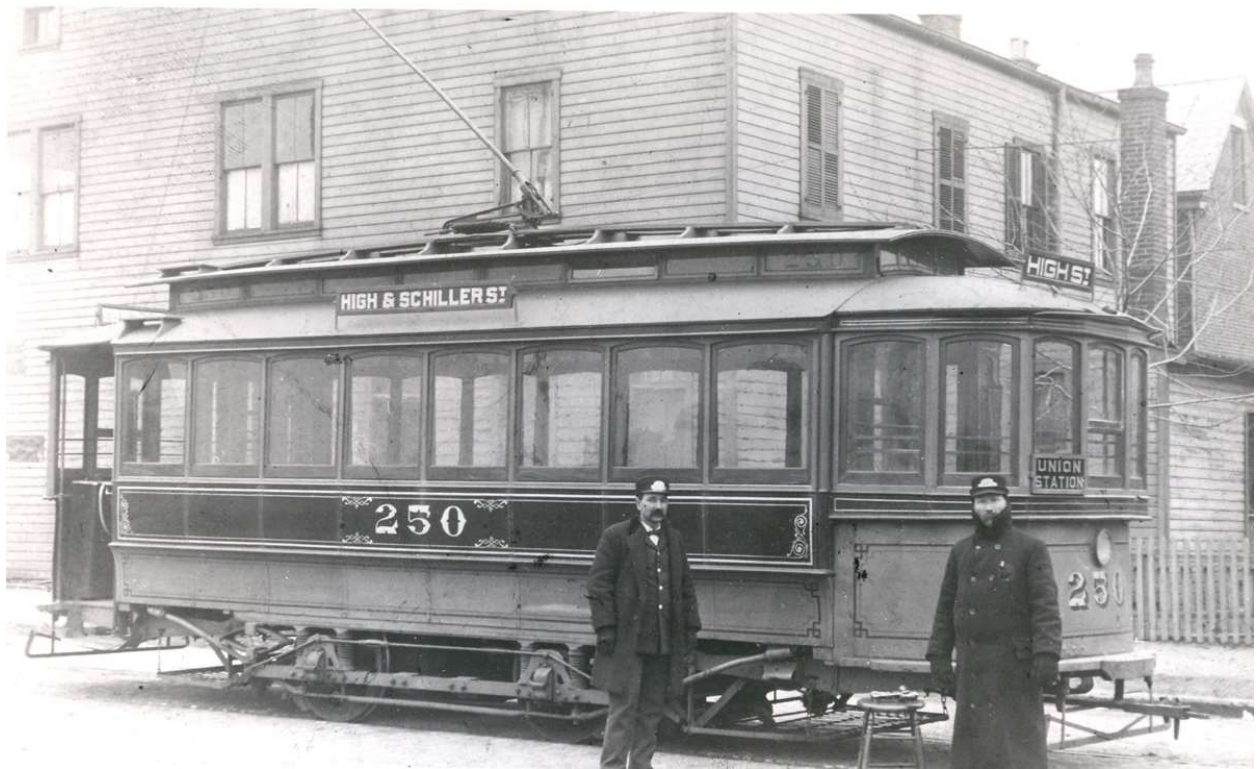


NEWSPAPER ARTICLES FROM 1892

The End of Horse Cars



One of twenty electric streetcars purchased from the Brownell Car Co. in 1893. These cars were purchased after the streetcar company tested a borrowed car equipped with the latest advances. The test car is described in the "Accelerator" article of August 10, 1892, Page 27. Photo from the Donald A. Kaiser Collection.

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OUR OBSERVATION CAR (Beer Wagons)

Columbus Dispatch, February 3, 1892 – While defending the **Consolidated Street Railroad Company** in a civil suit in the courts the other day Hon. H.J. Booth, in replying to a statement of counsel on the other side, said: “The electric cars are not running over everybody in the city as might be inferred from what has just been said. I believe they have not run into anything of late but a beer wagon and those wagons have been having their own way so long that the people took up a collection this time to buy the motor man a medal.”

– 30 –

OUR OBSERVATION CAR (Conductor Problems)

Columbus Dispatch, February 4, 1892 – There is much rivalry among the street car conductors in the matter of the number of passengers carried, each conductor desiring to make a good showing in the way of the number of fares turned in from day to day. The Eighth avenue cars on the High street line are a great source of worry to the conductors on the through cars. They say that the Eighth avenue cars, whose run is confined to the more thickly settled part of the line, carry more passengers and are almost constantly behind time in consequence of the greater amount of time lost in stopping and starting. The result is that the through cars, which are better able to maintain their schedule time, run up on many passengers who would board the through cars if the two were as far apart as the schedule contemplates. Patrons of the through cars, those residing north of Eighth avenue, also complain of the Eighth avenue cars as an annoyance, claiming that they seemingly prevent the through cars from making the rapid time they otherwise would. They are of the opinion that all the cars should run to the terminus of the road.

– 30 –

OAK STREET CAR LINE

ARE THE HORSES TO PROD ON FOREVER THERE?

Interview With a Consolidated Official on the Subject.

Width of the Street and Danger of Rapid Transit on a single Track Road.

Columbus Dispatch, February 16, 1892 – The anomaly of horse and electric cars, owned by one company and traversing a common line of track, and patronized by passengers presumably favoring rapid transit, is not only a proper subject for inquiry, but the Oak street horse cars on High street excite curiosity among strangers. The line being in direct communication with the depot and hotels, it is patronized extensively by traveling men, who sometimes leave with the impression that electric cars merely an experiment. The fact that announcement was made in these columns months ago that horse cars would soon be entirely supplanted by electric motor cars, was sufficient reason for a Dispatch reporter interviewing the Consolidated Street Railway officials on the subject. The state and oak street cars pass the residences of progressive business and professional men, and if the company proposes to give rapid transit to one part of the city and exclude it from the other, the public would like to know it. All this is by preface to the following interview and explanation as to the seeming impertinence of a reporter when armed with instructions to make somebody talk.

Vice President Franklin, of the Consolidated, was met in the company's office last night and plied with questions.

Oak Street Line

"What are the prospects for operating Oak street cars by electricity?" was asked.

"I am afraid the prospects are very poor."

"What is our reason for that statement?"

"When we get down and study the situation thoroughly, it would seem to be almost impracticable to operate the line with electricity.

"Am I to infer that the Oak street people are satisfied with the horse cars?"

"I have no reason for thinking they are, but owing to the width of the street in certain places it would seem next to impossible to get room for two tracks, The people very naturally object to the whole street being taken up with tracks, at least on the narrow portions of it, and the company could not add much to the present speed while there is so much single track without increasing the danger to our patrons to a very great extent."

"Can you suggest any plan to overcome this apparent obstacle?"

"I do not know that I can. Possibly the amount of single track might be lessened somewhat, but I think there are places where it would be entirely impracticable to lay a double track."

"Have you not some double track on Oak street, east of Grant avenue, now?"

