

NEWSPAPER ARTICLES FROM 1891

The Transition to Electric Streetcars



One of the Consolidated Street Railway Company's new electric street cars pulled an unpowered trailer across the High Street trestle. The temporary trestle bridged the seven steam railroad tracks that crossed High Street. Columbus Union Depot can be seen behind the man crossing High Street. Photo from the Ohio Historical Society Collection.

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THE ELECTRIC SYSTEM

HOW IT WILL GET THROUGH THE HIGH STREET TUNNEL.

A Matter of Future Adjustment of Methods to Circumstances.

Columbus Dispatch, January 17, 1891 – The Consolidated Street Railway Company are taking active steps to have rapid transit on the High street line by April 15, always providing that there is not unnecessary delay caused by the action of others. The work is now in process north of the depot, and is to be pushed to this end as speedily as possible. Mer. E.K. Stewart, Secretary of the Consolidated, was asked what the company expected to do at the tunnel, and replied:

“The Company expects to adapt itself to circumstances, which are at this time undeveloped. If the viaduct is constructed without long years of litigation with the railroad company the electric road will run over it, but in the event of delay the tunnel will be used. If the tunnel is used it will be necessary to lower the grade from twelve to fifteen inches, which will cost the company somewhere between \$5,000 and \$7,000. It has been suggested that an elevated track, making a curve to the right at the Davidson House, could be constructed for the cars over the railroad tracks, but this could only be utilized for the electrical cars while the viaduct was being constructed. As to the amount of money this structure would cost I am not advised, but without a plan of this kind a transfer would be necessary or foot walks constructed, for the convenience of those crossing this twelve or fifteen hundred feet at least during the construction of the viaduct. However, these are only being considered, and, of course are subject to what is to be done as to the construction of the viaduct.”

“How will the company be fixed as to power?”

“We will have ample power. All it will be necessary to do will be to add additional boilers. After the High street line is running either of the other lines can be converted into electrical lines inside of three weeks.”

Iron poles for the electric wires will be used from the Court house to the Park Hotel and wooden poles from the latter point to North Columbus. Wooden poles are regarded as safer than iron because wood is a non-conductor of electricity, but iron poles are the most ornamental. The wooden poles now being deposited on the street are octagonal in shape, are painted, and said to be as neat as a wooden pole can be made to be serviceable. Secretary Stewart calls attention to the fact that the iron electric light poles on East Broad street were boxed up because of their dangerous character and they made a worse appearance than would a neat wooden pole. It would be funny if the same precaution should eventually have to be taken with the iron electric street railway poles.

The street railroad company is conferring with certain property owners for the adjustment of differences over the kind of poles to be used.

BURNT CARS

The North Barn Goes Up in Smoke.

LOSS FULLY \$25,000 WITH \$15,300 INSURANCE

The Blaze Originates From a car

Heater and the Flames Lick Up

The North Plant of the Con-
solidated Street Railway-

160 Horses saved, but

27 Cars are De-
stroyed.

The Columbus Daily Press, February 3, 1891 – At This File:

Rapid transit.

Street railway cars go up in smoke.

Bad fire at the north barn early this morning.

A large number of white line cars burned, but the livestock is removed in safety.

The fire originates in a heater and spreads with alarming rapidity.

The family living over the barn barely escape the devouring flames.

The horses of hose company number 7, become frightened, run away and are chased by the water works wagon.

The horses fall on the slippery pavement and the reel runs upon them.

About 1:45 this morning a young woman rushed into the Euclid avenue engine house and cried out that the North High street car barns were on fire. A moment later an alarm was tolling from central station and the department was hurrying on their long run. Just as the big bell struck, the telephone rang and the Ohio State university called the department and informed them that there was a fire at the barn.

Ten minutes after the first alarm was sounded a second call was sent in, and the outlying companies had a long hard run of it to the scene of the conflagration.

The buildings on North High consist of a two-story brick of neat design, facing on the street. To this is added frame car sheds and in the rear are the stables for the horses. The electric road leading to the fairgrounds runs along the south side while the north is the blacksmith shop. The second story of the brick building is occupied by James McDowell; who keeps an employee's boarding house. The fire was first discovered by a servant girl in McDowell's employ. She was awakened by the roar and crackle of the flames and by the dense volume of smoke that poured up from below and came into the apartment above. She rushed, half clad, from the burning building after awakening the occupants and flew with the speed of a deer to Euclid avenue where the nearest fire company is located. She breathlessly told her story, and that company was on their way in less time than it takes to tell it. It was soon seen that the blaze was

going to be a nasty one, and a second alarm was turned in. All attention was now in to saving the frantic horses, their stables already having begun to smoke.

Many of Mrs. McDowell's boarders had barely time to throw on a few wraps and rush from the building, so rapidly did the flames spread.

Everyone worked with a will, and all attention was given to saving the cars and stock. It being seen at a glance that the whole plant was doomed. There were 160 horses in the stables, and as they were pulled from their stalls, fairly screaming with fear, kicking and biting, the scene became one of intense interest. Two cows belonging to the McDowells, were at first overlooked, but Officer Hanley discovered them, and rushing into the burning sheds safely removed the trembling beasts.

Near the stables were the hay sheds and the power house of the electric road. These were with difficulty saved. McDowell loses all his personal effects and \$150 in greenbacks, which were in a bureau drawer in his room.

Hose Co. No. 7 had laid a line to the fire, and were playing on the blaze when the team attached to this cart became frightened and ran away. They ran as far north as the hill at North Columbus, where one of the animals slipped and fell, the cart running on him. Drogan of the water works department saw the runaway and pursued the team in his wagon. He came up with the cart just as the horse fell, and with the assistance of men from the buildings nearby, got the injured animal to his feet. The team was taken back to the house. The animals were too weak to pull the reel home.

LOSS AND INSURANCE

The total loss will be in the neighborhood of \$25,000. Of this the heaviest loss is on 27 cars which burned. The cars were probably worth nearly \$800 each. The car house was worth about \$5,000, and had just half that amount of insurance. The stables were worth fully \$4000 and the grain, hay, etc., \$900, insured for \$2,000. The insurance is as follows: Fleck & Standish – Mishl F. & M., \$2,370; Norwich \$2,370.

Lauderbach & Co. – Milwaukee Mechanics, \$1,185; Concordia of Milwaukee, \$1,185; Aurora, Cincinnati, \$1,185, Cooper, Dayton, \$1,185.

Bancroft & McElroy – Royal of Liverpool, \$3,555; Underwriters, New York, \$2,370; Rhode Island, \$2,370; Sun, London, \$2,370; ---, \$2,370.

Pritchard's agency – Home, New York, \$2,370.

Of the loss Bancroft will stand one-half, Fleck & Standish one-fifth, Pritchard one-tenth and Lauderbach one-fifth. There was a total insurance on the plant of \$23,700, but under the articles of insurance there were a number of things that were not harmed, so that the total insurance on burned property is but \$15,300. The policies expired February 1, but the company had them renewed right away - a most fortunate thing for them. The total loss will be in the neighborhood of \$25,300, with \$15,300 insurance leaving a net loss of \$10,000. The company does not know at present whether the

plant will be rebuilt or not. As the work of placing the poles for the High street electrical road is progressing rapidly.

This morning the company was running three "trippers" short, and had pressed fifteen cars of other lines into service. There were only six white line cars left. The night foreman says he went through the car shed at 12:55 a.m. and there was no smell of smoke then so that the fire must have started close on to two o'clock. the most severe loss will fall upon the McDowells, and the employees who boarded above the barn. Their loss will reach \$2,000.

The site this morning is a smoky ruin. Twisted iron work and wheels of cars lie in picturesque confusion. The fire fiend did his work well and there is little left to tell the tale.

The company has suffered before, losing their Main street barn just after the Centennial and their South High street barn five years ago.

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STREET CAR DOINGS.

The North Barn is Yet Untouched – Work on the Electric Road.

Columbus Daily Press, February 10, 1891 – The street car company has yet done nothing towards repairing their North Side stables, recently destroyed by fire, and the blackened and charred timbers still remain standing although it is said that the work of clearing up will commence in a day or two. The intentions of the company are not definitely known, but it is hinted that only temporary structures will be erected on the site of the ruins and that in a short time more extensive buildings will be erected further north. These will be for the accommodation of the cars after electricity has been introduced on the lines.

