



Appendix



Norfolk Southern

Norfolk Southern was made up of the Norfolk and Western Railway and the Southern Railway. The Norfolk and Western Railway was the product of more than 200 railroad mergers spanning a century and a half. Southern Railway was the product of nearly 150 predecessor lines that were combined, reorganized and recombined since the 1830s.

Southern Railway came into existence in 1894 and was a combination of the Richmond & Danville system and the East Tennessee, Virginia & Georgia Railroad. Southern Railway also controlled the Georgia Southern and Florida. Southern's first president, Samuel Spencer, drew more lines into Southern's core system including new railway shops in Atlanta. The former Norfolk Southern Railway Co. was acquired in 1974.

CSX

The Baltimore and Ohio Rail Road Company, America's first common carrier, was chartered on February 28th 1827. By the end of the 19th century the B&O had achieved almost 5,800 miles of track and connected Chicago and St. Louis to Baltimore, Washington, Philadelphia, and New York City. The U.S. government took control of America's rail lines in 1917 during the First World War which resulted in the B&O being severely weakened by 1920. Even with this setback B&O however continued to grow and by 1927 had acquired a 40 percent share in the Western Maryland Railway.

During World War II, 97% of American troops were transported continentally by railroads due to an oil and gas shortage.

However after WWII, rail use declined as truck transportation increased, numerous eastern rails declared bankruptcy or searched for merger options. B & O merged with the Chesapeake & Ohio (C & O) in 1962 and resulted in an affiliation known as the Chessie System. On November 1, 1980, Chessie System and Family Lines became a holding company known as the CSX Corporation.

The Chessie System and the Seaboard System, under the control of the C&O, merged on November 1st, 1980 under the holding company name CSX Corporation. CSX stood for Chessie, Seaboard, and many times more. In 1986 CSX merged all the railroads into CSX Transportation thus ending the history of the Baltimore & Ohio Railroad.

Atlanta and West Point Railroad

The Atlanta and LaGrange Rail Road was chartered in 1847 and was completed by May, 1854. It ran 80 miles from East Point to LaGrange. It was renamed Atlanta & West Point Rail Road in 1857. Until the construction of six miles of its own track in 1889, A & WP entered Atlanta on tracks of the Macon & Western Railroad. A & WP was controlled through much of its history by the Atlantic Coast Line who leased properties from the Georgia Railroad & Banking Company. The A & WP was absorbed into the Seaboard System Railroad along with the Georgia Railroad in 1983.

Georgia Railroad

The Georgia Railroad was chartered on December 21, 1833 in Athens and planned to run to Augusta. In 1836 its name was changed to the Georgia Railroad & Banking Company.

An Atlanta branch was completed in 1845 which quickly became the main line. This line also acted as a through line linking Charleston to Memphis.

By the 1880s, the Georgia Railroad owned significant interests in both the Atlanta & West Point Railroad and the Western Railway of Alabama. In 1881 the Georgia Railroad was leased jointly to the Louisville & Nashville R.R. and the Central of Georgia R.R. During the 1890s the Central sold its share of the Georgia lease to the L&N who briefly held it before leasing it to the Atlantic Coast Line. In 1902 the ACL acquired a majority interest in the L&N. ACL merged with Seaboard Air Line Railroad forming the Seaboard Coast Line in 1967. The Georgia rail line would be marketed as part of the Family Lines System which allowed it to keep its name and markings. In 1983 SCL merged with L&N forming the Seaboard System Railroad. The Seaboard System would join with the Chessie System to form the CSX Corporation in 1980 and all lines would be consolidated into CSX Transportation in 1986.

Atlantic Coast Line Railroad

The Atlantic Coast Line Railroad began as the Wilmington & Raleigh Railroad in the 1830s in northeastern North Carolina. In 1871 the name was changed to the Atlantic Coast Line. In 1899 the Atlantic Coast Line of South Carolina acquired the lease on the Georgia Railroad thereby allowing for an Atlanta and Macon connection.

The ACL in 1903 would construct a 10 mile branch line through Decatur County, Georgia. (Amsterdam to Otisca line). Atlanta, Birmingham & Coast Railroad was merged into the ACL in 1926 thereby adding 600 miles of track and routes to Atlanta and Birmingham. In 1967 ACL merged with Seaboard Air Line Railroad to form the Seaboard Coast Line. In 1982 this railroad would merge with the Louisville and Nashville Railroad under the control of CSX Corporation to form the Seaboard System Railroad. Four years later it was renamed CSX Transportation.

