**Name, Location and Ownership** *(Items 1-6; see Instructions, page 4)*

<table>
<thead>
<tr>
<th>Historic Name:</th>
<th>Atlantic &amp; Great Western Railway – Franklin Branch</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current/Common Name:</td>
<td>Pennsylvania Lines, LLC c/o Norfolk Southern Railway Company</td>
</tr>
<tr>
<td>Street Address:</td>
<td>N/A</td>
</tr>
<tr>
<td>Location:</td>
<td>former Atlantic &amp; Great Western Railway ROW between Meadville and Franklin</td>
</tr>
<tr>
<td>Municipality:</td>
<td>West Mead, East Fairfield, Wayne Townships, Cochranthin</td>
</tr>
<tr>
<td>County:</td>
<td>Crawford</td>
</tr>
<tr>
<td>Municipality:</td>
<td>French Creek Township</td>
</tr>
<tr>
<td>County:</td>
<td>Mercer</td>
</tr>
<tr>
<td>Municipality:</td>
<td>Canal, Sugarcreek Townships, Utica, Franklin, Oil City</td>
</tr>
<tr>
<td>County:</td>
<td>Venango</td>
</tr>
<tr>
<td>Tax Parcel #/Year:</td>
<td>1802-129-156-164</td>
</tr>
<tr>
<td>USGS Quad:</td>
<td>Geneva, Cochranton, New Lebanon, Utica, Franklin, and Oil City, PA</td>
</tr>
<tr>
<td>Ownership:</td>
<td>Private</td>
</tr>
<tr>
<td>Owner Name/Address:</td>
<td>Pennsylvania Lines, LLC c/o Norfolk Southern Railway/110 Franklin Road, SE, Roanoke, VA 24042</td>
</tr>
<tr>
<td>Category of Property:</td>
<td>Building</td>
</tr>
<tr>
<td>Total Number of Resources:</td>
<td>2</td>
</tr>
</tbody>
</table>

**Function** *(Items 7-8; see Instructions, pages 4-6)*

<table>
<thead>
<tr>
<th>Historic Function</th>
<th>Subcategory</th>
<th>Particular Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>TRANSPORTATION</td>
<td>rail-related</td>
<td>railroad</td>
</tr>
<tr>
<td>TRANSPORTATION</td>
<td>rail-related</td>
<td>bridge</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Current Function</th>
<th>Subcategory</th>
<th>Particular Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>TRANSPORTATION</td>
<td>rail-related</td>
<td>railroad</td>
</tr>
<tr>
<td>TRANSPORTATION</td>
<td>rail-related</td>
<td>bridge</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Architectural/Property Information** *(Items 9-14; see Instructions, pages 6-7)*

<table>
<thead>
<tr>
<th>Architectural Classification:</th>
<th>None</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Exterior Materials and Structural System</th>
</tr>
</thead>
<tbody>
<tr>
<td>Foundation:</td>
</tr>
<tr>
<td>Walls:</td>
</tr>
<tr>
<td>Roof:</td>
</tr>
<tr>
<td>Other:</td>
</tr>
<tr>
<td>Structural System:</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Width:</th>
<th>N/A (feet) (# bays)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Depth:</td>
<td>N/A (feet) (# rooms)</td>
</tr>
<tr>
<td>Stories/Height:</td>
<td>N/A</td>
</tr>
</tbody>
</table>
Property Features (Items 15-17; see Instructions, pages 7-8)

Setting: agricultural/farm, rural village.
Ancillary Features
bridges                  sidings

Acreage: approximately 36 mile right of way (round to nearest tenth)

Historical Information (Items 18-21; see Instructions, page 8)

Year Construction Began: 1862 ☑ Circa   Year Completed: 1866 ☑ Circa
Date of Major Additions, Alterations: 1875 ☑ Circa   1910 ☑ Circa
Basis for Dating: ☑ Documentary   ☐ Physical

Explain: Based upon physical inspection and background literature research

Cultural/Ethnic Affiliation(s): Unknown
Associated Individual(s): Unknown
Associated Event(s): Unknown
Architect(s): Unknown
Builder(s): Meadville Railroad/Atlantic & Great Western Railway

Submission Information (Items 22-23; see Instructions, page 8)

Previous Survey/Determinations: No previous determinations of eligibility
Threats ☐ None   ☐ Neglect   ☐ Public Development   ☐ Private Development   ☐ Other

Explain: The property is located within the APE established for both the S.R. 0173 Bridge Section B02 over French Creek Project in the Borough of Cochranton, Crawford Co. and S.R. 1015 (Carlton Bridge) over French Creek Project in French Creek Township, Mercer, Co. This PHRS form documents only those elements of the resource identified within the project APE.