Since the injunction suit of Robert A. Neil the work of setting poles on which to string the wires has been stopped for the time being. At present the line of poles only extends as far south as Woodruff avenue.

The company is rapidly recuperating from the disastrous effects of the fire, and has obtained plenty of outside stable room nearby for the shelter of the horses. The twenty-seven cars that were destroyed have had their places filled by those from several of the other lines, while a number of the old payboves [??] have been run out to supply these deficiencies.

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A BOON TO THE STUDENT.

The Transfer is Greatly Appreciated by East Side University Chaps.

Columbus Daily Press, February 12, 1891 – The inauguration of the transfer system by The **Consolidated Street Railroad Company**, was probably hailed with greater satisfaction by the university students who live on the East Side than any other class of people. And to them the transfer is a great boon. Before the transfer system went into effect the street car contingency was by no means to be considered the most trifling feature of the student's expense account, and was especially felt by the student of limited resources. At the cheapest it cost the student 16 cents per day to ride back and forth from the college to any point out on the East Side. This would amount during the college year to something like \$32. But with the transfer system the student on the East Side can go back and forth from the university for at little over half that amount. And there are no few of the university students living on the East Side as is attested by the large number that are to be seen every morning on all the cars of the various East side lines.

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EAST SIDE MOTOR CARS

WHAT LINE WILL GET RAPID TRANSIT FIRST?

How the Oak Street people View the Matter.

Secretary Stewart Interviewed

How it Will Develop the Extreme East End.

Columbus Daily Press, February 12, 1891 – The Oak street people are anxious for the electric system on their line, and if the company should decide to give them that system at once, it is not likely that any objection would come to the erection of poles for the wires, provided, of course, the poles were fairly presentable. “I heard Secretary Stewart say,” said an Oak street man to the Press yesterday, “that Oak street will probably be the first of the east lines to get the electric system, and I hope he is right.” This expression was the general sentiment. the street is narrow and the property owners will never consent to putting down double track where it is not double now. With the rapid movement of cars that the use of electricity as a motor would permit, the single track would not seriously inconvenience the company.

Then there are the old stables at eighteenth street, now used for car sheds and repair shops, that could be readily converted into a power house. The location is exactly right, and there is plenty of room.

Another reason why the company is likely to equip Oak street first is that it will give a rapid transit line at once to all the East side. People who usually patronize the Main and Long street lines would then when wishing to get out to the East Side quickly take the Oak street electric line. Equipping either of the other East Side lines would not thus give rapid transit to the whole East side.

“I expect soon to see,” said an East Side man, who keeps a weather eye open on East side improvements, “East Oak street open through to Alum creek and across it. If the consolidated company wants to reach the high ground east of Alum creek, which is bound soon to become a suburb it must do it by this street. Main street will not do. In the first place it is too far south and then the route by it to the east is too circuitous. Another thing, it will give the Consolidated company a rival line with the [Omni] bus line on Broad street. People who live east of Franklin park are relying on this bus line alone for reaching the city. With rapid transit by Oak street to Alum creek, the bus line would not last long. Rapid transit to Alum creek and the addition east of that creek would tend to have those places build up rapidly. As soon as people can reach he ground beyond alum creek as quick as they can Twentieth street, now, from the business portions of the city. You will find that they will live out where they can buy an acre of ground for the same price that a 30 by 100 foot lot in town costs.”

(Editor's note: None of this wishful thinking would come to pass. Oak Street would be the last line electrified in 1892 and the Oak Street line would never cross Alum Creek. The Main Street line would cross Alum Creek and extend to Bexley.)

THE ELECTRIC SYSTEM

THE NORTH SIDE PEOPLE LEFT IN THE LURCH.

Because of Opposition to the Poles

Long Street Equipment Proceeding Without Opposition.

Columbus Dispatch, February 14, 1891 – The Consolidated Street Railroad Company has ceased work in erecting poles on North High street until certain property owners, about half a dozen in number, give their consent for the improvement to proceed. How soon this consent will be given the officers of the Consolidated at this time have no information. In the meantime the men have been put to work on the Long street line and the poles are being put in position as rapidly as possible. Unless a change in the situation takes place the High street line from the tunnel south, Long Street and the Schiller street branches of the road will be the first equipped with electricity. The people residing in the vicinity of Long street are more than delighted at the prospect of securing rapid transit in the neat future.

Mr. E.K. Stewart, of the Consolidated, has information that the electrical railroads in Rochester, New York, have been stopped from using iron or steel poles on the grounds that they are more dangerous than wooden poles. The street railroad companies had over 500 of the steel poles ready for the use when the City Council interposed its objections. Mr. Stewart says that if the Consolidated were required to use steel poles throughout the city that the additional cost would exceed \$30,000. The poles thus far erected in the south Side have been painted a delicate green, so as to make them as inoffensive to the eye as possible.

There is general dissatisfaction and not a little indignation among North Side people over the delay in equipping the North High street line, which was to have been the first in operation. They want rapid transit, and have no patience with anything that seeks to delay it.

Mr. D.E. Sullivan, one of the leading opponents of the new system, stated recently that they had about determined to stop the whole thing by injunction proceedings. A temporary injunction would probably be allowed if applied for, and as the company say they will not fight an injunction, this would be tantamount to a permanent stoppage of the work.

ELECTRIC RAILWAY

CHANGES TO BE INAUGURATED BY STREET CAR COMPANY.

The Stables on North High Street to be Removed.

Electric Cars to Run by June First.

Columbus Dispatch, April 3, 1891 – The directors of **The Consolidated Street Railway** are preparing to remove the street car stables from High street opposite the Ohio State University grounds, which have been an eyesore to the residents of the vicinity for some time. Negotiations have been completed for the sale of two lots at the corner of Chittenden avenue and High street to Mrs. Anne E. Dennison and the transfer will be made as soon as everything is ready for it. On these lots are located the stables where the horses are kept and on the front of the lots stood the street car sheds, recently burned down.

Secretary E.K. Stewart was seen this morning. He stated that the company owns a lot in North Columbus on the east side of High street opposite the car shed used by the narrow gauge road when it was in existence. A culvert is now being built in the ravine, and when this is completed High street will be filed up to a level with the rest of the street. As soon as this is completed, the company expects to build a shed for the electric cars and will get rid of the horses as soon as they possibly can after the electric road is in operation. “The people of Clintonville,” continued Mr. Stewart, “want us to run the electric road to that place and build a car shed there and would probably be willing to give us a lot to build on. From the present appearances, however, the new pavement will not be complete for two years to come.”

When asked if he thought it probable that the company would build a shed at Clintonville, Mr. Stewart replied that he did not know; that they would have to build a shed at North Columbus anyhow, as it would not do to run all of the cars to Clintonville.

“Mr. Stewart, when do you think the electric system will be in operation,” was asked.

“By the first of June, I expect,” said Mr. Stewart. “The weather has been so bad that the work has been retarded. The poles are being placed on the High street and the Long street and Mt. Vernon avenue lines and cars will be placed on them first. We hope to have the entire system running by that time.”

The machinery has arrived for the power house and the work on the building west of the Penitentiary is being pushed. The roof has not been placed on it yet.

(Editor's note: The Consolidated Company will build a car house and substation at Arcadia Avenue and North High Street. It will be known as the North High Car House.)

No Title

(Four Mile House)

Columbus Dispatch, April 3, 1891 – The poles have been distributed for the West-side Electric Street railway, which is to run from High street to Central avenue. A number of property owners west of Central avenue have been trying to get the road extended further west and to the asylums at least. Rapid transit is desired by residents along West Broad street as far west as the Four-mile house. An old farmer remarked the other day that it was only a question of time until the street cars would be running to the four-mile house, and that one of his neighbors was willing to give \$3000 toward carrying the enterprise into execution.

(Editor's note: This line is the **Glenwood & Green Lawn Railway Co.** which would become part of the Consolidated Company in 1892 after it had converted to 5'2" gauge and electrified. Its power house was located in its car house located at West Broad Street and Glenwood Avenue.)

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RIGHTS OF WAY

FOR TWO IMPORTANT STREET RAILWAY SYSTEMS.

Some Interesting Facts About the Cemetery Extension.

Work of Putting in the Electric System Enjoined by Merchants.