Atlanta, Birmingham & Atlantic Railroad

In 1905 the railway began with a 260 mile extension from Montezuma to Birmingham and a 77 mile branch from Warm Springs to Atlanta. In 1926 the railroad was reorganized into the Atlanta, Birmingham and Coast Railroad. AB&C was purchased in 1946 by the ACL.

Central of Georgia Railway

The Central of Georgia Railway was established in 1833 in Savannah as the Central Rail Road and Canal Company. By 1843 a line was built from Savannah to Macon.

The Central would connect to Atlanta from Macon through the use of the Macon & Western Railroad. The Central would lease numerous other rails to expand its routes including the Eatonton Branch Railroad from Milledgeville to Eatonton, the Augusta and Savannah Railroad from Augusta to Millen, the Southwestern Railroad from Macon to the lower Chattahoochee River, and the Upson County Railroad from Thomaston to Barnesville. In 1888 the Central was controlled by the Richmond Terminal Company. By 1890, the Central owned or controlled 2300 miles of track and was one of the largest systems in the South.

However in 1895, after significant financial trouble, the Central was sold at foreclosure and reorganized as the Central of Georgia Railway. This new company would also acquire properties from the Savannah and Atlantic Railroad, the Macon and Northern Railway and the Savannah and Western Railroad. In 1951 the Central bought the Savannah and Atlanta Railway.

By 1956 the Frisco Railway had purchased a majority of stock in the Central. However the Interstate Commerce Commission forced the Frisco to sell the stock by 1963. The new owner would be Southern Railway.

Southern Railroad

The Southern Railway was chartered in 1894 as successor to the Richmond and West Point Terminal Railway and Warehouse Company. The Atlanta and Charlotte Air Line, as it was originally known was flourishing when it was leased to the Richmond and Danville Railroad in the early 1880s. In 1894, Southern took control of this route which gave Southern a main line between Charlotte and Atlanta. During this time the Southern also took began construction on a line from Atlanta to Texarkana, TX. The line would only make it as far as Columbus, Mississippi, but also ran through Birmingham. In 1895, the Southern bought the Atlanta and Florida Railway, a line entering Atlanta at Roseland at the junction of McDonough Blvd. and Jonesboro Rd. From 1896 to 1971, Southern gained control of the Georgia Midland Railway from McDonough to Columbus, the South Carolina and Georgia, the Central of Georgia Railway, Georgia Northern, the Albany and Northern, and the Tennessee, Alabama and Georgia Railway. In 1906 Samuel Spencer, Southern's founder was killed in a train collision in Virginia. In 1910 a bronze statue of Spencer was created by sculptor Daniel Chester French, paid for by some 30,000 Southern employees and unveiled at Atlanta's Terminal Station. This statue now stands at the intersection of Peachtree St. and West Peachtree St.

In 1913, the Southern began a program of double-tracking the main line between Washington and Atlanta which would be completed by 1919. In 1926, the federal government condemned the Southern's headquarters building on Pennsylvania Avenue. This would eventually result in the company moving its accounting department to Atlanta. During the 1940s Southern devised numerous specialty lines for customers including the iSpark Plug[®], hailed as the longest automobile assembly line in the world. This line connected Cincinnati with Atlanta's busy car assembly plants.

By 1845 Atlanta existed only as a remote railroad station, which the Georgia Railroad line from Augusta had reached with its first locomotive drawn by oxen, an ignominious beginning for the future rail center of the Southeast. In 1980, Southern and Norfolk and Western began a merger that would eventually become the Norfolk Southern Railway. This merger would allow the new company to compete with CSX Corp.

Western & Atlantic Railroad

From 1841 to 1850 a 137 mile line was constructed between Atlanta at Marthasville. By 1845 the W&A, the Georgia Railroad, and the Macon and Western all ran to Atlanta. The W&A was one of the main links for many of the southern railroads running from the Atlantic Ocean to the Mississippi River, and helped Atlanta become a major rail center. By the time of the Civil War Atlanta was one of the key rail hubs in the South. The loss of the city and correspondingly the loss of the W&A was a devastating one for the Confederacy. After the war, the railroad was leased to former Georgia Governor Joseph E. Brown from 1870 to 1890. In 1890 it was leased to the Nashville, Chattanooga, and St. Louis Railway by the state of Georgia. This railroad was owned by the Louisville and Nashville Railroad and would be fully consolidated in 1957. The railroad is still owned by the state of Georgia but is now leased to CSX Corp.