"Yes possibly two hundred feet. I am not prepared to state exactly."

"Is not Oak street the same width from Seventh to Ninth streets?"

"I do not think the property holders are willing."

"You had no difficulty in obtaining consent to laying the present double track, did you?"

"I did not have the matter in hand, but understand it was quite difficult for our company to secure the right for what we did lay."

"Well, can you not suggest some plan by which the double track difficulty can be overcome?"

"I would only be too glad to suggest it were I able to do so, but cannot see any way out of the difficulty unless the whole street would be used; and that is something we could not expect."

Power Capacity

"Supposing there was room for double track, has your company sufficient power to run the Oak street line at present?"

"No, we have not; but by the first of April next, we will have ample power to operate all out present lines, and duplicate them if found necessary."

"What do I understand for this?"

"Well, we have now 750-horse power. By April we will have 2,750-horse power."

"What object had your company in increasing its power to such a great capacity?"

"Because we found it was more economical, as well as more desirable to complete the equipment in our power house at one time, rather than by adding to it by piecemeal."

"With the power facilities so great I should think the Consolidated would be anxious to operate the Oak street line by electricity."

"So we are. But we are not anxious to increase the danger of operation, which must necessarily come if we put electric cars on the line. And on account of so much single track we would hardly expect to quicken the service, and unless we could, we cannot see where the advantage, either to our company or to the public would come in."

"Would you be willing to state what conclusion your Board has arrived at in this matter?"

"I should have no objection in stating it if any conclusion had been reached, but the difficulties I have named present themselves and the Board has not, as yet, decided what course to take."

After reading the above the public can form their own conclusions as to when the Oak street line will be operated by electricity, if ever.

STREET RAILROAD AFFAIRS

Columbus Dispatch, June 15, 1892 – The Board of Public Works, to-day, received notice to the effect that the people of Livingston avenue had signed the necessary right to way for a street railroad from High street to Kelton avenue, Kelton avenue corresponds with Rose or Woodland avenue, or what would be Twenty-ninth avenue, also, is the point at which the new race track is to be opened. The general route, therefore, to the track, provided this line should be adopted, would be via the present lines to High street and thence to Livingston avenue.

The east-bound lines of the city in that event would be Chestnut, Long, Mt. Vernon, Oak, Main, Livingston and Schiller, and each of these would be about equidistant from the next parallel.

It is stated that the street railroad people prefer to leave Main at seventh and run thence south to Livingston, and thence east to Kelton. The purpose, no doubt, is to reduce the paving bill, since Seventh is not being paved while Livingston avenue is.

It is of little consequence as a rule to the general public which way these roads go, but in this case it would seem to be of special importance, in going to the race track and to the beautiful country thereabouts, that they should not be carried through the very heart of the most disreputable part of the city.

But the chief thing to which attention is invited is the necessity of the city securing in this and all proposed new lines rights which hitherto have been absolutely ignored. Public officers talk about the necessity of having more money for municipal purposes. Then why should they not take care to see that all the franchises which may be granted pay something. The artificial gas company was asked to pay, why should not the street railroads? The people no doubt, will watch this feature of the case with interest.

– 30 –

LIVINGSTON STRAIGHT

NO STREET RAILWAY ON SEVENTH STREET.

The status of the Feelings of the B.P.W., and what the Company Wants.

Columbus Dispatch, June 15, 1892 – The races in September are expected to be a card that will draw crowds of people to Columbus, and every exertion is being applied to have the grounds in perfect order. Their location, in the southeastern part of the city, however, makes their approach not so easy of access now, as it is expected it will be on the opening day of the races. Main street is the nearest improved street that extends across the city having a car line, but the contract has been awarded for the improvement of Livingston avenue and a car line has been projected for the avenue that will turn directly to the driving park. But there is a difference of opinion as to where the car tracks should leave the present lines and unless the differences are soon settled the line will not be laid in time, but that does not affect the improvement of the avenue. The Board of Public Works or at least a portion of the members insist that the tracks leave High street at Livingston avenue and be laid simultaneously with the street improvement. The argument is that both sides of Livingston avenue, for a distance east, say as far as seventh street, is as thickly settled as any portion of the city, and these people are entitled to transportation; that, in considering the debouching of tracks from High street, such as Long, State, Main and Schiller streets, Livingston avenue would be about the average distance between Main and Schiller streets and that the company should pay its pro rata of the improvement.

On the other hand, Mr. E.K. Stewart, of the **Street Railway Company**, wants the Livingston avenue line to begin on Main street at Seventh street, running south on seventh to Livingston and thence east. Seventh street is an unimproved street, and it is probable will not be improved for some years, and going down it would save the company several thousands of dollars. He is quoted as saying that in “five or six years the city would be sufficiently improved to justify the extension of the line from Seventh street west on Livingston avenue to High. Mr. Bless is reported as saying that the property owners on Livingston avenue from Seventh to High are willing to assume the “one foot outside the outside rails” which would mean neatly \$6,000 saved to the company, but are opposed to the seventh street scheme. Just how the matter will end is a conundrum.

(Editor’s note: The Company did not get its way; the line was built on Livingston Avenue.)

FOOT AMPUTATED

ACCIDENT TO A LABORER ON LONG STREET.

Who Paid No Attention to the Motor Man's Warning.

Columbus Dispatch, June 16, 1892 – Anthony Carey, who recently came to the city from Chicago and started to work for the **Consolidated Street Railway Company** to-day repairing the street car tracks on East Long street, met with an accident this morning that will result in the loss of his left foot above the ankle. He was at work with a gang of workmen when Mt. Vernon avenue car No. 207, westbound, came along near the alley between Third and Fourth streets on Long street. His fellow workmen say that the motor man gave ample warning with the gong, and Carey paid no attention to it. The car was going slow and was stopped just after striking Cary whose right foot was badly mangled by the car wheel. The injured man was taken to the office of the Drs. Hamilton thence to Mt. Carmel Hospital by Patrol No. 1, where amputation was made.

– 30 –

INTO THE PARK

THE CONSOLIDATED WOULD RUN ITS TRACKS.

A New and Doubtful Scheme of the Street Railroad Company.

How a Corporation Seeks to Appropriate Public Property to Private Use.

Columbus Dispatch, June 18, 1892 – A petition in the interest of **The Consolidated Street Railway** is being circulated among the owners of property in the vicinity of Franklin Park and numerous signatures have been appended to it. The instrument in question prays practically for the abandonment of a portion of Franklin Park for the use of the Consolidated, and although on its face it bears a benevolent look and purports to be in the interest of the people, the proposition is so dangerously approximate to an attempt to convert a public park to the private use of a corporation that it is viewed with alarm by many.