This submission is related to a ☐ non-profit grant application   ☐ business tax incentive
☑ NHPA/PA History Code Project Review   ☐ other

Preparer Information (Items 24-30; see Instructions, page 9)

Name & Title: Charles Richmond, M.A. architectural historian
Date Prepared: April 8, 2011   Project Name: S.R. 0173 Bridge, Section B02 over French Creek Project
                                        and S.R. 1015 (Carlton Bridge), Section B00 over French Creek Project
Organization/Company: McCormick Taylor, Inc.
Mailing Address: 5 Capital Drive, Suite 400, Harrisburg, Pennsylvania 17110
Phone: 717.540.6040   Email: carichmond@MTmail.biz
National Register Evaluation *(Item 31; see Instructions, page 9)*
(To be completed by Survey Director, Agency Consultant, or for Project Reviews ONLY.)

- [ ] Not Eligible (due to [ ] lack of significance and/or [ ] lack of integrity)
- [x] Eligible Area(s) of Significance: **Criterion A: transportation**

Criteria Considerations ______  Period of Significance: **1862-1960**

- [ ] Contributes to Potential or Eligible District  District Name: **Atlantic & Great Western Railway – Franklin Branch**

Bibliography *(Item 32; cite major references consulted. Attach additional page if needed. See Instructions, page 9.)*

See Continuation Sheet 12

Additional Information
The following must be submitted with form. Check the appropriate box as each piece is completed and attach to form with paperclip.

- [x] Narrative Sheets—Description/Integrity and History/Significance (See Instructions, pages 13-14)
- [x] Current Photos (See Instructions, page 10)
- [x] Photo List (See Instructions, page 11)
- [x] Site Map (sketch site map on 8.5x11 page; include North arrow, approximate scale; label all resources, street names, and geographic features; show exterior photo locations; See Instructions, page 11)
- [ ] Floor Plan (sketch main building plans on 8.5x11 page; include North arrow, scale bar or length/width dimensions; label rooms; show interior photo locations; See Instructions, page 11)
- [x] USGS Map (submit original, photocopy, or download from TopoZone.com; See Instructions, page 12)

Send Completed Form and Additional Information to:
National Register Program
Bureau for Historic Preservation/PHMC
Keystone Bldg., 2nd Floor
400 North St.
Harrisburg, PA 17120-0093
Photo List (Item 33)
See pages 10-11 of the Instructions for more information regarding photos and the photo list. In addition to this photo list, create a photo key for the site plan and floor plans by placing the photo number in the location the photographer was standing on the appropriate plan. Place a small arrow next to the photo number indicating the direction the camera was pointed. Label individual photos on the reverse side or provide a caption underneath digital photos.

Photographer name: Charles Richmond, M.A.
Date: January 18, 2011
Location Negatives/Electronic Images Stored: McCormick Taylor, Inc. Harrisburg, Pennsylvania 17110

<table>
<thead>
<tr>
<th>Photo #</th>
<th>Photo Subject/Description</th>
<th>Camera Facing</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Cochranton Station. Relocated from its original location to Cochranton Community Fairgrounds</td>
<td>SE</td>
</tr>
<tr>
<td>2</td>
<td>View of Atlantic &amp; Great Western Railway sign on Cochranton Station.</td>
<td>S</td>
</tr>
<tr>
<td>3</td>
<td>View looking south along S.R. 0173 toward railroad crossing</td>
<td>S</td>
</tr>
<tr>
<td>4</td>
<td>View looking west from SR 0173.</td>
<td>W</td>
</tr>
<tr>
<td>5</td>
<td>View looking east from SR 0173.</td>
<td>E</td>
</tr>
<tr>
<td>6</td>
<td>West elevation of early 20th century through girder bridge over Little Sugar Creek.</td>
<td>NE</td>
</tr>
<tr>
<td>7</td>
<td>East elevation of early twentieth century through girder bridge over Little Sugar Creek.</td>
<td>SW</td>
</tr>
<tr>
<td>8</td>
<td>View looking east from intersection with SR 1015 in Carlton.</td>
<td>E</td>
</tr>
<tr>
<td>9</td>
<td>View looking west from intersection with SR 1015 in Carlton.</td>
<td>W</td>
</tr>
</tbody>
</table>
Figure 1 - Location Map

