

Niles and New Lisbon Railway

Timeline—Predecessors, Corporate Structure, Successors

- 2/22/1848 --Cleveland and Mahoning Railroad Company incorporated this date by a special act of the Legislature of the State of Ohio to build a line from Cleveland to Warren, Ohio and beyond to Pennsylvania state line. The line opened in 1856 between Cleveland and Youngstown; it was extended to Hubbard 1865.
- 2/20/1853 --Ashtabula and New Lisbon Rail Road Company filed Certificate of Incorporation in office of Secretary of State of Ohio for a line from Ashtabula to Ohio River. The line was surveyed, portions of the right-of-way secured from landowners, sections of the line graded, but only several miles near Ashtabula were completed by this company. Effort languished for a decade due to lack of capital.
- 9/19/1861 --Ashtabula and New Lisbon Rail Road executed a mortgage this date on the entire proposed railroad line to J. W. Haskell and E. R. Williams to secure payment of \$16,000 which was used toward construction costs of the line.
- 10/7/1863 --Cleveland and Mahoning Railroad is leased to Atlantic & Great Western Railroad of Ohio and Atlantic & Great Western Railroad of Pennsylvania for 99 years (until October 1, 1962)
- 1/15/1864 --New Lisbon Railway Company filed Certificate of Incorporation in office of Secretary of State of Ohio for a line from a point on the Cleveland and Mahoning Railroad in Weathersfield Township through Trumbull, Mahoning and Columbiana Counties by way of New Lisbon to the Ohio River in Township of Liverpool.
- 4/21/1864 --Board of Directors and officers of New Lisbon Railway chosen. Marvin Kent, President of Atlantic & Great Western Railroad of Ohio, elected President of New Lisbon Railway.
- 7/1/1864 --Mortgage given by New Lisbon Railway to William Reynolds, trustee, to secure an issue of \$1,000,000 in bonds to finance construction of New Lisbon Railway from a point on the Cleveland and Mahoning Railroad (Niles area) to vicinity of Elkton, located approximately 2 miles beyond New Lisbon. (William Reynolds was business partner of Marvin Kent and himself the President of the Atlantic & Great Western Railroad of Pennsylvania.)
- 7/14/1864 --For a consideration of \$6,000 Ashtabula & New Lisbon Rail Road leased southern portion of its proposed line lying south of Niles area to New Lisbon Railway for 99 years. Lease required New Lisbon Railway to complete and operate at least 10 miles of road between New Lisbon and Niles within 2 years and balance of road within 5 years of date of lease, or lease to be void.

- 7/20/1864 --Contract entered by New Lisbon Railway with James McHenry, a London railroad financier, to construct the rail line from Niles area to Elkton. J. G. Chamberlain chosen as Principal Engineer. Construction work began November 1864.
- 8/19/1865 --Atlantic & Great Western Railroad of Ohio, Atlantic & Great Western Railroad of PA, and Atlantic & Great Western Railroad in New York merge to form Atlantic & Great Western Railway. Per 10/7/1863 lease, Cleveland and Mahoning Railroad is thereby under lease to Atlantic & Great Western Railway.
--Between 4/1/1867 and 2/24/1870 Atlantic & Great Western Railway went bankrupt and was placed in receivership two times, each time then leased by the Erie Railway, a competitor (the second time pending foreclosure)
- 9/8/1865 --First train operates over 13 miles of New Lisbon Railway between Leetonia and New Lisbon. Last spike celebration held same date in New Lisbon to commemorate event, Marvin Kent, presiding. Consistent, scheduled train operations not begun until spring 1866. Through Marvin Kent and William Reynolds, New Lisbon Railway becomes closely allied with Atlantic & Great Western Railway (first Timetable effective May 7, 1866, is entitled "New Lisbon Branch of Atlantic & Great Western Railway"). Two roundtrips scheduled daily ex Sunday. Construction work continues north of Washingtonville in spring 1866, but no additional track beyond the 13 miles is ever completed by New Lisbon Railway. Sometime after operation of July 4, 1866 excursion trains, rail service is again halted (lack of equipment) until resumed on December 19, 1866.
- 1/18/1867 --New Lisbon Railway annual stockholders meeting held in Cleveland. Board of Directors replaced, and affiliation with Atlantic & Great Western Railway apparently terminated (Timetable effective 12/24/1866 entitled New Lisbon Railway; no mention of A&GW. A&GW forced into bankruptcy and placed under control of a receiver 4/1/1867). Sporadic operations during 1867 (another loss of equipment September 1867). Timetable effective 12/16/1867 reduces operation over the 13 miles to 1 roundtrip daily ex Sunday. Control of the railway passed into hands of Youngstown, Ohio Industrialist, Chauncey Andrews (previously on the Board of Directors of the New Lisbon Railway).
- May, 1868 --New Lisbon Railway Company failed financially. Foreclosure suit brought by William Reynolds, Trustee. Judgement in favor of Trustee for foreclosure and bankruptcy sale of New Lisbon Railway rendered in Court of Common Pleas, Trumbull County
- 1/19/1869 --Auction and sale of New Lisbon Railway conducted this date at Trumbull County Court House, L. C. Jones, Master Commissioner presiding. Court declared road sold to Jay Gould, President of Erie Railway, with bid of \$200,000. (Gould's intent was to secure a rail line between Niles and New Lisbon for his Erie Railway.)