From a reliable source it is learned that the street railway company seeks to procure, through the petition in question, the right to cross Broad street where it intersects with Miller avenue, and entering Franklin Park at that point, they propose to carry their track through the Park, on a line parallel with Miller avenue. Coming out at Fair avenue, the intention is to connect with the Oak and Main street lines thus forming a belt line. In addition to using the entire tract of park property facing Miller avenue for track purposes it is contemplated to build a row of sheds or depots for the pleasure of the public ostensible and the convenience of the company, incidentally, as it is learned that in the proper consent is secure the street railway people propose to abandon their car sheds and barn now located on Mulberry street between Broad and Long.

A gentleman who signed the petition and a large owner of property abutting the park stated to a Dispatch representative that the street railway presented an argument for the granting of the request to the effect that the proposed measure would lessen the danger to children attending the park on the occasion of school and church picnics as the company could deliver passengers safely inside the park grounds, whereas now the distance to the grounds from either the Oak, Main or Long street cars is too far, and there is more or less danger from vehicles when crowds of children attempt to enter the park by the present route.

It being pointed out that all this could be obviated by running a line of track down Miller avenue, the gentleman in question said the objection to this plan would come from property owners who would not like to see the beautifully paved roadway, which is now a favored drive, torn up by the street car tracks.

“Then, too, the company will vacate the grounds if the people object. They simply want to try the experiment and believe if the Park Commissioners consent that the plan would work so admirable that the people would never object.”

Those who are opposed to signing the petition claim that the signets approve the scheme only as a dernier resort, fearing the street railway company might otherwise secure consent to tear up the fine pavement on Miller avenue.

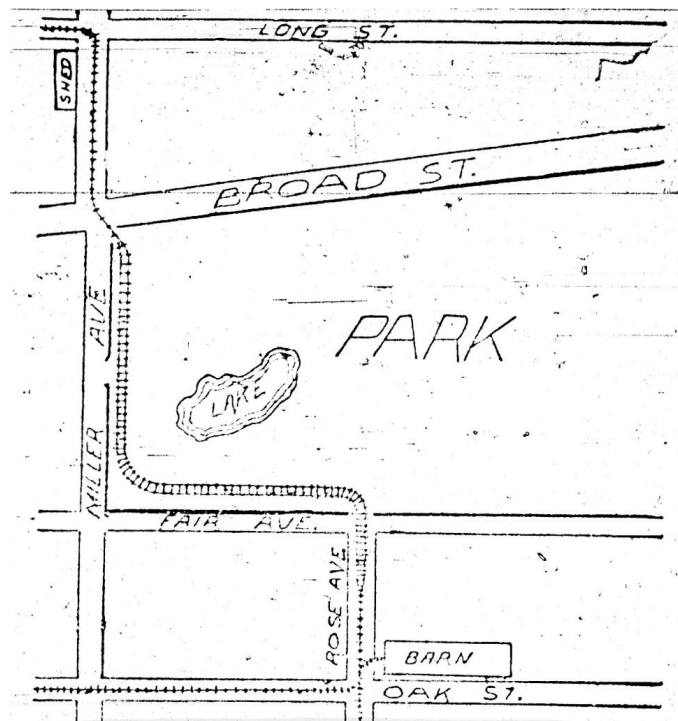
The Park Commission consists of Mayor George J. Karb, President; Fred G. Halley, secretary; Edward Denmead, John W. Russell and John L. Chaney. As the property is owned by the city and county the question is raised whether the commissioners have the power, under the law, to grant the request.

Mayor Karb is out of the city, and his views are not known, but, Mr. Denmead, in reply to an inquire from The Dispatch, said: "The petition has not yet been presented. As one of the Park Commissioners I shall vote against granting it. I question whether we have the authority to grant the street railway or any other corporation the right to use the park for private use. It belongs to the people, and can only be given up by their consent. I wouldn't like to see the street railway cross Broad street at that point."

(Editor's note: This will be a brouhaha for several weeks but in the end the Consolidate Company won't get permission for their scheme.)

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PLAN OF STREET RAILROAD CO. TO BREAK INTO FRANKLIN PARK Columbus Dispatch, June 21, 1892



The above cut outlines the proposed route of the street car track through Franklin Park and shows the car sheds on Miller avenue that will be abandoned. The depot or shed that the company contemplates building in the park will be located between the lake and line of track fronting Miller avenue.

- 30 -

TO THE DRIVING PARK

CARS WILL RUN VIA LIVINGSTON AVENUE.

Manger Stewart's Seventh Street Proposition Overruled.

The Avenue Route Approved by Both the Company
and the Board of Public Works.

Columbus Dispatch, June 24, 1892 – The matter of greatest importance in the Board of Public Works to-day was the introduction and approval of an ordinance “to extend, construct, maintain and operate a double track street railway on Livingston avenue from High street to Kelton avenue.” The ordinance is substantially the same as other railroad ordinances in operation on other lines; to be operated by electricity and cars are to be run at intervals not to exceed eighteen minutes.

The history of the ordinance is a peculiar one, and it was only reached after much tribulation, vexation and hard work. It is well known that in September next a series of races are to be held in this city, on the new track in the southeastern part of the city, and as the main approach to the grounds is via Livingston avenue, an effort was made to have the avenue permanently improved from High street to Kelton avenue. In due time the proceedings for this improvement reached the contract, which was awarded. Simultaneously with the improvement proceedings, a scheme was inaugurated to place a double track street railway on the avenue, and the requisite right of way was easily secured. The plan was to have the track run from High street to Kelton avenue on Livingston avenue. To this plan Mr. E.K. Stewart interposed an objection and insisted that another route should be followed, to-wit: That the route should begin at Main and Seventh streets, south on Seventh to Livingston avenue, and thence east. It was argued, it is stated (for argument was never made in the Board of Public Works) that in as much as Seventh street was an unimproved street, it would be a vast saving in construction expense to follow that route, and that in a few years the gap on Livingston avenue from Seventh to High could be and would be filled up. It was shown to him that the section of the city that would be left in the cold by the adoption of this plan, was one of the most populous if not the most densely settled portion of the city. This was met with the answer that it was but a short distance to walk to Main street on the north, High on the west or Schiller on the south, where cars could be reached. This argument was no good with the gentlemen who were working for the route on the avenue. One of the gentlemen interested is a member of the B.P.W., and his opposition to Mr. Stewart's scheme was based on the greatest good to the greatest number. During this situation the member of the Board, with an official of the Street Railway Company and other gentlemen, visited the locality and the company's representative was soon convinced that the people's plan was the one to be adopted, and he with others of the company, endeavored to convince Mr. Stewart of his mistaken policy, but it was without avail. A

scheme then suddenly appeared proposing that the line debouch from Main at Miller avenue, or some nearly parallel avenue, but it was stated by those who knew that this scheme was only "wind," and nothing more was heard of that. Finally, Mr. Stewart remaining obdurate, an ordinance was framed by several of the company's officers and presented to the Board to-day.

Mr. Stewart appeared before the Board and stated the ordinance had been agreed upon by the company and that he acquiesced in it, but greatly against his convictions, because he thought it would not pay for several years.

– 30 –

A CHILD'S PERIL

Snatched from Death at the Corner of High and Main.