Atlantic & Great Western Railroad - Franklin Branch

Crawford, Mercer, and Venango Counties, PA

Source: National Geographic TOPO! 1:100,000 Series Seamless USGS Topographic Map, 2010
Figure 2

Historic Map
Atlantic & Great Western Railway - Franklin Branch

Crawford, Mercer and Venango Counties, PA

(Taken from F.W. Beers, Outline Map of Venango County, Pennsylvania, 1865)
Physical Description and Integrity (Item 38)
Provide a current description of the overall setting, landscape, and resources of the property. See page 13 of the Instructions for detailed directions. Continue on additional sheets as needed. Suggested outline for organizing this section:

- Introduction [summarize the property, stating type(s) of resource(s) and function(s)]
- Setting [describe geographic location, streetscapes, natural/man-made landscape features, signage, etc.]
- Exterior materials, style, and features [describe the exterior of main buildings/resources]
- Interior materials, style, and features [describe the interior of main buildings/resources]
- Outbuildings/Landscape [describe briefly additional outbuildings/landscape features found on property, substitute Building Complex Form if preferred; See Instructions, page 18]
- Boundaries [explain how/why boundaries chosen, such as historic legal parcel, visual natural features such as tree lines, alley separating modern construction, etc.]
- Integrity [summarize changes to the property and assess how the changes impact its ability to convey significance]

Atlantic & Great Western Railway – Franklin Branch

The former Atlantic & Great Western Railway – Franklin Branch is located within parts of Crawford, Mercer, and Venango Counties, Pennsylvania. The thirty-six (36) mile branch line serves as a connection between Meadville, in Crawford County, and Oil City, in Venango County (See Figure 1). The single track extends southeast from its junction with the main line of the former Atlantic & Great Western Railway at Buchanan Station, approximately 1.8 miles south of Meadville. The railroad continues southeast, roughly parallel with Cochranton Road (SR 0322), through a rural setting composed primarily of agricultural fields. Scattered twentieth century residential properties are found throughout the corridor. Beginning at the intersection of the former Atlantic & Great Western Railway – Franklin Branch and Townhall Road, the rail line follows closely along the north bank of French Creek.

The Atlantic & Great Western Railway – Franklin Branch crosses Little Sugar Creek at the west side of the Cochranton Borough. The National Register eligible Cochranton Station was historically located along the railroad right-of-way in the Borough of Cochranton, but has been relocated to the community fairgrounds. The NR eligible station is located approximately 1,000 feet northeast of the railroad and S.R. 0173 (Adams Street) intersection (See Photographs 1 &2). The railroad crosses S.R. 0173 (Adams Street) just north of the Cochranton Bridge over French Creek (See Photographs 3, 4 & 5). The railroad crosses Little Sugar Creek over an early-twentieth century steel through girder bridge (See Photographs 6 & 7). Cochranton Borough was a former station along the Atlantic & Great Western Railway – Franklin Branch. The railroad extends along the west side of the borough through an area composed of industrial and commercial development.

The railroad continues southeast along French Creek to the village of Carlton, approximately three-and-a-half (3.5) miles from Cochranton (See Photographs 8 & 9). The village of Carlton is composed of a small number a residential properties, including several mid-to-late twentieth century cottages along French Creek. Historically, Carlton served as a station along the Atlantic & Great Western Railway – Franklin Branch. No historic buildings associated with the railroad’s operation remain at Carlton.

The Atlantic & Great Western Railway – Franklin Branch continues four-and-a-half (4.5) miles southeast from Carlton to Utica. The Borough of Utica is a small community composed of approximately 100 buildings and in 2000 the borough had a population of 211. Utica was a former station along the Atlantic & Great Western Railway – Franklin Branch.