Columbus Dispatch, April 8, 1891 – Mr. W.W. Franklin, President of the **Glenwood and Green Lawn Street Railway Company**, was before the County Commissioners today with reference to the extension of the road to Green Lawn Cemetery. The company's route will be out Green Lawn avenue to the Harrisburg pike and west on the latter to the cemetery ground. It appears that the company has obtained from the pike company the right of way, but want the records of the county to show that they have the right. Assistant Prosecutor Crum informed Mr. Franklin that it would be necessary to get the consent of the property owners along the route as well as that of the turnpike company. This will be done at once as the company want to get their road laid and the electric system to the cemetery in operation before the unveiling of the soldiers' monument next month.

Messrs. Green, Joyce & Co. have enjoined **The Consolidated Street Railway Company** from putting up a pole for the electric system before their store on North High street. They use the space beneath the sidewalk, it was stated to Judge Pugh by counsel, for storage purposes, and the planting of a pole there would let in drainage water. Their claim as made when the application was made is that originally land was dedicated for road purposes, and that a new right of way is now about to be taken by the street railway company, about which the property owner should be consulted: that this right of way for the poles cannot be seized except by special legislative enactment or condemnation proceedings, neither of which has been instituted. The case tests the Council's authority to grant the road permission to put in the electric system.

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IT'S A GO

Extension of the Street Car Line to Green Lawn Cemetery.

Columbus Dispatch, April 10, 1891 – **The Glenwood & Green Lawn Street Railway Company** notified the County commissioners this morning that they had secured the necessary signatures along Glenwood avenue and the Harrisburg pike over which it is proposed to extend the tracks to the cemetery grounds. It was then arranged for the City Engineer and County Engineer Dun to establish the grades along the two railways, and they are to meet Monday at 10 a.m. for that purpose. It is stated that the company's cars will land passengers at the west entrance to the cemetery grounds. The tracks will extend several hundred feet south of the archway, so as to make room for cars on big days.

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CONFLICTION

Between Electric Railroad and Telephones.

SERIOUS DIFFICULTY ABOUT TO ARISE OUT OF THEM.

Possibility of Citizens Enjoining the
One and Cursing the Other – Reasons
For Interference and How it May
Be Remedied- The Consol-
dated Company's method
- Progress of the Elec-
tric Road on the
East Side.

Columbus Daily Press, April 30, 1891 – The friendly attitude of the East Side toward the street railroad company in the latter's praiseworthy efforts in improvement, has made that portion of the city the first to be fitted with the appliances for the electric lines. Although the poles are nearly all up on High street, the poles and wires both are up on the East Side. The Mt. Vernon avenue line is now ready to be put into operation, the overhead wires having been stretched a few days ago. The long street line is nearly ready and the work of stretching the overhead wires is being rapidly pushed. The Main street line comes next, while the Oak street line is left to the last probably because the company thinks it will obtain a right of way for double track : Though the majority of the people are too glad that the electric street railroads in this city are about to be a reality, to think of anything but the benefits, yet there are some who are watching for the results. If, as soon as the electric cars begin running the business man finds he cannot use his telephone, will be at a loss to know which of the two great goods is the greatest evil, just as the Cincinnati business man has been doing since electricity began to be used in that city . Mention was made yesterday of a case brought up from Cincinnati to the Supreme Court involving this very matter. The electric street railroad interfered so much with the telephones that the latter company is seeking to enjoin the former from operating its lines in their present condition. It is thought by many that the trouble is due to what is known as induction a principle that is difficult to explain satisfactory. By induction two lines near together charged with electricity, one stronger than the other, the stronger one exerts an influence over the weaker one, thereby so disturbing the current that it becomes practically useless. The effect of interference of a current operating a street railroad, with a telephone line is to cause a person using the instrument to hear nothing but a great roar, and prevents him from either hearing or understanding the one with whom he is attempting to converse.

It is stated that this result was caused by induction; but it is a question whether this is the sole cause. On the contrary, it is believed with excellent authority, that induction is the smallest disturbing element in the conflict of the two kinds of lines. It is held that the great cause of the disturbance is the leakage. The amount of electricity used in operating a street railroad is very great and the theory is that the superfluous electricity as it goes into the earth finds its way to the telephone wires entering buildings and possibly even to the poles. On this theory, too, it is

claimed that the earth is kept full of electricity, which, no matter where telephone wires are, they will be constantly affected. Their theory has been so far established in reference to the Cincinnati trouble that it is the foundation of the suit in the Supreme Court.

The query naturally arises as to how the trouble can be remedied. The remedy is claimed to be in establishing a circuit independent of the earth. In other words, it is to have a double apparatus on top of the car. A glance at the West Broad street line will explain. It is noticed that each car has a rod or pole from the top of the car to the wire, operating on the latter by a small wheel. It is proposed to put another outfit like this on each car for the purpose of conducting the electricity back to the wire. This would prevent the earth from taking it up.

Another method of preventing the difficulty has been adopted by the Consolidated Street Railroad company. It will be remembered that the company put down a line of copper wire beneath their tracks. This wire is supposed to take up the electricity and complete the circuit without the earth, it being a better conductor. However plausible this may be, it is not thought to be a remedy and will not prevent the earth being permeated with the superfluous electricity. The failure in this respect is noticed with the West broad street line, because frequently it is difficult to carry on telephone conversations with persons on the West side.

Street railroad companies seek to avoid remedying those difficulties by the means suggested, because of the expense.

A question has been asked whether it would not materially help matters to compel the telephone company to remove its poles off the street into the alleys. This might relieve the trouble caused by inducting but it is claimed would not cut much of a figure in the other regard.

A stray hope remains that the underground wires that have been laid here will so far alleviate the difficulty that no litigation will follow, and the operation of both the electric cars and the telephones will not be presented.

(Editor's note: This article is a bit of a muddle that shows there was a lot to learn about electricity in 1891. The Cincinnati Street Railway Company would opt for double trolley wire, one positive the other negative. Columbus on the other hand, like most streetcar companies, would use one trolley wire, positive, with the track used as the negative return. The track would have to be bonded that is copper cable welded to the track at the track joints to ensure a good electrical connection. Cross cables electrically connecting the two rails would also be added periodically also ensuring a good electrical connection for the negative path.

The telephone company would have work to do as well. They needed to have two wires instead of one wire with a ground return on all their local circuits. The two wires would be crossed over periodically thus cancelling out any induced line currents. It will be possible for the two utilities to co-exist.)

ELECTRIC CARS
WHEN THEY WILL RUN ON THE EAST.
An Interview With President Rogers,
of the Consolidated, as to the
Progress of the Work,
Long Street Comes
Last.

Columbus Daily Press, May 7, 1891 – No contemplated improvement is attracting more attention on the East Side than the advent of electricity as a motive power on the street railways. The people are eager to learn of each step of progress and the street car men state that they are annoyed almost to death by the questions which are applied daily. To satisfy this demand for information on the subject, a Press representative last evening called upon Major A.D. Rogers, president of the Consolidated. Said the major, in response to questions:

“We expect to have electric cars running on Oak and Main streets by the middle of June. On those thoroughfares the only change necessary is the erection of the poles and wires, the motor cars and the electric connections. On Long street, however, a great source of delay is encountered. This street is to be repaired from Washington avenue to Eighteenth street, and it will be necessary for us to improve the track accordingly. The resolution providing for the improvement between the streets mentioned was adopted by the board of public works last Tuesday, but there are several formalities which will cause delay in its execution. One of those is the three weeks’ notice to property holders. After the new grade between Washington avenue and Eighteenth street is fixed by the authorities, we must make the track conform to it. The track out there is bad, any rate, and would require ballasting before electric cars are run over it. Long street will, therefore, probably be the last to receive the new motive equipment. We are hastening matters as much as possible, and the public should not become impatient.”

“How many new cars are necessary for the change to the electric system?”

“Fifty-two altogether. There will be forty motors and twelve trailers. The motors are already here.”

The Press also visited the new power house, from which the Consolidated system is to be supplied with electricity. It is located on West Spring street, about fifty yards beyond the penitentiary. The work upon the building has been greatly delayed by the quick sand, which is present in a deep stratum along the river bank, where the building is being constructed. It was necessary for the workmen to dig down about twenty feet before a hard stratum was found. The building is now going up rapidly, and will be completed within a few weeks. It is a square, one-story brick structure, being about 120 by 120 in dimensions. The boilers arrived yesterday and were being put in last evening. The engines and electric apparatus are not yet on the ground.

ELECTRIC ROAD ACCIDENT

Mrs. Cary Cook and Her Two-Year-Old Child Struck by a Trailer.