- 2/8/1869 --Trumbull County Court of Common Pleas, Judge Conant presiding, set aside recent sale of New Lisbon Railway to Jay Gould. Court ordered the Railway to be offered again for sale on March 13 (sale was actually delayed until April).
- 3/15/1869 --Trumbull County Court issued order directing the sale of New Lisbon Railway, the railroad, its assets, property and franchises covered by mortgage of 7/1/1864 (which includes 7/14/1864 lease of portion of Ashtabula & New Lisbon Rail Road)
- 4/17/1869 --**Niles and New Lisbon Railway Company incorporated on this date.** \$500,000 stock for the new company is subscribed by James McHenry of London. Bankrupt New Lisbon Railway Company also sold in Trumbull County foreclosure auction on this date. Chauncey Andrews represented N&NL in the auction, outbidding the Atlantic & Great Western Railway with an offer of \$123,000. Winning bid represented three equal shares: \$41,000 Chauncey Andrews and brother Wallace Andrews, jointly; \$41,000, Jay Gould, President Erie Railway; \$41,000, James Fisk, Erie Railway Director. (Gould thus succeeded through this alternate, cheaper scheme to secure a Niles/New Lisbon rail line.)
- 4/24/1869 --Niles and New Lisbon Railway Company filed Certificate of Incorporation in office of Secretary of State of Ohio for a line from Niles by way of New Lisbon to the Ohio River in Liverpool Township. (N&NL Rwy. then proceeded to finalize construction of the line between Niles and New Lisbon on July 14, 1869 to satisfy 5-year requirement of July 14, 1864 lease by Ashtabula & New Lisbon Rail Road to New Lisbon Railway.)
- 7/19/1869 --Deed to New Lisbon Railway, pursuant to Trumbull County Court order, made this date to Chauncey and Wallace Andrews (jointly 1/3), Jay Gould (1/3) and James Fisk (1/3). This completed Trumbull County bankruptcy court sale of New Lisbon Railway to Andrews/Gould/Fisk group which also controlled N&NL.
- 3/3/1870 --Deed of New Lisbon Railway conveyed this date from Chauncey Andrews, Wallace Andrews, Jay Gould, James Fisk and their respective wives to the Niles and New Lisbon Railway Company for a consideration of \$1,000
- 11/1/1871 --A&GW Railway reorganized as the Atlantic & Great Western Railroad
- 7/25/1872 --Cleveland and Mahoning Railroad, Liberty and Vienna Railroad, and the Niles and New Lisbon Railway agree to consolidate and form a new company, the Cleveland and Mahoning Valley Railroad. The outstanding stock of each of the three companies (\$500,000 being the amount held by N&NL Railway British stockholders) was reissued to stockholders in new Cleveland and Mahoning Valley Railroad stock. The 7/25 consolidation agreement was filed in the office of the Ohio Secretary of State on 8/14/1872. Thus, the line formerly known as the Niles and New Lisbon *Railway* a) became a part of the Cleveland and Mahoning Valley Railroad (which, in turn, was under lease to the Atlantic and Great Western Railroad), and b) was referred to thereafter as the Niles and New Lisbon *Railroad*.