The railroad continues approximately five (5) miles through vacant, undeveloped land along the north side of French Creek until reaching the village of Sugarcreek. The village of Sugarcreek is a former station along the Atlantic & Great Western Railway – Franklin Branch and is approximately three (3) miles west of Franklin. The railroad is carried by bridge over Sugar Creek.
The Atlantic & Great Western Railway – Franklin Branch continues to Franklin, flanked by French Creek, to the south, and S.R. 0322, to the north. In Franklin, the Atlantic & Great Western Railway – Franklin Branch continues along French Creek, with Atlantic Avenue to the north of the railroad. The setting between the railroad and French Creek is composed of industrial development. Residential areas are located north of the railroad. The Atlantic & Great Western Railway – Franklin Branch continues south out of Franklin, passing beneath U.S. 62/S.R. 8/Allegheny Boulevard. The railroad enters a sharp curve at Hoge Island and continues east toward Oil City.

The railroad continues north, along French Creek, through an area of industrial development. The railroad crosses another bridge north approximately 2.3 miles west of Reno. The railroad continues to Reno, flanked by French Creek and US 62/SR 8. The railroad continues along French Creek to Oil City. The Atlantic & Great Western Railway – Franklin Branch continues through Oil City, with industrial areas located between the railroad and French Creek. The Atlantic & Great Western Railway – Franklin Branch ends at the Oil Creek crossing in Oil City.
History and Significance (Item 39)
Provide an overview of the history of the property and its various resources. Do not substitute deeds, chapters from local history books, or newspaper articles. See page 14 of the Instructions for detailed directions. Continue on additional sheets as needed.
Suggested outline for organizing this section:
- History [Summarize the evolution of the property from origin to present]
- Significance [Explain why the property is important]
- Context and Comparisons [Describe briefly similar properties in the area, and explain how this property compares]

Railroads in Oil Region

In 1859 Edwin Drake successfully drilled for oil near Titusville in Venango County, Pennsylvania. The success of Drake led to a dramatic increase in oil production within the region. In a short period of time significant oil production facilities were in operation in the oil producing region of Pennsylvania, primarily located in Venango and Crawford Counties. The main methods of shipping oil consisted of either overland transportation, utilizing wagons, or by water. In 1860 there was no rail transportation within the oil producing regions (Martens 1971: 35). The Atlantic & Great Western Railway and Philadelphia & Erie Railroad had operations through Corry, Pennsylvania, but did not have direct access to oil producing facilities.

The Oil Creek Railway and Atlantic & Great Western Railway were the first to build lines to reach oil production facilities. The Oil Creek Railway extended south from Corry, Pennsylvania, along Oil Creek toward Titusville. The Atlantic & Great Western Railway constructed a branch line east from the vicinity of Meadville, Pennsylvania, toward Franklin, the county seat of Venango County. The Oil Creek Railway was chartered in 1860 with the purpose of constructing a rail line between the oil region and the Atlantic & Great Western Railway facilities at Corry (Bell 1890: 238). The railroad was constructed to Titusville in 1862. In 1863 and 1864 the line extended further south to reach additional oil production sites. The Oil Creek Railway was built with a six (6'-0") foot broad gauge for its rail line, as opposed to the standard (4'-9") gauge utilized by the majority of North American railroads. The Atlantic & Great Western Railway was also constructed as a broad gauge line and maintained connections with the Oil Creek Railway (Russell 2011: 2). The two companies operated in conjunction, as both were affiliated with the Erie Railroad at the time of their construction. The Philadelphia & Erie Railroad, controlled at the time by the Pennsylvania Railroad, was the other important rail line to serve the emerging oil industry. The Borough of Corry was one of the region’s main transportation hubs, with connections to the Oil Creek Railway, Atlantic & Great Western Railway, and Philadelphia & Erie Railroad. In 1865 the Philadelphia & Erie Railroad purchased the Oil Creek Railway.

Railroad construction in the oil region of Pennsylvania continued during the mid 1860s in response to the growth of the petroleum industry. By 1865 several additional railroads had been organized and constructed to access oil production facilities (Townsend & Dale 1865) (See Figure 2). In 1861 the Warren & Franklin Railroad was chartered to access the oil fields. In 1862 the Farmers Railroad was organized. These railroads, along with the Oil Creek Railway, were later consolidated to form the Oil Creek & Allegheny Railroad (Bell 1890: 239). Numerous other railroad operations were established during the 1860s, including the Oil City and Pithole Railroad Company, Jamestown and Franklin Railroad, Reno, and Oil Creek & Pithole Railway. Many other projected railroad ventures were never actualized. The decline in oil production led to consolidation or termination of many of the rail lines in the region. The Pennsylvania Railroad, Erie Railroad, and New York Central Railroad continued operations in the oil region into the twentieth century.
Atlantic & Great Western Railway

