

BALTIMORE AND OHIO'S CUT-OFF.

PITTSBURG, July 2.—The Streets Run Branch of the Baltimore and Ohio Railroad was opened for freight business to-day. This branch is the cut-off between Pittsburg and Wheeling, and enables the Baltimore and Ohio for the first time to compete with other roads in the shipment of freight from this city to the West. Heretofore any freight for the West received in this city had to be transferred 150 miles east to Cumberland and 200 miles west to Wheeling, but by the Streets Run Branch this distance is reduced to only 60 miles. The new road is intended especially to give the company a share of the Pittsburg tonnage and unexcelled facilities for shipping the gas coals and coke of the Connellsville region to the lakes by way of Sandusky and Chicago. An increased percentage in the coke and coal pools will probably be asked. The valleys of Lick Run and Peters Creek, through which the cut-off passes, contain some of the finest gas coal in Allegheny and Westmoreland Counties, which heretofore have been inaccessible by the absence of railroad facilities. The company expects to obtain a large tonnage from this region when the properties are opened and developed. There are also fine quantities of limestone in the immediate vicinity of the line, which will find a market in this city. At present only freight will be carried over the new route. After a month or two passenger trains will also be run. The importance of the new line is appreciated by the Baltimore and Ohio officials, as it is officially announced that the Baltimore and Ohio Company propose to erect a new passenger station upon the site of the present structure. The company during the next year will also build an iron bridge across the Monongahela River, to connect the Streets Run Branch with the main tracks. Until that work is finished freight and passengers will be transferred by boat.

The New York Times

Published: July 3, 1883

Copyright © The New York Times