Columbus Dispatch, June 24, 1892 – At the corner of High and Main at 7 o'clock last evening a party of excursionists returning from a trip down the Hocking Valley were waiting for a Long street car. A number of children accompanied the excursionists. A Long street motor and trailer were approaching at terrific speed, the motor man sounding his gong violently but not slacking the speed of the car. A little girl started ahead of the others and was standing on the track swing her sunbonnet carelessly, unmindful of the swiftly approaching motor. Bystanders on the pavement shouted and a few of the women screamed. The child's father had the present of mind to rush to the track and grabbing the little one by the dress swung her clear of the motor, the front end of which just touched the man with sufficient force to throw him on the east track. The car was checked further down the street. The incident was witnessed by hundreds.

– 30 –

NO TITLE.

(Franklin Park)

Columbus Dispatch, June 24, 1892 – It is stated in public print that **The Consolidated Street Railroad company**, on the 23d Inst., compelled “two thousand or three thousand people at Franklin Park” * * * “to walk * * * two squares or more in order to reach the street cars on Long street and other lines.”

Will the gentlemen who represent the Consolidated be kind enough to tell the public why the Long street cars were not run to the Park entrance, as formerly when horses were in use to draw the cars? Is not the company occupying the right of way for these cars to the Park entrance, on the Broad street side of the Park?

And is the same not true of the right of way on the Fair avenue side, as to the Main and Oak street cars?

Is the public to be oppressed in this manner until the Consolidated gains possession of about five acres of valuable park Property?

(Editor's note: I think the answer is, “Yes!”.)

– 30 –

NO TITLE (Editorial)

Columbus Dispatch, June 27,, 1892 – The management of the street railways east of the river has just passed from the “Consolidated” to the **Columbus Street Railway Company**.

To all of the legitimate enterprises of the new company The Dispatch sends hearty congratulations. The Dispatch and the street railways are about the same age. Both have prospered fairly well. Both began with limited means. As young enterprises growing up side by side in our flourishing city, each has had legitimate work in close connection with the public. One, however, received from the public gifts which have become very valuable. The other was very glad to see this, as it helped to develop the outlying districts of the city.

Free use of the most desirable portions of the principal streets were granted to the street railway for twenty-five years to enable the managers to bear the burden of inaugurating a new and necessary enterprise. They finally flourished like a green bay tree. The people and The Dispatch rejoiced at each new evidence of this prosperity and usefulness of the road. A tunnel was built for it. When the tunnel ceased to be useful the viaduct was proposed. Cars are to pass over it, free of charge. Extensions of one kind or another have been granted to the company as called for and substantially as requested. In fact and by general consent, and with the hearty sympathy of The Dispatch nothing was considered too good for the old “Consolidated.” Still, their lot is not a happy one. This shower of princely gifts seems to have created a desire for more. The latest thing asked for is \$25,000 worth of land in Franklin Park! A grant of public property, the like of which, hitherto, has not been included in the list of valuable gifts to street railroad companies! If this gift is made where is the line to be drawn?

The other parks may be wanted. Lexington and Hamilton would be lovely spot for yards; to lay tracks under the green trees to store cars for downtown emergencies when our city has 200,000 inhabitants. Goodale Park – what a spot that would be for holding cars in a nicely laid out, shady yard, for great occasions in the great future! And City Park, the State University, the Barracks, the Deaf and Dumb and Blind property, the beautiful asylum grounds on the western hills – what lively spots they would make for expansive yards in the future. Then, there are the basements of the State House and Court House – good enough, perhaps, for the near future as depots, waiting rooms, cigar stands and restaurants for the free use of the company until it had need for the rotunda of the one and the elegant corridors of the other.

But why speculate further? The earth would be theirs and the fullness thereof, provided the officers of the company in the great future were to proceed upon the basis which is being mapped out by the gentlemen of the “Columbus” for Franklin Park.

Now if The Dispatch, the bankers, the wholesale men, and all of the other people could get such highly valuable slices of public property free of charge for private use what a rush there would be for building sites. The people have to pay for what they get. The moment they go out to beg for something for nothing they are set down as mendicants, as men possessed of unlimited assurance.

The truth is the people of the city have a spoiled child on their hands; a street railroad that has been petted and franchised until the gentlemen who speak for it seem to be unable to see that their corporation is crying for too much and needs a good spanking. The very first spank should be to compel the running of cars to Franklin Park or an evacuation of the right of way now held by the company to the edge of the Park on the north and south sides. The right of way was abandoned, apparently, for no other purpose than to give the company the power to force the people to give it the free use of about five acres in the Park as an encouragement to carry people to the park.

This would seem to be the hair that breaks the camel's back. The people, after having fled from the middle of the streets to get out of the way of the cars and given the company a tunnel and viaduct and other franchises which have been sold for fabulous sums, are now refused transportation to Franklin Park over a right of way long since granted, until \$25,000 worth of lovely shaded land is added to their former generousities.

This, to speak within bounds, is the most astounding operation ever attempted by gentlemen of good business standing in this city.

(Editor's Note: Whew! The adults have spoken.)

THE STREET RAILWAY

Motors to Succeed Trailers

Some Propositions.

Columbus Dispatch, June 27, 1892 – The **Consolidated Street Railway Company** no longer exists, as it has been succeeded by the **Columbus Street Railway Company**. The sale of the company's property to the new company included, as it appears, the real estate on East Main street where the old "Friend street" car barns used to be, as a deed left at Recorder Thompson's office shows. The land went with the franchises, cars and present car barn sites.

The company are promising to run north on Mulberry street from Long a short distance, thence east to Alum creek or Woodland avenue, thence north to Shepard's station. It is contemplated to take off all trailers and put on motors in their place, and as training all trolley men have been equipped as conductors and to watch the motor cars as the regular conductors have charge of the trailers.

The following board of directors has been elected: Emerson McMillin, B.J. Burke, G.W. Sinks, C.D. Firestone, P.H. Bruck, and Theodore Rhoads. The board organized by electing F.E. Denniston, President, E.K. Stewart First Vice President and General Manager, Robert E. Sheldon second Vice president, and Messrs. Denniston, Stewart, Sheldon, McMillin and Bruck Executive Committee. The committee has ordered twenty-five new motors for the Livingston avenue and North Fourth street lines to cost about \$3000 apiece, and rails for the Livingston avenue line to cost about \$25,000.

(Editor's note: this article was difficult to read, especially the names.)

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NO TITLE

(Trestle and Viaduct)

Columbus Dispatch, July 4, 1892 – The disposition to hasten the preparation for actual viaduct building will be very pleasing to the people. If there is to be a viaduct over the tracks at High street, it cannot be built too quickly. The electric wires were on Saturday ordered down without delay, and the question of the removal of the trestle erected by the street railway company will be considered this week, the probability being that that, too, will have to be taken down and the street car traffic removed to Fourth street.

– 30 –

A “JIMMY” WON’T WORK.