Columbus Dispatch, May 15, 1891 – Last Tuesday evening an accident occurred at the power station of the West Broad street electric railway, which resulted in the injury of a lady and her little two-year-old child. At a little after six o'clock, on the evening mentioned, Mrs. Cary Cook, who resides at 750 West Broad, was going west past the station on her way to meet Mr. Cook who is employed at the Franklin Buggy Company's works. She was wheeling a baby carriage, in which was her two-year-old child. She noticed a motor car and trailer standing on the main track with the motor towards High street. She also saw a man run past her with an iron of some kind in this had and heard him call out, "All right."

She paid no further attention to it, and kept on, but just as she got on the track which run into the station, she was struck by the trailer (which had been given a shove by the motor) and thrown down and the baby was thrown out of the carriage. When she fell, she screamed, and the car was stopped just in time to save running over her. She was rescued from her perilous position under the car by one of the men. When it was found that the skin was peeled from her left arm, and the left side of her neck badly sprained. The baby was bruised some about the head, but not seriously.

Mrs. Cook has since been much troubled with the sprain of her neck, and suffers considerable pain. She claims the accident was the result of criminal negligence, as there was no one on the front end of the car to warn persons, and Mr. Cook stated that he will hold the company responsible.

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ELECTRIC SYSTEM

CARS STARTED ON NORTH HIGH STREET THIS MORNING.

Successful Trial Trips and the Great Popular Interest Therein.

How the Task of Getting the Motor Cars Over the Railroad Tracks Was accomplished.

Columbus Dispatch, July 15, 1891 – Electric cars were started on High street north of the tunnel this morning, and the manner in which everything worked, left little doubt as to the unqualified success of the system. Popular interest in the event was very great.

Last evening the **Consolidated Company** transferred eight of the motor cars from their East End barn to the switches immediately south of the tunnel. The cars being geared to the motors ready for the current were very heavy, and it required four horses to pull each car.

This morning the work of transferring the cars across the railroad tracks was begun. It was no small undertaking, as it was necessary that the cars be sledded over so as not to jar them too much. Eight powerful transfer horses were attached to the sled under car 188, and at 9:45 the word was given to start. The car was pulled to the space between the Powel House and the P., C., C. & St. L. freight depot, where a delay of three quarters of an hour occurred, while a sprinkling wagon was secured to wet the street, in order that the sled might move more easily.

At the power house on West Spring street the fires were put out yesterday afternoon, so that a lightning rod might be placed upon the stack. The fires were again started at four o'clock this morning and everything was in readiness at this point for the starting of the cars at nine o'clock.

It was about 9:30 when the electric current was turned on the trolley wires, and when car 188 was placed upon the track at the north entrance to the tunnel it was 10:48.

A minute later Mr. W.F. Kelly, the electrician of the consolidated Company, gave the brass crank on the front platform a turn and the car, with a slow and easy motion, started upon its trial trip to North Columbus. As the car moved gracefully northward, Mr. Kelly gradually applied more of the electric current, and the speed was correspondingly increased.

The start was a most complete success, and although a horse car was immediately behind 188 when it started, but it was soon left in the rear. The run to the north barn [[Chittenden Avenue](#)] was made in ten minutes. This distance requires eighteen minutes by the horse cars. At the barn a stop was made to allow horse car 73 to get a good start ahead of the motor car. After 73 got about two squares' start the motor car started after it and soon over took it. Thirteen minutes were consumed between the stable and the north extremity of the road [[Arcadia Avenue](#)], making the total time from the tunnel to the north end just twenty-three minutes.

In approaching the north end superintendent Atcherson stopped a south-bound car and sent it back, so as to give the motor the time of two cars on the return trip. The north end was left at 11:13 and the tunnel was reached at 11:29, making the time of the south-bound run just sixteen minutes.

While the time made was very fast, it was not nearly so fast as the cars are capable of making, as numerous "slack ups" were required to allow teams to get out of the way. The

speed attained, however, was greater than will be regularly run, as the crowded condition of High street would make it unsafe to run so fast.

Many horses were frightened by the strange appearance of a car moving without horses, and in this connection it would be well to call attention of all persons to the danger that may arise from the introduction of this system. Drivers should be careful to keep off the tracks, and when a car approaches, should carefully watch their horses instead of watching the cars. Horses should not be left standing unhitched, either, as several narrow escapes from accidents occurred this morning from this cause.

As the car made its first appearance going up High street, it was greeted by cheers from the men and many ladies were seen in the yards and windows waving their handkerchiefs.

The bearings of the motor were examined upon the car's return to the tunnel and were found to be, as Mr. Kelly phrased it, "cool as pickles." When the fact is remembered that these cars had never been run before, the smooth running and speed made this morning is remarkable, to say the least.

When car 188 reached the tunnel Assistant Superintendent Atcherson and assistants had succeeded in getting car 186 across and on the track and it was started on its first trip in charge of Driver Jack Anderson, who has had some experience under Mr. Kelly's supervision. He was accompanied by Mr. J.L. Kimball, of the Thompson-Houston Company.

The work of transferring the cars across the railroad tracks was completed at about 1;30 this afternoon. During the progress of the work a large crowd was attracted who watched the work with much interest.

After last car went north, all the cars were run in on the side tracks at the north barn, and they will probably remain there until to-night, when they will be operated so as to have the men become accustomed to their work and be ready to make regular trips to-morrow morning.

At the time of going to press it was the intention to start the motor cars on regular schedule time to-morrow morning, but something may occur to change the plans.

The work on the trolley wires from the south extremity of the line to the Court House is completed, and it is claimed the line will be completed to the tunnel so that cars can be run on Saturday of this week.

NEWSPAPER SNIPPETS

Columbus Dispatch, July 16, 1891 – While the work of transferring the motor cars across the railroad tracks on High street was in progress yesterday morning, a large crowd watched the proceedings. As is usual in such cases of the kind, there were a great many suggestions offered by disinterested parties as to how the work should be done. It was amusing to listen to the variety of the theories advanced, and there were almost as many theories as there were spectators. It is generally the case when some unusual work is being done; the spectators claim to know much more about it than the men doing the work.

At the intersections of streets on North High street above the tunnel, last night, large crowds of people were assembled until after 9 o'clock, drawn by curiosity to see the new electric cars. The motor cars made a beautiful sight as they moved gracefully along the street with their bright electric lights and large headlight. They make very little more noise than an ordinary horse car, but the ringing of the gong by the motor man frightens horses as much as the car.

Many people are in dread of the effect of the electric street railway system upon their horses. It has been suggested that a wise plan would be for those owners to thoroughly familiarize their animals with the electric cars before these cars get into use on all the roads. The plan would undoubtedly prevent many runaways and save perhaps both lives and limbs.

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Columbus Dispatch, July 17, 1891 – The big smoke stack of the **Consolidated Street Railroad's** electric power station is 168 feet in height, and is 18 feet square at the bottom of the foundation, which is 31 feet below the land surface and 10 feet below the river bed. The weight of the stack is about 5,000,000 pounds. At the top it is nearly 16 feet in diameter outside measurement, and about 9 feet inside. These figures will prove what has often been said – that it is the tallest and biggest stack in the city.

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ELECTRIC CARS

Regular Running on High and Schiller Streets To-morrow Selling the horses.

Columbus Dispatch, July 23, 1891 – Electric cars were run, off and on, last night and to-day, on High street south of the tunnel on trial trips, preparatory to converting the entire line on High street to the electric system to-morrow. The operation of the line is as successful as north of the tunnel, and the public can reasonably expect pleasant riding beginning to-morrow. Though the cars will run through on High street with electricity, with exception of the tunnel, where horses will be used, the side lines on Long, State and Main streets will still have to use horses to the depot and to the Court House making the passage of the electric cars slow between those points.

The Schiller street line has been wired and is in shape for operation with the main line, though all interest will be concentrated on getting the High street line in successful operation first.

The problem of disposing of 600 head of horses displaced by the system is not a small matter. Pasturage, with good grass and water, is being secured, near the city for their accommodation and from now on they will be sold off as seedily and advantageously as possible.

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ELECTRIC CARS ON TRIAL.

Tomorrow the Day Set For Opening the Line.

