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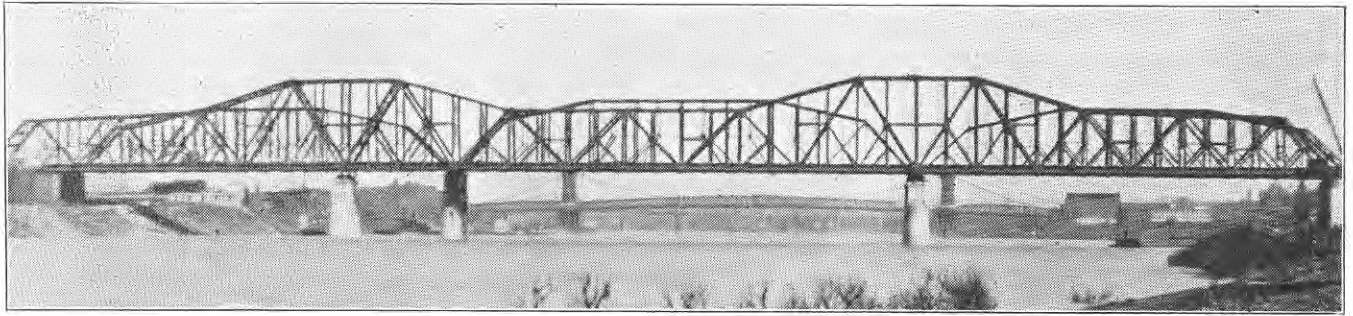
1929

The CHESAPEAKE AND OHIO The HOCKING VALLEY EMPLOYEES' MAGAZINE

The Chesapeake & Ohio Ry. Co.
OFFICE OF
SUPERINTENDENT
APR 24 1929
FILE
COVINGTON, KY.



The Chesapeake and Ohio's new bridge over the Ohio River, between Covington, Ky., and Cincinnati, O., on April 3, the day it was opened for traffic



A complete view of the new bridge, extending over the Ohio River between Cincinnati, O., on the left, and Covington, Ky., on the right. The outline of the old bridge, which is to become a highway bridge, can be seen through the framework of the new structure

New Ohio River Bridge Opens for Traffic

Small Group of Officials and Employes Make Initial Trip After Inspecting Extensive Improvements at Covington, Ky.

Myrtle I. Cooper, Assistant Editor

NO ribbons were cut, no champagne bottle broken, and no great crowd of people was present to witness, when at 9.30 o'clock on the morning of Wednesday, April 3, a small group of officials and employes met at the Old Fourth Street Station, in Cincinnati, happily excited to be on the train making the initial trip over the new Chesapeake and Ohio structure spanning the Ohio River between Covington, Ky., and Cincinnati, O. The special train consisted of Engine 951, one coach, and office car of E. L. Bock, General Superintendent, Western General Division.

Quite as effective as though it were a great celebration was the steady movement of the train on to the old bridge, parallel to the new, where it stopped for its passengers to make a thorough investigation of the Cincinnati end, then on over the old bridge, where all could com-

pare the immense, new structure with the faithful and dependable but time-worn span dedicated to use over forty years ago.

Reminiscences were exchanged here and there by the old timers present, recalling the opening of the old bridge, and others who carefully had watched the growth of the new structure, compared the two.

On arrival at the Covington end,

the party was taken down to the station and through the new subways, to inspect the extensive improvements there. The tracks at the passenger station, Pike Street, Covington, were elevated about sixteen feet, and three covered platforms, each about 900 feet long, were constructed, one being on each side of the four tracks and one in the center, so that all tracks are



Passenger Station, Covington, Ky., showing three covered platforms



Group of officials and employes at the Covington Station. The elevated tracks and platform can be seen at the left

served by platforms. The platforms are reached by subway and steps from the passenger station.

Boarding the special train again, excitement ran through the crowd as the movement was made onto the new bridge, where men were still at work clearing the tracks of all debris. Several inspection stops were made and all endeavored to realize such immense progress in the face of the name plates of 1888 on the old bridge and 1929 on the new.