- May 1874 --Erie Railway leases the Atlantic and Great Western Railroad, then rejects that same lease December 1874 (Between 1874 and 1880, control of Niles and New Lisbon Railroad passes back and forth between Erie Railway and the competing Atlantic & Great Western and bankruptcy courts during protracted litigation.)
- 12/8/1874 --Atlantic and Great Western Railroad again files for bankruptcy and enters receivership
- 1/6/1880 --Assets of Atlantic and Great Western Railroad are sold in bankruptcy foreclosure sale
- 3/15/1880 --New York, Pennsylvania and Ohio Railroad takes control of A&GW RR assets (including lease of Cleveland and Mahoning Valley Railroad, of which the Niles and New Lisbon Railroad is a component) and begins operation of former Atlantic and Great Western Railroad properties.
- 5/4/1880 --Cleveland and Mahoning Valley Railroad and the New York, Pennsylvania and Ohio Railroad enter a lease on this date to modify the lease of 10/7/1863 between the Cleveland and Mahoning Railroad and the Atlantic and Great Western Railway, and to more clearly set forth the relationship between the New York, Pennsylvania and Ohio Railroad and the Niles and New Lisbon Railroad. Cleveland and Mahoning Valley Railroad leases directly to the NYP&O Railroad the lines formerly known as the Niles and New Lisbon Railroad and the Liberty and Vienna Railroad for 82 years and 3 months (until 10/1/1962). (Inclusion of Niles and New Lisbon Railway in 7/25/1872 creation of Cleveland and Mahoning Valley Railroad apparently was not considered adequate by NYP&O to establish that N&NL was, indeed, under lease to NYP&O as of 3/15/1880.)
- 4/6/1883 --NYP&O Railroad (including lease of N&NL RR) was leased to the New York, Lake Erie and Western Railroad
- 7/25/1893 --New York, Lake Erie and Western Railroad fails financially, is forced into bankrupt and is placed in receivership
- 8/26/1895 --New York, Lake Erie and Western Railroad was reorganized in bankruptcy and emerged on this date as the Erie Railroad.
- 2/25/1896 --Through the reorganization of the NYLE&W RR, a new company, the Nypano Railroad Company, purchased at foreclosure the New York, Pennsylvania and Ohio Railroad, including its leases of various railroads (e.g., N&NL Railroad)
- 4/1/1896 --Nypano Railroad Company leased to the Erie Railroad for 99 years all railroads and interests, including leased lines (included among them was Niles and New Lisbon Railroad)

- 3/9/1917 --The 4/1/1896 lease by the Nypano Railroad of the Cleveland and Mahoning Valley Railroad to the Erie Railroad is amended. Erie Railroad lease of the Cleveland and Mahoning Valley Railroad from the Nypano Railroad is extended to 999 years from 7/1/1880 (included is the 35.77 miles of the Niles and New Lisbon Railroad). Annual rental paid by Erie Railroad for Cleveland and Mahoning Valley Railroad is set at \$558,967, plus taxes, plus 1 ½ % interest on preferred stock.
- 1/18/1938 --Long term effects of the Great Depression beginning in 1929, further recession of 1937, coupled with 8/1/1937 wage increase of 5-10% ordered by National Mediation Board forces the Erie Railroad into bankruptcy. Erie Railroad files bankruptcy petition under Federal Bankruptcy Act Section 77 on this date.
- 12/22/1941 --Erie Railroad is reorganized in bankruptcy and emerges from bankruptcy on this date (name unchanged). Reorganization provides for \$7.9 million purchase by Erie Railroad of Cleveland and Mahoning Valley Railroad from British owners, replacing high annual lease payments (over \$.5 million) with lower interest payments (about \$.3 million) on \$7 million US Government loan (Reconstruction Finance Corporation). Thus, **the Niles and New Lisbon Railroad became wholly owned by Erie Railroad and ceased to exist as a separate entity this date.** (Thereafter, the Niles to Lisbon rail line was generally referred to as the Lisbon Branch of the Erie Railroad.)
- 10/17/1960 --Erie Railroad merges with Delaware, Lackawanna and Western Railroad to form Erie-Lackawanna Railroad Company.
- 4/1/1968 --Norfolk & Western Railway, through a newly created subsidiary named Dereco, acquires Erie Lackawanna Railroad as an ICC-required component of a proposed merger between Norfolk & Western Railway and the Chesapeake and Ohio Railroad. With the change to Dereco ownership, Erie Lackawanna Railroad becomes Erie Lackawanna Railway. The N&W/C&O merger never occurs, and the EL Railway continues to operate as a wholly owned subsidiary of Dereco, which itself is a wholly owned subsidiary of Norfolk & Western.
- 6/26/1972 --Erie Lackawanna Railway suffers devastating damage from Hurricane Agnes, declares bankruptcy this date. Railway continues to operate in bankruptcy until absorbed into Conrail in 1976.
- 4/1/1976 --Erie Lackawanna Railway and 6 other bankrupt northeastern railroads are consolidated by the federal government into Conrail (Consolidated Rail Corporation). The Erie Lackawanna ceases to exist. From this date, remaining segments of the Lisbon Branch are part of and operated by Conrail until the last remnant of the Lisbon Branch is abandoned by Conrail 1/25/1985.