Ohio State Journal, July 23, 1891 – People who were out on the streets between 10 and 11 o'clock last night were very agreeably surprised to see electric cars running up and down High street south of the tunnel. Inquiry of the street railway officials developed the fact that the cars were on trial preparatory to opening up the through High street line tomorrow. New cars will be run on trial all day today as fast as they can be made ready, but passengers will ride on horse cars as usual until tomorrow, when an electric ride will be in order from one end of High street to the other.

The new cars behaved beautifully last night, and all indications point to the success of the system. **The cars will be drawn through the tunnel by horses** and the side lines will, until completed, use horses and run to the Court-house as usual. This will necessitate running the electric cars slowly between the depot and the court-house until the entire system is in operation, but south and north of these points good speed will be maintained.

(Editor's Note: Later articles make clear that the passengers changed from the electric streetcar to a horsecar to travel between Naghten and Spruce Streets.)

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OUR OBSERVATION CAR.

Columbus Dispatch, July 27, 1891 – The mule tender at the north end of the tunnel is enterprising enough to have a desire for news and between cars can be seen snatching what he can from the newspapers. But there is always someone with a desire to be funny on such occasions and this is the way he operates: Every morning he has to pass the place and procuring a small stone he drops it down on the paper. The paper falls, but by the time its possessor looks up the funny man is gone. A sudden meeting of the two, were it possible, would prove entertaining to quite a crowd.

It is evident that the people of Columbus will have to be educated in the manners and customs of electric street railroading. Experience only will teach them that they must not expect the car to stop every fifty feet or so, that they must board a motor car on one particular side. That jumping off while the heavy car is in rapid motion is dangerous and that the car or train cannot be delayed by those who wish to finish a conversation with a dear friend before they alight. There are many other points which will admin to study.

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STREET CAR ACCIDENT

Man and Wife Seriously Injured on the Main Street Line.

Columbus Dispatch, July, 27, 1891 – Enoch B. Eubanks, teamster, residing at 578 East Livingston avenue, was standing on the running board of an open car on the Main street line Saturday night, and between Fifth and sixth on Main stepped off to allow a passenger to alight. He was struck by a car going west and thrown on his side severely injuring his hip. His wife, who was aboard the eastbound car, became excited, and as the car started jumped off to assist her husband. Mrs. Eubanks was thrown violently to the ground by the action of the car, and the back of her head coming in contact with the track, caused a serious if not fatal wound.

Police surgeon Schuize is attending Mr. and Mrs. Eubanks, and says the injury to the gentleman is not serious, but the his wife's condition is quite critical, as he fears she has sustained concussion of the brain as a result of the fall.

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LONG STREET ELECTRIC CARS
TO BE IN OPERATION IN ABOUT FOUR WEEKS.

Passengers by Street Cars to be
Transferred in Chariots Until
the Electric Cars Go.

Columbus Dispatch, July 27, 1891 – The city authorities, at last, have decided to give the street railroad company a grade for its new track on Long street, between Washington avenue and Eighteenth street, and will require the property owners, when they make up their minds to pave the street, to conform to the grade given to the railroad company. This plan, some months ago, was suggested in The Dispatch as being in accordance with official acts touching work of a similar character in certain other cities. Since it has been adopted, and workmen have begun taking up the old rails preparatory to the construction of a new and improved track for the use of the electric cars, congratulations are in order all around.

It is especially pleasant to the people who ride on this line to know that when the electric cars do go into operation there will not be any break, but a through ride without change.

The old track is to be taken up between Washington avenue and Eighteenth streets, and passengers by street cars transferred in chariots until the track has been completed.

Bids for paving Long street, between Washington avenue and Eighteenth street will be opened on the 30th inst., Thursday of next week, and on the evening of that day, The Dispatch is requested by the City Engineer to say, the property owners will assemble at Long street and Lexington avenue to decide what kind of a pavement they prefer.

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A BLOCKADE

ELECTRIC FACILITIES IMPEDED BY OAK STREET CARS.

The Absence of the New System on the
Latter thoroughfare to be Felt by
The Entire Public, as the Elec-
tric Cars Can Not Run
Over the Horsecars.

Columbus Daily Press, July 30, 1891 – No effort has yet been made to equip Oak street with electric motive power. No wires have been put up and no changes have been made in the track. It is quite evident that **The Consolidated Street Railway company** does not intend to run electric cars on this thoroughfare at any time in the near future, and there is much bad feeling in consequence among the residents of that section of the city. Many of the citizens out there threaten to forsake the Oak street line and ride down on either Main street cars or the chariot line on Broadway. The citizens attribute the failure of the company to equip Oak street with electricity to the fact that they object to a double track being laid at points where it is very narrow. In the vicinity of Washington avenue the street is already so narrow that it is with difficulty vehicles pass the horse cars in safety. In the event of another track being laid, there would be no room at all for vehicles. The Consolidated people claim that they cannot run electric cars over a single track with greater rapidity than they can horse cars and refuse to put up the wires unless the citizens allow a double track. Thus the matter is at a standstill where it is liable to remain for some time to come.

There is another point of importance that should be considered in connection with the horse car system on Oak street. As long as horse cars are run over the High street tracks the electric cars between the state house and depot can make no better time than do the horse cars. The horse cars in other words, will blockade the progress of the electric cars, and thus abort the improvement intended in the new system. As long as horse cars are used on Oak street, the entire public must share the inconveniences to which residents of that thoroughfare are subjected.

(Editor's note: This black mail by the Consolidated Company doesn't work. In 1915 four sections of Oak Street were still single track. However, by 1925 Oak Street was completely converted to double track.)

STREET RAILROAD

CONSOLIDATED ORDERED TO VACATE THE TUNNEL.

And Lay Its Tracks over High Street at the Crossing.

Tunnel to be Used for Vehicles

Ordinances Recommended by

The B.P.W.

Columbus Dispatch, August 24, 1891 – The matter of greatest public interest in the work of the Board of Public Works this morning was the introduction of the following resolution:

“Whereas, **The Columbus Consolidated Street Railroad Company** did on the ninth day of September, 1889, by ordinance of the City Council of the city of Columbus, obtain the right and privilege to run electric or cable cars over and upon all the streets and public highways in said city upon which company had the right to run horse cars, and

“Whereas, Said company did on the _____ day of _____, 1891, place electric cars upon the principal business street in said city, to wit, High street, and did then , and does now, attempt to carry passengers upon said electric cars from one end to the other of said street, except from Naghten street on the south to Spruce street on the north between which said points cars and passengers are conveyed through the tunnel by horses, the change form one system to the other causing great delay to the passengers and inconvenience to the public in general, by reason of the unavoidable blockade in the street at the points named, beside being very expensive to the said street railroad company: and

“Whereas, Said company did, on the _____ day of _____, 1863, lay their tracks upon said street between the points named, and did run their cars over said tracks so laid until December, 1875, at which time, by agreement between said street railroad company and the city of Columbus, by ordinance of the Council of that date, said tracks were placed in the tunnel, the city reserving the right to order the same removed at its option after five: and

“Whereas, The city has the right to order said tracks to be taken out of said tunnel and to be laid upon said street at grade, and

“Whereas, Said company has the right to lay said tacks: Therefor, be it

“Resolved, That the said, The Columbus Consolidated Street Railroad company be and is hereby requested to lay its tracks upon said High street at grade in such manner as to enable it to run its cars by electricity from one end of said street to the other subject to such rules and regulations as to crossing the steam railroad tracks as may exist by statute or city ordinance, or as may in the future be proscribed by the city

authorities, no part of the cost and expense of so laying said tracks upon said street to be borne by the city of Columbus.

“Resolved, further, That the cost and expense of removing the street railroad track from the tunnel and placing said tunnel in condition for use by passing vehicles shall be borne by the city, and may be done at any time at the option of the city authorities after said tracks have been so laid at grade by said street railroad company.”

In regard to the last section it is necessary to state that it is simply a provision quoted from the old tunnel ordinance. It is not the intention, now at least, to remove the tracks, for they would be perfectly timeless under the present system of electric cars, but when the time comes for abandoning the tunnel the tracks will be covered. Mr. Wall at first thought the scheme of grade crossing would be productive of accidents from the narrowness of the roadway, but was assured by the City engineer that there would be more room left than is now found on North High street. He finally voted aye with Mr. Schwarz and Mr. Loren. This resolution will be followed with an ordinance providing for watchmen at the crossing, and that all cars shall stop at the tracks and not cross until the signal to move be given from a duly authorized person. The statute governing the blockading of tracks will also be enforced. This resolution is the agreed result of a consultation with the street railroad officials.