In 1852 railroad promoters met at the American Hotel in Cleveland, Ohio, to advocate the construction of a railroad to compete with the existing lines that dominated rail transportation in the Mid Atlantic region. Representatives of the Erie & New York City Railroad, Meadville Railroad, and Franklin & Warren Railroad (later re-named as Atlantic & Great Western Railroad) were among the companies represented at the meeting. The Erie & New York City Railroad operated in the state of New York. The Franklin & Warren Railroad of Ohio was chartered in 1848 and was renamed the Atlantic & Great Western Railroad of Ohio in 1854. The Meadville Railroad, operated in Pennsylvania, was chartered on May 20, 1857. The charter provided the Meadville Railroad with the right to construct branch lines. The Meadville Railroad was renamed the Atlantic & Great Western Railroad of Pennsylvania in 1858 (Bell 1890: 237).

The three railroad companies effectively operated in conjunction through the management of directors, selected from the involved companies. William Reynolds, Marvin Keck, Worthy S. Streator, John Dick, A.F. Allen, and T.W. Kennard were among the representatives of the various railroad companies and served as directors. William Reynolds served as the first president of the company. Thomas Kennard, a civil engineer and native of England, served as chief engineer of the Atlantic & Great Western Railway (Russell 2011). The Atlantic & Great Western Railway was financed primarily by foreign investors, including Englishman Sir Morton Peto. The Erie Railroad was also a financial backer of the company. On August 19, 1865 the Erie & New York City Railroad, Meadville Railroad, and Atlantic & Great Western Railroad were merged to form the Atlantic & Great Western Railway.

The Franklin Branch of the Atlantic & Great Western Railroad was established in 1862. The Atlantic & Great Western Railroad board of directors provided approval for the survey of the Franklin Branch on June 17, 1862 (Reynolds 2002: 164). By August 23, 1863 the Franklin Branch had been surveyed. In September 1862 the Atlantic & Great Western Railroad board of directors announced that the steel rails for the branch line were in the process of being shipped from England (Reynolds 2002: 169). The railroad was constructed between Meadville and Oil City during 1862-1863. The branch line was originally called the Eastern Coal Fields Branch, in recognition of its association with coal and oil production. The branch line was later renamed the Franklin Branch in recognition of the town’s importance for the railroad’s operation. The Franklin Branch was the first rail line to reach the important industrial centers of Franklin and Oil City. The Franklin Branch provided an important link in the transportation of oil from its source to important shipping centers at Meadville and Corry.

The construction of the Franklin Branch was immediately objected to by the New York Central Railroad and Pennsylvania Railroad. Both companies viewed the access to the oil market as a commercial threat to their own interests. The objection to the Atlantic & Great Western Railway’s rights to construct a branch line were based upon the language of the company’s charter (Meadville Railroad). The Pennsylvania courts’ findings supported the Atlantic & Great Western Railway and its rights to build the branch line. The Atlantic & Great Western Railway, through its Franklin Branch and affiliation with the Oil Creek Railway, became the most important shipper of oil in the Oil Region of Pennsylvania. By 1863 oil producers were transporting over two million barrels per year. The oil refining centers of Cleveland and Pittsburgh were the main markets for oil producers. In 1865 the Oil Creek Railway was acquired by the Philadelphia & Erie Railroad, which was controlled by the competing Pennsylvania Railroad.

The Atlantic & Great Western Railway incurred significant debt as part of its construction and expansion during the early 1860s. In 1865 the company obtained a $30 million mortgage to aid in meeting its financial
obligations. The Erie Railroad, under the leadership of Jay Gould and Hugh Jewett, had a turbulent relationship with the Atlantic & Great Western Railway. In 1868 the Atlantic & Great Western Railway was leased by the Erie Railroad at a very favorable rate to the company. On several occasions during the 1860s and 1870s the Atlantic & Great Western Railway entered or was compelled into receivership. On July 26, 1871 George McClellan, William Butler Duncan and Allen G. Thurman purchased the Atlantic & Great Western Railway. George McClellan was the former commander of the Army of the Potomac during the American Civil War. McClellan was a trained engineer and was associated with several railroad companies during his career.