Georgia Pacific Railway

The Georgia Pacific Railway was constructed between 1882 and 1889 and connected Atlanta and Greenville, Mississippi. It was controlled shortly by the Richmond and West Point Terminal Company and the Richmond and Danville Railroad before it was finally taken over by Southern Railway in 1894.

Louisville and Nashville Railroad

Chartered in Kentucky in 1850 the Louisville and Nashville Railroad was one of the South's earliest railroads. The railroad grew steadily into one of the major rail system and retained its name well into the 1980s. The line opened in 1859 and connected Louisville and Nashville. This line would eventually connect the Ohio River with the Atlantic. In 1880 the L&N and the Central of Georgia jointly leased the Georgia Railroad and its dependencies which included the Atlanta and West Point R.R., the Rome Railroad of Georgia, the Port Royal Railroad, and the Western Railroad of Alabama. This totaled over 641 miles of track. Ten years later the Nashville, Chattanooga & St. Louis Railway, in which the L&N owned a majority of stock, leased the Western and Atlantic Railroad from the state of Georgia. Through this the L&N would hold a major place in Georgia and Atlanta railroads.

One of the most important lines for the L&N would be the Cincinnati-Atlanta line. This line would start in Chicago, pass through Cincinnati, Lexington, Knoxville, and Atlanta and would eventually run south to the Atlantic and Gulf Coast ports. In 1902, the L&N acquired the Atlanta, Knoxville and Northern Railway that connected Marietta, GA with Etowah, TN. This amalgamation of a number of predecessor lines would allow L&N to complete its line to Atlanta. Also in 1902 the Atlantic Coast Line procured a majority of the L&N stock bought from J.P. Morgan.

From 1959 to 1963, L&N would utilize a new railroad development that had begun in 1955, piggybacking. Piggybacking allowed L&N to enter into new types of business through both rail and truck transport.¹ One of these new business types was that of automobile transportation which up to this point had only been taken on in a limited fashion. In 1960 L&N began running bi-level and later tri-level car carriers on its routes. In October of 1961 it scheduled its first all automobile piggyback from Nashville to Atlanta. This would lead to L&N becoming one of the principle car carriers in the nation. In 1967 the Atlantic Coast Line merged with Seaboard Air Line Railroad and formed the Seaboard Coast Line Railroad. The L&N would continue to maintain a separate existence and grouped into what was known as the Family Lines System along with the Seaboard Coast Line, the Georgia Railroad, the Clinchfield Railroad, the A&WP, and the Western Railway of Alabama. The Seaboard would merge with the Chessie System, forming CSX Corp. in 1980.

Richmond and Danville Railroad

The Richmond & Danville Railroad was chartered in Virginia in 1847 and ran a rail line between its two namesake cities. The R&D would have a route from Charlotte to Atlanta through its control of the Atlanta and Richmond Air-Line Railway. This line would be completed in September, 1873. In 1880 the Richmond and West Point Terminal Railway and Warehouse Company was chartered for the purpose of acquiring railroads for the R&D. This was necessary because of a limitation in its charter. This would lead to the acquisition of the Georgia Pacific Railway, Rabun Gap Short Line Railway, the Lawrenceville Branch Railway, and the East Tennessee, Virginia and Georgia Railway. The R&D would grow to encompass over 3300 miles of rail by 1890. In 1892, due to financial trouble, R&D and the Terminal Company entered receivership. The railroad would be reorganized in 1894 as the Southern Railway Company.

Atlanta and Florida Railroad

Chartered in 1886 as the Atlanta and Hawkinsville Railroad,(shortly after renamed to the Atlanta and Florida Railroad) it connected Atlanta with the middle Georgia town of Fort Valley. This line would be purchased by J.P. Morgan in 1895 and merged into the Southern Railway.

East Tennessee, Virginia and Georgia Railroad

The East Tennessee, Virginia & Georgia Railroad was created in 1869 through the joining of the East Tennessee and Georgia Railroad with the East Tennessee and Virginia Railroad. From 1880 to 1882 ETV&G purchased the Georgia Southern Railroad from Dalton to Selma, and the Macon and Brunswick Railroad. It also constructed a line from Rome to Atlanta to Macon.

In 1886 the railroad was bought under foreclosure by the Richmond Terminal Company and reorganized as the East Tennessee, Virginia and Georgia Railway. In 1895, the railroad was part of the merger forming the Southern Railway.

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