. Fire Station	46. Fire Station	47. Fire Station	48. Fire Station	49. Fire Station	50. Fire Station
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1907-1





STATE ST.
 CITY PUMPING STATION.
 1/4 Mile E. of P.O.

3

JULY 1907
NEWCOMERTOWN
 OHIO

STATE ST.
 RIVER ST.

STATE PUBLIC SCHOOL

EMERSON MILLING CO.

Ohio Canal.

STATE

CHARLES ST.

H. J. VANHORN

TUSCORAWAS STEEL CO.
 1/4 Mile W. of P.O.

Map Division
 MADE MAPS AND SURVEYS 12 '55
 Library of Congress