

1854 – O&M laid tracks at Jones Station.
1861 – Thomas Walton age 9 was killed trying to pass from one car to another on the O&M.
1871 – O&M changed the track gauge from 6 feet to the standard gauge.
1879 – O&M has a derailment due to broken rail, train goes into Lost Creek.
1884 – The station on the O&M was Jones, which was changed to Shattuc after W.B. Shattuc, General Passenger Agent of the O&M R.R.
1887 – O&M put a new spur track in.
 The people of Shattuc thought the depot was a “cat house.”
 In March, two freight trains crashed into each other between Shattuc and Sandoval.
1892 – Jones Station was changed to the Village of Shattuc
 Jacksonville and Southeastern railroad was built.
1897 – B&O painted the water tower.
1898 – B&O changed Shattuc’s wooden platform to a concrete one (some still remains today).
1903 – J.S.E. RR. Had a wreck at Shattuc and the engine and two cars went off the tracks.
1905 – Jacksonville and Southeastern tracks were deeded to CB&Q RR.
1912 – B&O made some improvements on its bridge.
 The interchange track from the B&O and CB&Q was installed.
1924 – Shattuc depot was destroyed after a boxcar crashed through it.
1926 – CB&Q stopped using steam trains for passenger trains and started using gas and diesel powered single coaches.
1954 – CB&Q signals 1 and 2 were rewired into steel case by Division.
1958 – Mechanical signals 13 and 14 on the CB&Q were replaced by searchlights.
Interlocked derails 6, 8, & 12 Removed.
1985 – The south interchange track was removed.
 Shattuc road was repaved and went straight across the tracks, no longer around them.
1988 – Shattuc tower closed. Interlocking becomes automated.
2006 – CSX prepares to tear down the tower, all asbestos is removed.
2008 - CSX replaces the old B&O CPL signals and the interlocking electronics were replaced.
2009 – CSX Budgets to remove the tower in 2010
 ZCG Utility Scrap is contracted to save the tower.