--End of Niles and New Lisbon Railway Information--

Postscript: Timeline and Corporate Structure

Ashtabula and New Lisbon Rail Road Beginning April 17, 1869

- 4/17/1869 --The Ashtabula and New Lisbon Rail Road was not a party to the Trumbull County Court bankruptcy proceedings which sold the assets of the New Lisbon Railway this date (assets included the 7/14/1864 lease of the Niles/New Lisbon portion of the A&NL). As a result, the A&NL received no benefit from the bankruptcy sale. Following the sale, the A&NL apparently had no legal basis to object to or halt the completion during the next three months of the 22-mile Niles/New Lisbon segment by the Niles and New Lisbon Railway.
- 7/14/1869 --The Ashtabula and New Lisbon Rail Road hired a civil engineer, Mr. A. D. Strong of Ashtabula, Ohio, to inspect the Niles/New Lisbon leased line segment on this day to determine if the terms of the 7/14/1864 lease had been satisfied. Strong reported to the A&NL that the construction work had been done in "flimsy a slipshod" manner, that spacing of ties was so far apart as to be unsafe for trains to operate, and that the Niles and New Lisbon Railway had not constructed a bridge over the Mahoning River at Niles as the lease required, but instead had diverted the line to use an existing bridge over the Mahoning owned by the Mineral Ridge Railroad. Within ten days the A&NL convened a meeting and declared the terms of the 1864 lease had not been met and therefore the lease "forfeited." (It's unknown what transpired next between the A&NL Rail Road and the Niles & New Lisbon Railway. But apparently the declaration by the A&NL that the lease had been forfeited did not change the situation, as the Niles & New Lisbon Railway continued to operate the Niles/New Lisbon line and the Ashtabula & New Lisbon Rail Road Company soon turned its attention to the uncompleted, northern segment of its line between Niles and Ashtabula which the A&NL still controlled.)
- 8/11/1869 --Henry Hubbard, President of Ashtabula & New Lisbon Rail Road, convened a meeting this date of parties from the Youngstown area and parties in Ashtabula interested in constructing a rail line between Youngstown and Ashtabula Harbor for the movement primarily of coal and iron ore. Proposed route was A&NL between Ashtabula and Bristol, Ohio (approximately 36 miles which had previously been surveyed, right-of-way appropriated and graded), and then either continuing south on the uncompleted A&NL route to Niles or, alternatively, on a new route from Bristol southeastward through Vienna to Youngstown.

2/4/1870 --Certificate of Incorporation of the Ashtabula, Youngstown and Pittsburg Rail Road Company executed this day and filed February 11, 1870, in the office of Secretary of State of Ohio to construct a railroad from Ashtabula to Youngstown through Ashtabula, Trumbull and Mahoning counties.

11/14/1870 --Ashtabula, Youngstown & Pittsburg Rail Road acquired by deed this date the property, franchises and rights of the Ashtabula and New Lisbon Rail Road between Ashtabula Harbor and Niles, 52.6 miles. By terms of that acquisition and an agreement on 11/22/1870 between A&NL and AY&P, the remaining unpaid obligations of the 9/19/1861 mortgage of the Ashtabula and New Lisbon Rail Road totaling \$10,904.98 were assumed by the AY&P, and **the Ashtabula and New Lisbon Rail Road ceased to exist.**

3/1/1872 --The Pennsylvania Company (Pennsylvania Railroad) leased for 99 years beginning on 1/1/1873 the Ashtabula, Youngstown & Pittsburg Rail Road.

5/1/1873 --The Niles to Ashtabula line of the former Ashtabula and New Lisbon Rail Road was completed by the Ashtabula, Youngstown and Pittsburg Rail Road and opened for operation this date.

Thereafter, the AY&P and its successors remained under control of the Pennsylvania Company, better known as the Pennsylvania Railroad (PRR). The Niles to Ashtabula line remained a part of PRR for almost 100 years. Its primary role was carrying Ohio and Pennsylvania coal northward to Ashtabula Harbor, and iron ore off the Great Lakes at Ashtabula southward to the steel mills of eastern Ohio and western Pennsylvania. On April 30, 1931, the Ohio Public Utilities Commission authorized the discontinuance of the last passenger service on the line upon 10 days notice by PRR to the public. (Coincidentally, on April 30 the PUC also authorized discontinuance of the last mixed train passenger service by the Erie Railroad between Niles and Lisbon—the south end of the original Ashtabula & New Lisbon Rail Road-- effective June 1, 1931.) On 2/1/1968, the PRR merged with the New York Central System (NYC) to form Penn Central Transportation Company. Following the merger, Penn Central rerouted coal and ore traffic from the Ashtabula/Niles line to a parallel line of the former NYC between Youngstown and Ashtabula. Ashtabula/Niles was downgraded, rail service cut back in the early 1970's, and, except for a few miles at each end of the line, the Niles/Ashtabula line was excluded from the formation of Conrail on 4/1/1976, effectively abandoning the line.

Bob Gentzel
January 22, 2023