Columbus Dispatch, July 4, 1892 – “Every resident of East Broad street knows that in the East End, in the evening when the horses are being speeded on East Broad street, that foot passengers cross the street at the peril of their lives.”

“If the electric cars crossed the street in order to land the thousands of our citizens right in Franklin Park the horse speeders’ race course would be ruined because it would be at the risk of their lives to drive with impunity and take the risk of running into a motor car, hence the opposition to the extension of the Main and Long street lines of street cars, by the owners of fast horses.”

The foregoing is the latest editorial; in the interest of the street railway company’s scheme to appropriate to its own private purposes a portion of Franklin Park. It is an illogical, pointless jumble of words, and ends by stating the absurd proposition that people would no longer be in danger from speeded horses on Broad street if the railway company could get into the park, because the drivers of such horses would not take the risk of running into a motor.

It may be true that the motor man recognizes no rights in others crossing his track which he is bound to respect, but the remedy proscribed in this instance is worse than the supposed disease.

Some things are obvious, and among them may be stated the facts, that sensible owners of fast horses do not speed them on the asphalt of Broad street, as they will know it’s hard, uncompromising surface is ruinous to the joints and cartilages of their horses’ legs, if driven over it at great speed – a fool will speed his fast horse anywhere, especially, if his, the fool’s hide, is well filled with tamarack whisky; that horses are not speeded up and down Broad street at the point where the street railway company is anxious to cross into the northwest corner of the park; that a right of way across Broad street and \$25,000 worth of public property, given to the “octopus,” would not prevent a fool from running over people in front of Mrs. Dennison’s or Judge Pugh’s, or allowing Miller avenue adjoining the park on the west. By the way, when it comes to running over people and killing and crippling and injuring without apology, how many lives have the owners of fast houses taken on East Broad street, or, for that matter, all over the city since last August? How many people have been run down, killed bruised, or mangled, by fast horses, or any other kind, at the north west corner of the park in that time.

(Editor’s note: Not many I would guess.)

The street railway editor goes on working a paragraph into print now and again showing his company’s consuming interest for the imaginary safety of the people, but he has not yet pointed out the law that authorizes anybody, or board, or commission to give away the public “domain,” or any part of it; nor has he taken pains to explain why his company does not run its cars to the end of the line for the accommodation of the dear people.

Two or three things will be necessary conditions to the accomplishment of the scheme aforesaid. It must be lawful for the company to take the property; it is not a case where a "jimmy" can be successfully applied. It must be deemed expedient by "the powers that be," if the law for it can be found. The company must abandon the policy of trickery in a mistaken effort to create public sentiment. And after all it ought not to be allowed, on any condition, to break into Franklin Park.

– 30 –

NO TITLE

(Use of Switchmen).

Columbus Dispatch, July 6, 1892 - The use of a switchman at Long and High streets, on the 4th inst., facilitated the movement of cars. Anything to keep the cars moving, so as to clear High street quickly at Long, State, Main and Schiller, and eventually at Chestnut street and Livingston avenue, would seem to be one of the necessities of the near future, but between Long and Main street would seem to help now.

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VIADUCT PROSPECT.

PRELIMINARY WORK TO BEGIN AT ONCE.

What the Contractor Proposes to Do and What He Must Do.

Work of the B.P.W.

Columbus Dispatch, July 6, 1892 – The Board of Public Works this morning adopted the following resolution, that fully explains itself:

“Whereas, It is impractical for the contractor for the construction of the High street viaduct to proceed with the work before the electric wires in the immediate vicinity of the location of the proposed work are removed; and

“Whereas, This Board did, on the 5th day of July, 1892, extend the time for the removal of its wires by the Columbus Street Railway Company * * * ninety days from said date; and

“Whereas, the specifications * * contain the following provision: The work shall be commenced within ten days after the date of contract, unless otherwise directed by the Engineer, and shall be completed before the first day of June, 1893; therefore be it

“Resolved, * * that there be inserted in the contract of the city of Columbus with Joseph Braun for the construction of said viaduct * * the following: ‘The work shall be commenced within five days after the removal of the electric wires on High street, including the wires of the Columbus Street Railway Company in the vicinity of the location of said work, and completed within one year after said date of commencement.’”

This does not mean that no work will be done before the expiration of the ninety days. With very few exceptions no dressing or cutting of stone will be done at the viaduct, but all will be done at the quarry, and the contractor will at once put a large force of men in the quarry, who will have the stone ready, or nearly so, to put in place when the wires are taken down. No small proportion of excavation will also be completed. Mt. Braun contemplates putting a very large force of men at work in gangs, each gang to run two derricks, and when the derricks are up there will be a small forest on the street. The removal of all wires then will allow the use of the derrick booms and building of the masonry will proceed.

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STREET RAILWAY

DIRECTORS HOLD AN IMPORTANT MEETING.

Readjustment of the Wage Scale on the Line of Increase Pay.

Formal Transfer of Property

Transportation Facilities

Duties of Officers, Etc.

Columbus Dispatch, July 7, 1892 – The Directors of **The Columbus Street Railway Company** held an important meeting to-day, with President E.E. Denniston of Philadelphia, Vice President and General Manager E.K. Stewart and Directors Robert E. Sheldon, Philip H. Bruck, C. D. Firestone, Theodore Rhoades, and George W. Sinks in attendance, the absentees being Messrs. Emerson, McMillin and Burke of New York.

Probably the most important work of the directors was to adopt a scale for the employees of the road, which, as stated by manager Stewart, is as follows:

All the men in the employ of the company on the first of July receive the same pay as the three months' men, and are given 15 cents per hour, or \$1.80 per day of twelve hours. When they have been employed nine months from the day of their employment they will receive 15 ½ cents per hour, or \$1.86 per day, and when they have worked a year from the day of their employment they will receive 16 cents per hour, or \$1.92 per day. Consequently most of the men will receive an increase of 17 cents per day. The shed and motor men are increasing a like ratio and the trolley men, who are very few and will be still less, will receive 15 cents per hour.

“The highest paid before the increase was \$1.75 per day to conductors and motormen. Suppose a man has been employed by the company five months before July 1. When he has been with us four months longer he receives \$1.86 and seven months longer \$1.92 per day. The men requested \$2 per day as wages, but the directors gave them this amount now at the outset, without any knowledge as to whether the road will pay. It is fair to presume that the directors will be as liberal in the future, should the road prove successful. This increase will cost the company \$18,000 or \$20,000 a year.”

With reference to the other work of the directors, Mr. Stewart stated that the mortgage of \$3,000,000 was executed to-day, dated July 1, and that the transfer of the property was made on June 20. Under the new company Mr. Stewart will be the general manager, Mr. W.F. Kelly, the electrician, will be general superintendent, have charge of the employment of the men and also of the road, subject, of course, to Mr. Stewart's orders. Fred Atcherson will be superintendent of transportation, and under him will be the foremen of the different roads and employees.