On the approach viaduct at the Cincinnati end, a splendid view of the busy Cincinnati Terminal Yards, fifty feet below, was pointed out, during the discussion of the tremendous improvements to be made along with the construction of the

new Union Terminal, in the near future.

Definite plans of the new Union Terminal, as announced later by Colonel H. M. Waite, Chief Engineer of the Cincinnati Union Terminal, indicate that the new structure will have replaced the present Union Station at the expiration of four years.

The new bridge is immediately downstream from the old bridge—constructed 1886-1888—and is built to handle heavier equipment. Besides the passenger trains, seven to eight thousand freight cars pass over the bridge daily. It no longer will be necessary for the passenger trains to change engines at Stevens before proceeding across the bridge. The weight of the new structure is 9,000 tons.

With a total length of 1,575 feet, the new bridge is composed of a channel span of 675 feet, with flanking spans of 450 feet each. One pier is built as an extension of one of the old piers and the others are independent only because of a difference in the span lengths. The superstructure consists of through trusses, continuous over the three spans and provides a roadway for two tracks. Track level on the new bridge is approximately three feet higher than the old bridge, to avoid

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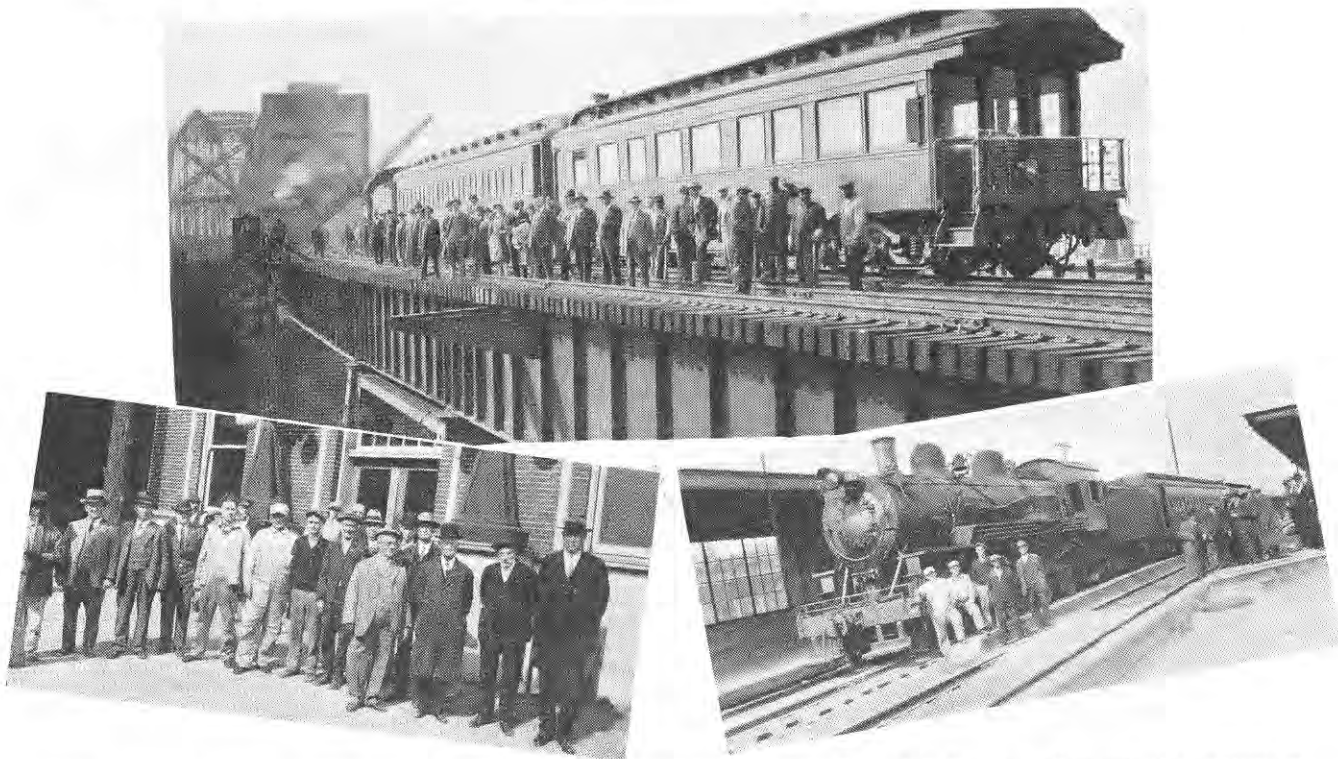
C. W. Johns, Chief Engineer