(Editor's note: It looks like the city council and the streetcar company are ganging up on the steam railroad officials to solve the crossing problem. This is their attempt to solve the tunnel problem but the steam railroads won't like the streetcars crossing their tracks on High Street. There is more to follow with this drama.)

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THE B.P.W. APPROVES

THE STREET RAILROAD RESOLUTION OF COUNCIL.

Instructions Given to the Engineer by the Board

Columbus Dispatch, August 25, 1891 – The resolution of the City Council (to be found in Council proceedings) bearing upon the grade crossing of High street by street cars, was presented to the Board of Public Works this morning for its concurrence, and it was done. President A.D. Rodgers, of **The Consolidated Street Railroad Company**, was present, and stated that the engineer of the company was in the city, ready to take a sketch and make surveys of the ground from which to make the iron crossing, and it was necessary that he should know just what the board wanted, in order to make his plans. A resolution was then adopted instructing him to keep as straight a line as possible and as near the to west side of the tunnel as practicable.

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THE HIGH STREET CROSSING

Columbus Dispatch, August 25, 1891 – We fail to find any assurance in the proceedings of the city council, or any other public body, that the laying of the street car tracks at grade across the railroad tracks on High street will be accompanied by the adoption of adequate means to prevent accidents. Until such assurances are given the public will hardly indorse the scheme. It would be a monstrous wrong to permit the cars to pass these dangerous crossings without a system of gates or other method to protect the safety of passengers. It is, therefore, with some surprise that we find not a word reported regarding this important matter. The authorities may discover before long that public sentiment will condemn the new arrangement unless the steps demanded by the public safety are taken in this matter.

The Pudney law which passed the Legislature last winter provides that all electric cars, in passing railroad crossings, shall stop at a distance of from ten to fifty feet from each crossing and remain until signaled to proceed, by an employee stationed at the point of danger for that purpose. It is also well known that the county commissioners may cause the erection of gates at a crossing like that on High street, whenever, upon proper representation being made to them, they are convinced that necessity requires protection of that kind. It will be seen, therefore, that there is law enough on this subject.

The strange thing about the orders given the **Consolidated Company** is that they contain no reference to precautions required by law to prevent danger at this point. It may be urged by some persons that, since that law exists, there is no use in saying anything about it; but that has been the very state of public sentiment or indifference that has caused the High street crossing to be unprotected for more than a generation. It is not enough that the law exists, and can be appealed to when occasion requires. The people want some assurance that it is to be enforced.

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Editor's Note: There were two lengthy articles on August 26, 1891, one in the Columbus Dispatch and the other the Ohio State Journal, describing a meeting between Mr. Loren of the Board of Public Works and the public, regarding the concern over the safety of the electric street cars crossing the seven steam railroad depot tracks on High Street. A major concern was that the Consolidated Co. would not conform or be required to conform to the existing safety legislation.

The OSJ August 26, 1891, article concluded with: A resolution was adopted at the meeting requesting the street car company to adopt some plan by which passengers may be prevented from getting on or off the cars on the wrong side of the track.

Adjourned to meet September 8.

The Consolidated yesterday made a survey of the High street crossing for the benefit of themselves and the railroad companies, and had a streetcar supply man make an estimate. The order for the crossings has not yet been given, but may be within the next day or two. Owing to the great number of tracks to be crossed and the varying angles among them it will be at least three weeks before the material can be made ready, and will require a considerable length of time to put them down.

The officers of the consolidated find themselves in a peculiar dilemma. President Rodgers states that the company wants to act in good faith with all parties concerned, but does not want to become involved in litigation with the railroad companies. This seems to be the most serious question involved at present. The Consolidated does not wish to buy the crossing and go to the expense of arranging to lay them if they are to be enjoined by the railroad companies. Nor do they wish to spend \$5000 in running the lines across and then in a short time be compelled to tear up the tracks and resort to some other means of crossing. If they lay the crossing they want to feel the arrangement is to last. It is necessary for the railroad to co-operate with them to a certain extent, as it will be almost impossible to lay the crossings on account of the trains. Hence there may be a short delay, but no longer than necessary for procedure in a business-like manner.

NO TITLE (Safety)

Columbus Dispatch, August 28, 1891 – The newspapers of the city have recorded accidents caused by vehicles coming in contact with electric cars. The motors have demonstrated their ability to knock out anything from a bicycle to a load of hay, and the good work continues from day to day. We hope that in the course of time drivers will learn that an electric car usually has the best of the fight in a tussle with even a full grown job wagon, and that the man who butts against it with a light buggy or a common delivery wagon is like unto the puny pugilist who assails Mr. John L. Sullivan. People must learn to keep out of the way of the electric cars. There can be no excuse for drivers of safe horses who get in the way and bring about an accident. Our streets are wide and there is room enough for all. The public has no sympathy to waste on those who won't keep out of danger.

The man who is accustomed to look out for himself and his horse at every steam railroad crossing should exercise equal care in crossing a street railroad track. It is folly to risk the chance of an accident when a little prudence will insure safety.

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RAILROADS OBJECT

TO GRADE CROSSING OF TRACKS ON HIGH STREET.

Columbus Dispatch, August 29, 1891- A new phase has been developed in the matter of **The Consolidated Street Railway Company** crossing the tracks of the steam railroads on High street. The various companies this morning filed with the Board of Public works the following:

“It appears from reports in the newspapers of a meeting of the City Council on Monday, August 24, that said honorable body passed a resolution ordering the Consolidated Street Railway Company to construct its tracks on the surface of High street, between the extremities of the tunnel, between Naghten and Spruce street, and that on Tuesday, August 25, your honorable body approved said resolution.

“Now we, the Union Depot Company, the P., C., C., & St. L. Railroad Company and the C., C., C., & St. L. Railroad Company respectfully and severally protest against the construction of the tracks of the said street railway company on the surface of High street between the extremities of the tunnel.

“We claim that the order of the City Council and your approval of the same is invalid and of no force and effect, and that the construction of the tracks of the Street Railway Company on the surface of High street, between said points, will illegally interfere with our rights and easements at the railroad crossing and with access to our abutting properties. We do not and will not waive or relinquish any right of either of us, but will insist upon them.”

No discussion was had on the notice, but it was simply filed.

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THE GREEN LINE

NUMEROUS COMPLAINTS FROM THE NORTHWESTERN.

Part of the City Regarding the Street Car Service.

Columbus' Past, September 3, 1891 – The complaints coming from the residents of the northwestern part of the city and whose misfortune it is to be along the line of the green cars, are numerous and come from a very indignant lot of citizens. The trouble which causes the complaints is not due to the tunnel in any way. The patrons of the Neil avenue cars find no fault with the company on this course. Horses are used south of Armstrong street and electricity north of it, at least a greater part of the time.

The electric cars do not begin until about 7:15 in the morning and are taken off between 10 and 10:30 at night. The last car is due to leave the Court House at 11:54 at night, but it is only once in a great while that one leaves at that time, so the complainants say. When the motor cars are taken off there are not teams enough to pull all of the cars around the line and only one or two cars reach the Court House between that time and the time the last car should leave there for the north.

The company could avoid this annoyance if the motors were run until the cars were pulled in as they are on the other lines.

It is but due the company to say that the men fool around a great deal, which does not meet its approval. (Editor, Huh!)

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OUR OBSERVATION CAR

Columbus Dispatch, September 5, 1891 – Conductors of the **Consolidated** have received for study the new transfer tickets. These tickets are so printed as to enable conductors to readily punch the month, day, hour, and minute of the transfer. The passenger who is to be transferred will be put off at the junction of his line with the line to which he is to be transferred, and his ticket will be good for fifteen minutes, or to take the first car, going in the direction he desires to go, which may come along. This will save the numerous stops on High street to transfer. It will give the people who remain in the car better schedule time. It is a privilege granted by the road, and not a right; and the man who growls will provoke an internal groan in the hearts of the people around him.

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THE FIRST FATALITY

ON THE ELECTRIC STREET RAILWAYS OF COLUMBUS. An Italian's Carelessness Results in His death from Injuries.