The company now has eight-five motors, and before the year is out propose to increase the number to over one hundred. Twenty-five new winter bodies have been ordered, and the company will have both summer and winter equipment, the bodies of the cars to be transferred to suit the seasons. It is the aim of the company to give the High street line cars every three minutes between Eighth avenue and schiller street, and every six minutes at the extreme ends. This will take every motor car to do this, and they expect to do away with the trailers, as has been done almost entirely on Long street, the trailers to be run when there are large crowds. This change will be made as soon as the new curve is placed in at the corner of High and Long streets. The iron is now here and the curve, which is some hundred pound rail, one of the strongest made, will be placed in to-night and to-morrow morning, so that there may be some delay at that point early in the morning. -----more

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A STREET RAILWAY

TO BE DONE IN FOUR MONTHS ON FOURTH STREET.

Columbus Dispatch, July 8, 1892 – Mr. E.K. Stewart, of **The Columbus Street Railway Company**, presented an ordinance providing for the extension of its lines from Chestnut street to Livingston avenue on Fourth street. Accompanying the ordinance was the right of way from the property owners. The franchise is to run for twenty-five years, and the road be operated by electricity. In general features it compares with the Livingston avenue ordinance already published. It provides that the line shall be completed in four months. Cars from all lines will pass over it. The ordinance was referred to the Solicitor.

The Board adopted a resolution providing that Hocking Valley sandstone shall be used in the construction of the viaduct except so much as the engineer may order to be of limestone. The bond of Contractor Braun was fixed at \$25,000.

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FOURTH STREET

AND THE PROPOSED RAILWAY ALONG IT.

Arguments Before the B.P.W., claiming It to Be Impracticable.

Others Make Strong Claims as to Its Feasibility,

And Why It Should Be Constructed.

Columbus Dispatch, July 7, 1892 – The order of business today before the Board of Public Works was the discussion of granting the right of way, or rather the franchise, for a double-track street railway on Fourth street. There were present the entire board, City Engineer Kinnear, Mr. E.K. Stewart, of the street railway company, Hon. George L. Converse, Dr. J.W. Hamilton, Casper Lowenstein, Rev. Dr. H.W. Bennett, R. W. Linen, Marion Shupe, Frank Rathnell, Philip Schmidt, Dr. J.F. Baldwin, W.C. Leslie, John Rauschkolb and many others interested in the matter. Mr. Converse was the first spokesman, and presented a paper representing the views of the large number of signers. Briefly the representation was: It would be necessary to widen the street four or five feet on each side and reset the curb, and it should be done at the expense of the company; sweeping and sprinkling should be paid by the company; it will drive farmers and producers from market and render it unsafe for women and children; the large amounts invested in business there largely depend upon the business as carried on there, and a removal of the market would entail a loss to the city and individuals of not less than \$500,000. The argument of the gentleman was in support of the paper, He said that every day of market \$10,000 changed hands. But, if the railroad went through citizens would cease to drive their carriages and farmers would not take their teams there; middle men would come in and prices naturally rise. The driveway would be only [???? ????] wide. It is the only market where farmers attend: hucksters and peddlers attend the others. The citizens have already paid large sums for the improvement of the street, and the company should be made to pay for the improvement contemplated. Sprinkling and sweeping should also be paid for by the company. It would run past a church, but the company has said it would not ring bells or run fast in passing that property; but they forget that the law regulates speed and warning bells. He suggested that the company on reaching State street turn and go east on two squares and south a short distance, then back to the original line.

Mr. Lowenstein argued much in the same line as Mr. Converse. The grade and curb having been established the city would have to pay the cost of the improvement. Sidewalks could not be narrowed. It would destroy the market made of five years. He thought one track would obviate the trouble.

Dr. J.W. Hamilton said there was a railroad south of his property that made enough noise, and another on the east side would not help the matter. Electric roads have come to stay and should be distributed systematically, and he did not propose to stand

in the way of progress. He believed that Fourth street was the natural outlet and by all means the road should be constructed. The poorer classes, who live miles away, and who easily number 25,000 people, should be considered in this matter. It was wrong to compel these people, especially the women to walk when cars can and should be furnished them. Immense territories would be opened up, easy to reach. In the south and southeast the Livingston avenue road and the proposed road would work wonders. Similar effects would follow in other directions; he was heartily in favor of the road.

Philip Schmidt represented 238 feet and wanted the road.

Dr. J.F. Baldwin strongly seconded the remarks of Dr. Hamilton; he did not believe in giving any consideration to those who went, with their carriages and servants to market; it was the poorer classes that were deserving of consideration.

Mr. Frank Rathmell, representing Wesley Chapel, said the trustees of the church had resolved not to sign the right of way, but had not signed any protest. He believed the road would not do the church any good.

Mr. John Rauschkolb, druggist, said the obstruction on the street resulted from hitching teams two and three deep on the street; if that was regulated there would be sufficient room for the double track.

There was nothing said by representatives of the company, and the meeting dissolved to await future action of the board.

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RAILROAD DAY

THE FOURTH STREET ORDINANCE RECOMMENDED.

Likewise a Single Track Road on Kelton to Livingston Avenue.

On Leonard Avenue Railway Ordinance Laid Over Until Saturday -
Doings of the B.P.W.

Columbus Dispatch, July 25, 1892 – In the Board of Public Works to-day the ordinance granting the Fourth street franchise to the street railway company was brought up on petition from J.F. Baldwin, Thomas Bergin, J.S. Abbott and fifteen others. This petition stated that the ordinance provides for setting back the curb between State and Main streets only, after a lapse of five years and does not apply to any other portion of Fourth street, and asks where the rights of the omitted property owners come in. The board believed that the only presumable necessity for widening the street existed in the market space from State to Main street. Hence, there was no necessity of making provision for sections outside of that mentioned, and therefore no action was needed. The ordinance granting the franchise was then read with an amendment providing that change of width of street shall, if at all, take place at the end of one year at the expense of the company, and extending the limit to Oak street. All the members voted aye on recommending the ordinance.

Mr. G.J. Marriot, representing the Leonard Avenue Street Railway Company presented to the Board the requisite right of way for the road along Third, Naghten and Neil streets, Mt. Vernon and Cleveland avenues, Buckingham street, Jefferson, Leonard and Felton avenue. The proofs of publication were submitted and also a telegram from Congressman Outhwaite, stating that President Harrison had signed the bill for right of way along by the Barracks. The ordinance was made the special order for Saturday. There is 32,000 feet of frontage on the route, of which the company has secured 21,000, more than demanded by law. It would lead into a largely settled portion of the city that is practically without car facilities. Mr Hinman suggested that he would like to look into the matter; it might not be a public necessity to have a line on Third street, paralleling High and Fourth streets; people with horses and carriages might be incommoded by three tracks crossing Broad street. He did not say anything about the present inconvenience of the thousands living north of Mr. Vernon avenue, that have to walk, many of them, eight squares to reach a railroad, but there were some people who agreed on Third street, who might not wish to do so, since the Fourth street line had been recommended to Council.