Mr. Johns, under whose direction the entire bridge project was handled, naturally was elated over the auspicious and successful opening of the new structure to traffic. It was a day to which he had looked forward with eager expectancy for sometime. Except for conditions over which he had no control, the bridge would have been in use sev-

eral months before it actually was opened.

When the work had progressed to a point where it was possible to begin figuring on completion, Mr. Johns hoped that the opening would take place on the anniversary of the day, more than forty years ago now, when the old bridge was put into use. It was on Christmas Day, 1888, that the first train moved over the then-new bridge, and Christmas Day, 1928, had been tentatively fixed as the date when the first train should use this later and more massive structure, but the 1928 floods in the Ohio River delayed the finishing of the substructure, and, when this was completed, work was rushed with all practicable speed, but it was not possible to make up for the unavoidably lost time, and the bridge was not regularly opened until early in April, as related in the accompanying story.

Mr. Johns is a complete Chesapeake and Ohio product, his entire working life having been spent in the service of this Company. From the time he began work, in 1899, until the present, he has won steady and merited advancement, and the successful completion of this big project is a tribute to his outstanding engineering ability, and to the loyal assistance and co-operation of those who were associated with him.



Upper photograph shows inspection party and special train on first trip over bridge. Lower left, Locomotive Crew and other employees at Covington Station. Lower right, Crew of locomotive which carried first train across: Left to right, F. B. White, Engineer; Herbert F. Bogenschutz, Fireman; E. M. Murphy, H. Hinges, Brakemen; and A. K. DeFoss, Conductor, taken on arrival at Covington Station

New Ohio River Bridge

(Continued from page 4)

a reduction in the established waterway head room, as the result of the use of a thicker floor. The two new river piers were sunk under air to rock 160 feet from base of rail, while the two shore piers are built on concrete piles.

The old bridge will be converted into a highway bridge for three lanes of traffic and will extend from Fourth and Main Streets, Covington, to Third and Smith Streets, in Cincinnati.

Grade separation through the business part of Covington was accomplished by placing the new south approach to the bridge on a 0.3 per cent grade, extending from the river, to replace the 1 per cent grade of the former approach. This had the effect of extending the approach grade from Sixth Street to Fifteenth Street, and introducing sufficient elevation of the tracks to permit the streets to cross under the tracks, as far south as Eighth Street. At Robbins, Eleventh and Twelfth Streets,

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Brass plate on framework of bridge at both ends

the separation of grades was possible by building a new viaduct at Twelfth Street, and by replacing the old viaducts at Robbins Street and Eleventh Street with new structures at higher elevations. Included in these grade separation projects were plans also for an increase in the number of main tracks from two to four, between KC Junction and Sixth Street.

Work still is in progress on the viaduct approach on the Ohio side. A long approach is necessary, because the terminal tracks are ap-

proximately fifty feet below those on the bridge. The approach has three arms and embraces a total of 6,200 feet of steel viaduct.

The total cost of these improvements amounts to \$12,000,000.

Chesapeake and Ohio Trains No. 2, eastbound, and No. 3, westbound, were the first trains to pass over the new bridge.