Columbus Dispatch, September 14, 1891- The first fatal accident on the electric roads in Columbus occurred shortly before six o'clock last evening on East Long street just east of Third. Joseph Piacentini, an Italian, was on the rear platform of a westbound motor car, of which Thomas Leavy was conductor and George Thomas motor man. Piacentini wanted to get off before reaching Third street but was informed by the conductor that the car would not stop before reaching Third street. Piacentini pushed toward the step and the conductor admonished him not to jump. He paid no attention to this, and while the car was running at a high rate jumped off backward and was thrown under the wheels. Both of the wheels of the heavily laden trailer passed over his legs above the knees.

The injured man was carried into Dr. Hamilton's office and thence taken to Mt. Carmel Hospital. The right leg was almost severed, while the left was badly crushed about half way between the knees and hips. The man also received internal injuries and was bruised all over the body. Drs. Hamilton and Blake amputated the right leg above the knee, but death relieved the man's sufferings at 10 o'clock.

Piacentini was about 42 years old and boarded with his brother-in-law, Paul Mone, at 41 East Long street. He had a wife and six children in Coscana, Italy, and had been here about two years. The passengers and eye witnesses say that the fatality was the result of the man's own carelessness, and that no blame can be attached to the street car men.

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(Editor's note: On September 15, 1891, the High Street trestle over the seven steam railroad tracks leading to Columbus Union Depot was placed in service retiring the High Street tunnel. Electric street cars could now operate the full length of the High Street line without passengers changing to a horsecar between Naghten and Spruce Streets.

The trestle would be used until October, 1892, when a street car detour using Chestnut – Fourth – Goodale Streets and back to High Street was placed in service. The detour would remain while the wooden trestle was demolished and the more permanent steel and stone viaduct over the depot tracks was constructed.)

ELECTRIC LINE ACCIDENTS

MAN COLLIDES WITH MOTOR AND BREAKS THE HEADLIGHT.

Trolley Rope Puts a Passenger's Neck in Danger.

No Trailers Over the Trestle.

Columbus Dispatch, September 16, 1891- Charley Smith, a white man, who has been around Third and Long streets considerably, was caught by a motor last night about 9:30 o'clock, and badly bruised up. He was fortunate to escape with his life; however, Smith had been on an eastbound Long street car. Between High and Third streets, he either made a spring to get off, or was hanging over the car when he was struck by motor 215 on the Mt Vernon line, westbound, and knocked into a heap in the middle of the street. Circumstances seem to point to his having leaped from the Long street car, because the Mt. Vernon motor car's headlight was smashed by coming in contact with him. He was drunk, and after "coming to," said he had no home. The motor man could not have prevented the accident, as the victim jumped as the two cars were passing. Smith was at first supposed to have been fatally injured, but after a time he was able to walk with some assistance. A whisky flask in Smith's pocket was smashed, and the man was considerable sobered up a minute or two after the crash.

No trailers were run over the trestle this morning, it being found impossible to pull them up the grade with the track in its present shape. It is expected to get things in shape in a few days so that the trailers will go over as well as the motors. There was great delay at the trestle last night. This morning there was a report that one of the cars had left the track at the highest point and came near going overboard. Inquiry was made at the office of the Consolidated, where it was stated that one of the helpers was derailed while crossing from one track to the other on the switch in the center of the trestle. Superintendent Atcherson says there was no one aboard the car at the time.

Passengers should beware of the rope which is attached to the trolley. Last night a young man riding on the rear platform of a Mt. Vernon avenue motor car came near being hanged. The trolley slipped off the wire and the rope flew up, the noose part catching him around the neck. He was lifted up, and for an instant thought he was a "goner." By grabbing the rope with his hand and pulling on it he kept the noose from yanking him out of the car backwards.

On East Long street near Fifth, Mr. Jesse W. Dann's carriage was run into by a motor about 5 o'clock yesterday afternoon and smashed. The horse was injured slightly but Mr. Dann escaped without a bruise or cut.

(Editor's Note: The story on the trolley rope hanging the passenger is a little farfetched. I suspect they were trying to warn people of the dangers of the rope, but this event probably didn't happen.)

NO TITLE

(Transfer Tickets)

Columbus Dispatch, September 22, 1891- The new transfer tickets, while a great improvement over the old system, are liable to cause some misunderstandings unless conductors issuing them exercise special care in punching out the figures denoting the time issued. A passenger is allowed fifteen minutes from the time of the arrival at either of the points designated as transfer stations. One source of possible difficulty is in delay to the car. It might not reach the point for some minutes after the time punched in the ticket, and then if a passenger took his fifteen minutes he would, under a strict construction, be compelled to pay another fare. The most mistakes, however, are likely to occur with the conductors issuing the transfer when crowded for time and compelled to make the five punches hurriedly. This was shown late night in a Long streetcar going east. The gentleman holding the transfer claimed to have just left a High street motor, while the figures punched in his ticket indicated that it had been issued over two hours before being presented for continued passage. The conductor to whom it was offered declined to receive it, while the passenger insisted he stepped from the High street car and immediately boarded the Long street motor, and that he should not be held responsible for the mistake of the conductor who issued the ticket. There was circumstantial evidence to support the passenger, and after a long parley, the transfer was accepted. Considering the number of passengers carried such erroneous punchings are of rare occurrence. There is a way, we believe, to trace them so as to determine, by the schedule time of a car, when the ticket was punched, to see whether the fault was with the punching conductor or passenger. The system is too good to be abused by the passenger, and is also too perfect to be the cause of needless misunderstanding on account of erroneous punching.

(Editor's note: Five cents was worth fighting for when a working man made \$1.25 per day.)

RAILROAD EXTENSION.

APPLICATION OF THE CONSOLIDATED COMPANY.

For Right of Way on Fourth Street to Chittenden Avenue.

Columbus Dispatch, September 23, 1891- An ordinance was introduced before the Board of Public Works to-day, granting **The Consolidated Street Railway Company** the right to extend its tracks on Chestnut street from High to Fourth street, and thence north to Chittenden avenue. The ordinance provides, among other things, that on improved streets the company shall refund to the abutting property owners the amount paid by them on the improvement of the space occupied by the company; that it shall pay its pro rata of new improvements; regulates the running of the cars; releases the city from all claims for damages for injuries to persons in the building, maintenance of operation of the system , and also from damages occasioned by water overflows, bursting of sewers, water or other pipes. The Board thought the ordinance was not explicit enough in some particulars and referred it to the City solicitor for amendment and correction.

(Editor's note: This was an important development as High to Chestnut to Fourth to Goodale and back to High Street became a bypass used to get the streetcars off High Street while the High Street trestle was removed and the new permanent viaduct was built in front of Columbus Union Depot.)

MAIN STREET PROTEST.

East Side Citizens Demand Electric Instead of Horse Cars.

Columbus Dispatch, September 23, 1891- Citizens along the Main street line are vigorously protesting against the continued use of the horse cars on the street railroad. They insist that the seven motors for use on the line, but which are now being run on the Neil avenue road, should be put in service on Main street. The matter is to be brought to the attention of the Council in some manner on Monday, and for this purpose a petition is being circulated and numerous signed. There is some talk of taking steps to compel the starting of the electric cars or force the company to remove the poles and wires along Main street.

President A.D. Rogers was seen with reference to the delay. He said that there are four Main street motors in service on Neil avenue and three High street motors as the Neil avenue motors are only partly here, the trucks being on the way. If the motors were not used on Neil avenue the people there would have to walk as horse cars cannot be taken over the trestle. It is expected that the Neil avenue motors will be here in a week. Three more motors for Main street arrived this week and are being set up. The people will have to be patient, said Mr. Rodgers. Motor cars cannot be used on Main street with horse cars and there are not enough motors. Besides more dynamos are necessary at the power house. The line will be equipped as soon as possible.

WEST SIDE RAILROAD.

PRESENTATION BY A CITIZENS' GRIEVANCE COMMITTEE.

Columbus Dispatch, September 29, 1891- This morning Messrs. Charles Brown, Henry Boswell, J.P. Lorimer, E.A. Miller and Dr. Hamblin, representing the citizens residing west of the city near the Central Asylum, called on the Board of Public Works and stated they were appointed at a meeting to represent a grievance to the Board.