The Columbus Street Railway Company this morning asked for a franchise on Kelton avenue from Main street to Livingston avenue, for a single track railway. George J. Rodenfels raised the question whether or not this road would interfere with the construction of the road on Livingston avenue; and if the franchise was granted, if

Livingston [????] would be abandoned. Manager E.K. Stewart said the Livingston avenue road was bound to go through; that the Kelton route was independent of the [????] route. The track on Kelton would be temporary for a short time, but would be made permanent by January 1. The ordinance was recommended.

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NO TITLE

(Crowded Streetcars)

Columbus Dispatch, July 26, 1892 – The street cars were crowded to an unusual extent last night, thousands of people seeking a ride to escape from the fearful heat. At the viaduct there was a blockade for some time, the electric current being almost too weak to pull the cars to the summit. They moved like snails, and it appeared to be a series question if they would “make the riffle” at all.

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SHOCKED

A Man Puts His Hand On An Electric Street
Railway Pole With Startling Effect.

Columbus Dispatch, August 4, 1892 – A German, whose name could not be ascertained, stepped from his wagon about 10:30 o'clock this morning and laid his hand on an iron column supporting a street railway trolley wire, in front of 594 North High street. He gave a smothered yell, whirled around three or four times, and bought up against the side of a house. He was dazed for a moment or two, and then rubbing his arm, mounted his wagon and drove away. The pole was surcharged with electricity, and smoke or steam could be plainly seen issuing from between the sidewalk bicks and the street. A large number of people gathered around the pole, but remained at a respectful distance. Officer Clifford immediately telephoned the company, who sent a man to repair the defective insulation.

(Editor's note: You can see why some people still liked horses better.)

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NEW STYLE OF CAR

TO BE TRIED BY THE STREET RAILWAY COMPANY.

Trial Trip to Be Made This Evening

The Fourth Street Line.

Columbus Dispatch, August 10, 1892 – The Consolidated Street Railway

Company has just received a new car of large dimensions and new design, called the “Accelerator” and they propose to make a trial trip over their lines this evening, having invited the Board of Public Works, City Council and city officials to take the trip. The car will leave the company’s office, No. 14 North High street promptly at 6:30 o’clock, standard time. There are many special points of excellence claimed for the car and if found satisfactory the company will procure a considerable number of them at once.

The car is a beauty; being twenty feet long on the inside, four feet longer than the old cars, and almost thirty feet long including the platforms. It is an improved Brownell car and the reason it is called the “Accelerator” is because time is saved by its arrangement. At each end of the car are double doors, near each step, and the passengers enter the door nearest the step. The platforms are large and by means of this door near the side passengers can enter more quickly. Seats are arranged along the side, and the car is finished in elegant style. It is designed to run on High street, from City Park to North Columbus, and will attract considerable attention. Another advantage claimed for the car is that there is none of the oscillation noticed on other cars, as there is an equalizing bar on each side that prevents the roughness of the road becoming apparent in the car.

The railroad company has commenced work on the fourth street line south of Chestnut street and proposed to go ahead as rapidly as possible and have the road completed within the required four months. The right of way for the line on Goodale street from Fourth to High street is being secured and the company will build the line, states Manager Stewart notwithstanding reports to the contrary, but they claim they should be allowed to use the trestle as long as possible

(Editor’s note: Twenty single truck closed cars, Nos. 233-252, were purchased from the Brownell Car Co. in 1893. They didn’t have all the “Accelerator” attributes described here. The size matches, but not the door arrangements and three different trucks were used. Streetcars must have been in high demand with every city in the country building electric streetcar systems in the early 1890s. It’s possible this twenty car order was the best the streetcar co. could do at that time.)

THE “ACCELERATOR” CAR.

Successful Excursion Given City Officials Last Evening.

Columbus Dispatch, August 11, 1892 – The trial trip of the new “Accelerator” motor car by the **Columbus Street Railway Company** last evening proved a very satisfactory one and the company proposes to order about twenty of the cars for use. The car, which was fully described in last evening’s dispatch, was much admired by the city officials and others who accepted the company’s invitation for a moonlight excursion over their lines and people all along the line were watching for the new car. The officials of the company were satisfied with the running of the car and the passengers remarked the ease with which it glided over the rails. The party went from the office to the University on Neil avenue, thence to Kelton avenue on East Main street, thence to High street and the southern terminus of the road. One of the wires of the armature burned out on Neil avenue and the aid of another motor was needed until Kelton avenue was reached, when the break was repaired.

The guest of the company were Messrs. Mutchmore, Hinman and Bliss of the Board of Public Works, City Engineer Kinnear, Assistant Harry Holton, City Auditor Williams, Secretary George Dun of the Police Commission, City Solicitor Jones, Councilmen Borger, Persons, Hess, Wasson, Turner, Evans, Brown, Trauger, Croughton, Briggs, Culbertson, Reynolds and Hayes, Attorney James Caren, Assistant City Clerk Currier, D.S. Wilder, Clerks A.B. Senter and Montgomery, of the B.P.W., and representatives of the press.

General Manager E.K. Stewart and Vice President R.E. Sheldon, assisted by Secretary James Williams, Superintendent Kelley, Superintendent of Transportation Fred Atcherson and Assistant Electrician M.S. Hopkins, had charge of the excursion and looked after the comfort of the guests.

(Editor’s note: Reliability must not have been important.)

NO TITLE

(Women Passengers)

Columbus Dispatch, August 15, 1892 – Women give the street railway conductors a great deal more trouble than men do. They get angry more easily at inconveniences and one who rides much on the street cars observes little ebullitions of temper that are amusing. Some time ago a couple of ladies, in changing cars at the end of the route climbed in between the seats, the back of one of which was turned the wrong way Others climbed in and sat down on the seat that had not been reversed. Thus the ladies were caught standing between the seats as the car moved off. Soon the grumbling began and, when the conductor came around, there was an outburst of passion on the part of one of the women. He was blamed with the whole trouble, and with great fierceness. He took things quietly, however, and proceeded to arrange things satisfactorily. He would probably have done the same in response to a request politely made. But that probability was not appreciated.

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GOODALE STREET

AND ITS SPUR OF STREET RAILWAY TRACK.

Railway Companies File Acceptances of Franchises.

Columbus Dispatch, August 16, 1892 – The session of Council last evening was uneventful, even those who like to make objections not finding anything to disturb their equanimity. The session was short, being entirely over before 9 o'clock. The principal business event was the passage of the ordinance for the

GOODALE STREET RAILWAY

This was an ordinance granting the **Columbus Street Railway Company** the right to construct a double track road on Goodale street from High to Fourth street. Accompanying it was the consent of the abutting property owners. The features of the ordinance are the same as in all the others recently passed by council. It is understood to be a cut-off during the construction of the viaduct, but it is provided that the railroad shall remain after the viaduct is completed, and kept in repair. The rules were suspended; the ordinance read the second time and referred to Committee on Street Railways. The committee approved the ordinance, which was then read the third time and passed.