Work was begun in June, 1927, and many difficulties were encountered during the construction of the new bridge. There was no pause in the traffic, and a great deal of the work was done between twelve o'clock at night and six in the morning.

The entire project was under the supervision of R. N. Begien, Vice-President in charge of operation with C. W. Johns, Chief Engineer of the Chesapeake and Ohio, in direct charge of the work assisted by Crosby Miller, Bridge Engineer, Richmond; G. G. Lancaster, Assistant Engineer in charge of the field, and J. F. Lockwood, Superintendent of Bridge Erection.

Among those in the party making the initial trip over the new bridge were Jno. C. Dice, Assistant to Vice-President, Richmond; C. W. Johns, Chief Engineer; Crosby Miller, Bridge Engineer; E. L. Bock, General Superintendent, Western General Division; W. S. Taylor, Superintendent, Cincinnati-Northern Division; H. N. Walters, Assistant Superintendent, Covington; George Coombs, Assistant General Passenger Agent, Cincinnati; G. G. Lancaster, Assistant Engineer, Covington; Laura E. Armitage, Co-Editor, and Myrtle I. Cooper, Assistant Editor, EMPLOYEES' MAGAZINE; R. A. Mason, Supervisor of Terminals, Columbus; W. J. Neal, Trainmaster, and W. P. Fallon, City Passenger Agent, of Cincinnati; G. R. Creighton, Assistant Trainmaster; W. W. Shelton, Road Foreman of Engines; H. J. Smith, Traveling Fireman; Dan Roll, Signal Inspector; C. Saunders and C. J. Walker, Yardmasters, and F. B. Hitch, Roundhouse Foreman, all of Covington.

The members of the crew handling the train were F. B. White, Engineer; H. F. Bogenschultz, Fireman; J. H. DeVoss, Conductor; H. W. Henges, and E. M. Murphy, Brakemen, all of Covington.

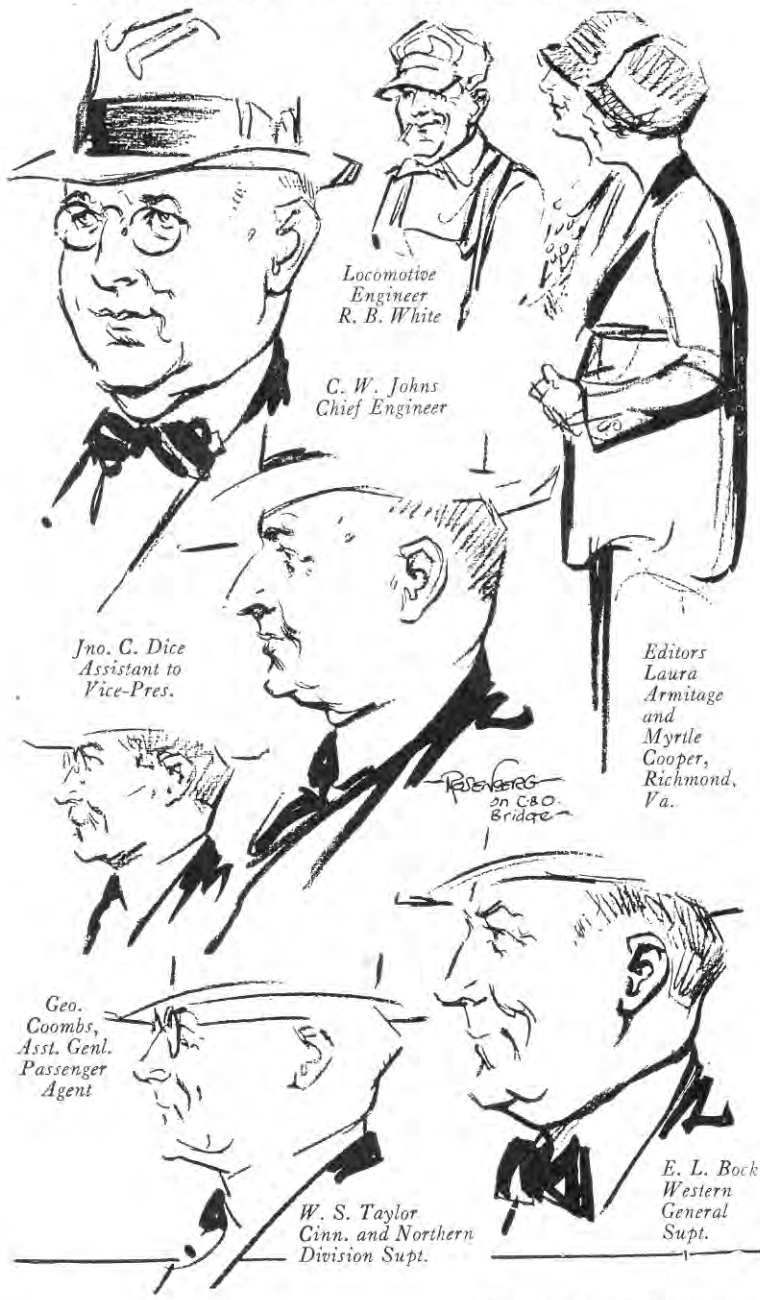
W. Grant Cherrington, retired Switchtender, sixty-four years of age, and member of the crew of the first train over the old bridge in