On January 6, 1880 the Atlantic & Great Western was acquired at foreclosure and was reorganized as the New York, Pennsylvania & Ohio Railroad (Nypano Railroad) (Bell 1890: 238). J.H. Devereaux served as the first president of the Nypano Railroad. The New York, Lake Erie & Western Railroad leased the Nypano Railroad in 1883. The Nypano went into bankruptcy and was sold to representatives of the Erie Railroad in 1896. In 1941 the Nypano Railroad was officially merged with the Erie Railroad. The Erie-Lackawanna Railroad was organized in 1960 and incorporated the components of the Erie Railroad and Delaware, Lackawanna & Western Railroad. The Erie-Lackawanna Railroad operated until 1976, when it was absorbed into CONRAIL. CONRAIL was established and operated between 1976 and 1998. In 1998 Norfolk Southern acquired the Franklin Branch of the Atlantic & Great Western Railway.

The Pennsylvania Lines, LLC is a subsidiary of Norfolk Southern established in 1998. Pennsylvania Lines, LLC was organized to operate former CONRAIL lines acquired by Norfolk Southern. In 2004 Pennsylvania Lines, LLC was officially incorporated as part of Norfolk Southern. In 2006 the Western New York & Pennsylvania leased the Franklin Branch from the Norfolk Southern. The Western New York & Pennsylvania is a short line railroad providing service in western New York and the northern tier of Pennsylvania (Western New York & Pennsylvania Railroad 2011).

**National Register Evaluation**

The Franklin Branch of the Atlantic & Great Western Railway was evaluated according to the criteria set forth in *National Register Bulletin 15: “How to Apply the National Register Criteria for Evaluation”* and is recommended eligible under Criterion A. As considered under Criterion A, the Franklin Branch of the Atlantic & Great Western Railway is significant in association with transportation and industrial development of the Pennsylvania oil region during the mid-to-late nineteenth century. The Franklin Branch contributed to the industrial development of the region, including Franklin and Oil City, and significantly benefitted the petroleum industry. The Franklin Branch of the Atlantic & Great Western Railway is not known to be significant for its association with any person or persons and is therefore not recommended eligible under Criterion B. As considered under Criterion C, the Franklin Branch of the Atlantic & Great Western Railway is not considered a distinguished example of a mid nineteenth century railroad engineering or design. The Franklin Branch of the Atlantic & Great Western Railway has lost historic elements, including rail yards, maintenance shops, and stations. In addition, the NRHP eligible Cochranton Station has been moved from its historic location. Archaeological investigations have not been conducted; therefore, the resource’s eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time.
The period of significance for the Franklin Branch of the Atlantic & Great Western Railroad extends from its construction beginning in 1862 until 1960, when it became part of the Erie-Lackawanna Railroad. The period of significance begins at the time of the railroad’s original construction, 1862-63. The Franklin Branch, under various corporate entities, continued to operate into the twentieth century and contributed to industrial development throughout the corridor. The Franklin Branch continues to operate at the present, as part of the Pennsylvania Lines, LLC operation. The National Register boundary for the Franklin Branch extends to the outside toe of slope of the track and includes ballest, steel rails and wood ties. Any features (including bridges, stations, etc.) of the Franklin Branch located along the existing track that fall within the period of significance (1862-1960) and retain sufficient integrity may be considered as contributing elements of the linear historic district.

Bibliography


Photograph 1: Atlantic & Great Western Railroad- Franklin Branch, view of Cochranton Station. The station has been relocated from its original location to the Cochranton Community Fairgrounds.

Photograph 2: Atlantic & Great Western Railroad- Franklin Branch, view of Atlantic & Great Western Railway sign on Cochranton Station.
Photograph 3: Atlantic & Great Western Railroad- Franklin Branch, view looking south along S.R. 0173 toward railroad crossing.

Photograph 4: Atlantic & Great Western Railroad- Franklin Branch, view looking west from S.R. 0173.
Photograph 5: Atlantic & Great Western Railroad- Franklin Branch, view looking east from S.R. 0173.

Photograph 6: Atlantic & Great Western Railroad- Franklin Branch, south elevation of early twentieth century through girder bridge carrying the railroad over Little Sugar Creek.
Photograph 7: Atlantic & Great Western Railroad- Franklin Branch, north elevation of early twentieth century through girder bridge carrying the railroad over Little Sugar Creek.

Photograph 8: Atlantic & Great Western Railway-Franklin Branch, view looking east from intersection with S.R. 1015 in Carlton.
Photograph 9: Atlantic & Great Western Railway-Franklin Branch, view looking west from intersection with S.R. 1015 in Carlton.