The Glenwood and Green Lawn Street Railway Company has its tracks and wires laid to the top of the hill, near the asylum main gate, but the cars only go to the foot of the hill, and the same occasions great inconvenience to about fifteen hundred people residing there. The place at night is very dark and lonely, and unsafe for people. The attention of the railway company had been called to the matter, and President Franklin had said that at the point where the cars stopped the road became very narrow, and by reason of a hollow place at the side of the road, very dangerous to teams that might be frightened at the motors. A fence had been placed along there, but if the city would make a fill the fence would be removed and the cars be run as desired. Mr. Rickley had said that if the people would give the company a good road bed, and release the company from all damages, the cars would be run. At one time the company intended to run the cars to the top of the hill, but some farmers near Alton had threatened to enjoin the company. The company had gone to the County Commissioners, who had said if the company would assume all responsibility they (the Commissioners) would do something, but the company declined to assume any responsibility. The Board did not know what to do, but finally adopted a resolution requesting the company to run the cars as desired, believing that this would bring the company before the Board when the trouble can be adjusted. In the meantime the engineer was requested to make a plan of the grade at the point in question. It is estimated that it will require about two hundred loads of earth to make the fill.

THE CONSOLIDATED
ELECTRICAL EQUIPMENT ABOUT TO BE DOUBLED.
Contracts Awarded Which Will Vastly Increase the Power in Use.
Description of the Immense Plant
How the Mysterious Energy is Applied.

Columbus Dispatch, December 22, 1891 - Before the first day of April 1892, horse cars will be things of the past, and Columbus will be supplied with an electric street railway system in keeping with the city's growth and progress. To equip and apply the best systems of electrical inventions for street cars, with new buildings, track and other necessary adjuncts, requires an expenditure by **The Consolidated Street Railway Company** of nearly one million dollars. The hustling, no-stop-for-refreshment business activity of the Columbus of today requires rapid transit in all directions and though it comes high, the enormous investment by shrewd capitalists will reap a golden harvest in the future.

The Consolidated has begun the work of removing the last vestige of horse-car service by entering into a contract with the Buckeye Engine Company of Salem, Ohio, for putting in place two engines of 1000-horse power each, and figuring with the Thompson-Houston Company, of Lynn, Mass., for such additional electrical machinery as will be necessary. While the public is familiar with the outward movement and operation of the cars as they traverse the street by means of the trolley and wire overhead, few are aware of the invisible forces that control and direct their action. As the doors of the powerhouse on the north bank of the Scioto are of necessity closed to the public, the open-sesame facilities of the reporter are brought into play that Dispatch readers may learn how an electrical street railway is run.

The building in which the plant is located was erected with the idea in view of enlarging the works. The three engines in use now are known as center crank, self-contained, compound condensing engines, and were manufactured at Auburn, N.Y., by Macintosh & Seymour, and are supplied with patent automatic governors. When additional cars are put on or any other circumstance requires greater power, the governor automatically opens up and lengthens the stroke of the valve, thereby giving it more steam. When the load is lightened the governor not only indicates the decrease in power but economizes the steam by cutting off its shorter stroke. The fly-wheel is eighty inches in diameter and the engines have a speed of 215 revolutions a minute, a capacity of 250 horse power each, and they operate the nine Thompson-Houston generators that furnish sufficient electric power to run the present complement of cars. These generators are 110-horse power each, but their capacity has to be lessened to conform to the power of the engines, which are belted to the machines.

The two engines contracted for are Buckeye tandem, compound condensing, and will be coupled direct to each end of a main shaft from which the dynamos will be driven. Each engine has four times the amount of horsepower contained in the present engine, and they are more rugged and better adapted for large lines of electric street railway. As each of the new engines can run three generators to their full capacity, the Consolidated can double its present equipment of cars without any particular strain upon the facilities of the powerhouse.

The boilers in which the steam is generated for driving the engines are known as Babcock & Wilcox sectional, water-tube boilers of which there are four. An additional boiler of the same pattern, but with a much larger capacity, will be put in with the new engines.

Underneath the floors is a condensing pit, in which is located the present condenser, which will be supplanted by a larger and better one. In the same pit is located the automatic circulating pump, that keeps the drip water out of the main steam pipes. The floor of the condensing pit is below the level of the Scioto; from where the water is obtained, thus rendering the flow easy.

The plant is supplied with the latest electrical inventions known to the world of science, and their marvelous work is a tribute to American genius. The controlling devices of this electric equipment arranged along the south wall of the building in three tiers. The upper tier consists of what are called automatic current breakers, nine in all, corresponding to the number of generators or dynamos. Each circuit-breaker works automatically, and should an accident occur to the wires uptown, a lever or arm in the breaker would fly down into a rest or socket and shut off the electric current from the line. For instance the accident near the tunnel a few weeks ago, by which the electric wires were thrown to the ground, was instantly indicated at the powerhouse by the levers on four breakers flying out and shutting off the current, thus preventing disastrous damage. The occurrence known in electricity as a short circuit would also throw out the levers on the breakers.

Beneath the breakers are the current indicators, each of which contains a figure on its dial face duplicated on the generator. These indicators notify the attendant of the amount of current furnished by each generator, thereby enabling him to keep the machines properly adjusted and each furnishing its normal supply. The large current indicator, in the same tier, shows the total output of all the generators.

On the third tier are arranged the triple-pull switches, mounted on a slate base. They are used for breaking the circuit between the generators and the streetcar line, in case it should become necessary to throw the machines in or out of service. Below these are rheostats, one for each generator. These instruments control the current supply in what are called the field coils of the dynamos and regulate the voltage or current pressure.

Below the rheostats and back of the controlling devices or switchboard are the lightning arresters. The danger from lightning is obviated by these instruments, which divert the lightning discharged from the dynamos and carry it to the earth.

THE GENERATOR

The above cut describes the multipolar type of dynamos in use at the Consolidated powerhouse. They are known to the trade as the M.P. 75 generator. They are very compactly built and occupy the smallest floor space of any generator of their capacity that has been built. Like all machines of recent manufacture used for railway work, they are known as compound-wound machines. The view shows the commutator side of the generator and the brushes and lead wires by which the current is carried from the armature to the circuits, which supply the trolley wires.

All the iron used in the dynamo is slightly magnetic. There must always be a small quantity of residual magnetism in the iron frame of the magnet. This residual magnetism does the business. The circular armature revolves between the poles of the

magnet, and the result is the generation of a weak current in one direction in one half of the field coils, and in the opposite direction in the other half. This current may be made to pass through the wire of the stationary magnets, strengthening them so that they exert a stronger inductive influence on the armature, thus producing a strong current in the coils, which again charges more strongly the field magnets, and so on until the machine is in full action. The current is taken off for the outside circuit by means of two metallic brushes on each side of the central axis.

THE MOTOR

The Electric Energy is applied to the cars by means of motors, which are geared to the axles beneath the floor of the car. The current generated by the dynamo is made to pass through the motors (which are similar to the dynamo in form and construction, the order of working being reversed) and causes the armature to revolve.

It should be stated that the machinery at the power house has never occasioned a moment's delay since the system was introduced, a very high testimonial to the competency of Mr. Willis F. Kelly, the company's electrical engineer, and his intelligent assistant, George B. Esterley, the engineer in charge of the power house. The few delays thus far occurring on the lines have been due to loading the machines beyond their capacity, a necessity that will not exist under the new condition of things.

Speaking on the subject of expenditures, Mr. Kelly said: "The discussion of franchises given by the city to street railway and gas companies has awakened considerable interest in the subject, and it is only fair to state that the Consolidated Street Railway has paid to the city government \$400,000 royalty in the way of street improvements, a much larger amount than would be required if the system of a percent royalty, similar to Cincinnati and other cities had been adopted here. The introduction of the electric system obviates the company's necessity for paved roadways, and when the horse cars are withdrawn altogether, the owner of a horse and buggy will occasion more wear to the very excellent pavements the company has helped to pay for than the entire electric system."

Another gentleman connected with this company said: "Few are aware that our company's assessments for street improvements had to be paid on a spot cash basis, instead of being accorded the time allowed individual property owners in paying their street assessments."

For the storage of cars a shed or depot has been erected on the east side of High [Street] at the northern terminus of the system. [This was the Arcada Ave. car house.] The curves and separate tracks are so arranged that a transfer table is not needed, but a large pit has been provided, over which tracks are built on to which cars needing repairs can be run. The pit will be heated with steam pipes for the comfort of the workmen. The estimated cost of the tracks, curves, building and necessary equipment is placed at \$50,000.

With the completion of the contemplated improvements the consolidated will be able to furnish, it is hoped, better accommodations for the public than are at present afforded.

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(Editor's note: And so ends 1891.)