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Standing at the entrance of the new bridge, just before the first train went across. Left to right, C. W. Johns, Chief Engineer; E. L. Bock, General Superintendent, Western General Division; W. S. Taylor, Superintendent Cincinnati Division; Myrtle I. Cooper, Assistant Editor, EMPLOYEES' MAGAZINE; Jno. C. Dice, Assistant to Vice-President; Laura E. Armitage, Co-Editor, EMPLOYEES' MAGAZINE; George Coombs, Assistant General Passenger Agent, Cincinnati; Crosby Miller, Bridge Engineer; G. G. Lancaster, Assistant Engineer; H. N. Walters, Assistant Superintendent, Cincinnati Division

At the Recent Bridge Dedication



Locomotive Engineer
R. B. White

C. W. Johns
Chief Engineer

Jno. C. Dice
Assistant to Vice-Pres.

Editors
Laura Armitage
and Myrtle Cooper,
Richmond, Va.

Rosenberg
on C.&O.
Bridge

Geo. Coombs,
Asst. Genl. Passenger Agent

W. S. Taylor
Cinn. and Northern Division Supt.

E. L. Bock
Western General Supt.

Manual Rosenberg, in Cincinnati Post

New Ohio River Bridge (Continued from page 5)

1888; Tom Spelicy, retired Yard Conductor; B. F. Conway, retired Engineer; T. W. Dwyer and Ed Lively, Engineers; L. V. Baumgarten, Secretary to General Superintendent, were also in the party.

Plans had been made to have Edward Maurer, aged sixty-three, of Butler, Ky., retired Louisville and Nashville Engineer, who was at the throttle of the first Chesapeake and Ohio Locomotive that crossed the old bridge take the first engine across the new structure, but Mr. Maurer was unable to attend.

Editorial

(Continued from page 20)

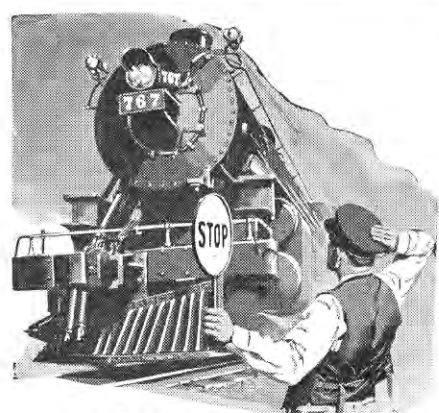
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Fire Record March, 1929

| | |
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| Overheated stove..... | 1 |
| Defective flue..... | 1 |
| Adjoining property..... | 2 |
| Total..... | 5 |



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