The **Columbus & Westerville Street Railway Company** filed its acceptance of the franchise granted it by Council. Similar acceptances were filed by the Leonard Avenue and Columbus Street Railway Companies.

Frank Haettel filed a claim for prospective viaduct construction damages amounting to \$10,000.

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STREET RAILWAY TROUBLE

ANOTHER CONDUCTOR RECEIVES A SHORTAGE SLIP.

Under Peculiar Circumstances.

Meeting of the Associating to Be Held.

Columbus Dispatch, September 13, 1892 – A Dispatch representative had a conversation with a conductor on one of the lines of the **Columbus Street Railroad Company** last evening, who related an incident which shows in a striking manner how prone are the clerks to make mistakes for which the men on the line are made the innocent sufferers. Said this conductor: "Last Thursday morning when I received my sack I found a shortage slip of almost a dollar on the previous day's return. As I was running a car as motor man on the day previous, I handled no fares, and of course could not have been short. Somebody else had made a mistake. The fact is." Continued the conductor, "It requires persons of first-class ability to keep those accounts straight and we fellows have to suffer for the mistakes that are made in there, under present arrangements. The company has a mighty good set of men on the cars now. They are as a rule exceptionally careful, and they have up to this time complied with all requirements without complaining of the exactions."

Another grievance which, according to statements of the men, the association will probably ask the company to consider and abate, is that of overtime for which they claim they receive no compensation. The schedule of wages contemplates a working day of twelve hours, but some of the turns are so arranged that the men put in considerably over twelve hours every day. Some who have runs which cover eleven hours and a half claim they are credited and receive pay for only eleven hours. There is a desire to have these inequalities adjusted. But the principal demand of the men is for the reinstatement of Conductor C.E. Tompkins and a change in the method of making settlements that will relieve them from responsibility for the mistakes of other people. It is probable an adjourned meeting of the association will be held next Saturday night to consider these grievances.

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WILL THEY STRIKE?

TROUBLE AMONG THE STREET RAILWAY EMPLOYEES.

Coming to a Focus – Mass Meeting Called President Mahone Talks On the National Meeting.

Columbus Dispatch, September 19, 1892 – The agitation among the employees of the **Columbus Street Railway Company** over the discharge of Conductor C.E. Tompkins and the frequent receipt of shortage slips, is about to come to a focus. President Mahone of the local organization of street railway employees has returned from the national meeting at Indianapolis, and a mass meeting of the men has been called for to-morrow night, after the cars cease running, at 182 ½ South Fourth street, to consider the matter. This is not to be a meeting of the union, as such, but a mass meeting of all the car men, whether members of the organization or not, and all are expected to be present. The committee appointed to investigate the discharge of Conductor Tompkins had another interview with manger Stewart, which was not satisfactory to them, and they will so report to the meeting, which will then proceed to take such action as may be deemed proper.

A representative of The Dispatch had a talk with President Daniel Mahone, of Columbus Union No. 5,229, United Order of Street Car employees, in reference to the formation at Indianapolis, last week, of the Amalgamated Association of Street Car Men of America, and touching especially upon the Indianapolis method of settlement with street railroad employees. Mr. Mahone said that in Indianapolis the street car conductors, before going on duty in the morning, go the company's office and buy the necessary number of tickets for use during the day. Each conductor then takes a statement of his register. He only makes one daily settlement with the company, and that is in the evening after his work is done. On quitting work he again reads his register and this shows the number of passengers he has carried during the day. For instance, if at night his register shows that he has carried three hundred passengers, he must account for that many fares either in cash or tickets.

Mr. Mahone said that this system was much simpler and much more preferable than the one in use in Columbus. He said he did not learn anything about the systems in use in other cities.

In reference to the National Convention, attended by himself and Edward Cornelius, Mr. Mahone said every part of the United States was represented and that President Gompers, of the federation of Labor, said it was an unusually intelligent body of men. Ohio was represented by fifteen delegates. Of the new association J.W. Law was elected President and Mr. Manus, (both of Detroit), was chosen Secretary, and the National headquarters established in that city.

The Amalgamated Association is independent both of the Federation of Labor and the Knights of Labor, although all local unions may affiliate with these organizations. Mr. Mahone said that the Amalgamated Association, as soon as the organization was fully organized, would adopt a basic scale of wages for the hold United States, and would protect and assist all victimized street railroad men everywhere.

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THE OBSERVATION CAR

Columbus Dispatch, September 2, 1892 – The question was asked several of the Main street and Neil avenue street car conductors which end of the line they preferred, and in every instance the answer was, “The Neil avenue end.” When asked why, they say that over the Neil avenue line it is a rare thing to carry a drunken passenger, which on the Main street part of the line they have many drunken men and women of ill-repute. The universal opinion among the street car conductors is that generally the people who ride over the Neil avenue line are among the most courteous passengers to be found.

Two cars were kept running all day yesterday on Fourth street, from Naghten street to Fifth avenue, and the delight of the people on that thoroughfare was evidenced by their patronage of the line, as well as by the fact that at every house on the street people were in the yard watching the first car as it passed. When the entire line is in operation it will save the people in that section of the city a long walk to High street, and give them direct and rapid transportation to the central part of the city.

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THE OBSERVATION CAR

Columbus Dispatch, September 5, 1892 – Were the city to have one consolidated street railway system, making transfers to all points for one fare, the title of “passenger agent,” or “general passenger agent” (in connection with superintendent or manager), would not be a misnomer. Such a road would carry quite as many passengers as some of the steam roads. The purpose of the title would be to give efficient sanction to public notices. Anonymous notices do not carry the weight of a notice with a name to it. Such notices, when it is proposed to mass cars on one line for a special purpose would always lead people the right way and would look very business-like.

The new Fourth street car lien was well patronized yesterday by people anxious to see the part of the city newly opened up to travel on the cars, as well as make a trip to the State Fair Grounds, which will be visited as much as a park, now that they are easy of access.

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THE OBSERVATION CAR

Columbus Dispatch, September 15, 1892 – North Columbus people say that the street railroad company yesterday added insult to injury by removing the two motors for Chittenden avenue north and substituting a bobtail horse car therefor.

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INDIGNANT CITIZENS

North Columbus Protest Against Discrimination by the Street Railway Company.

Columbus Dispatch, September 15, 1892 – The dissatisfaction at North Columbus over the “side tracking” of that section by the **Columbus Street Railroad Company** during the fair, assumed definite form last night and this morning, when a paper was circulated and signed by business men and citizens generally, addressed to the company and earnestly remonstrating against the lack of accommodations furnished and the great inconvenience and delay to which the people have been subjected. An informal meeting of business men was held this morning, at which the matter was talked over.

The feeling was one of great indignation. It was contended that, as the company obtained its charter rights from the citizens of Columbus, its first duty is to our own people, and that in the present treatment of the people of the extreme north end, the company is violating the spirit if not the letter of the charter.

When the State Fair opened the company diverted its cars from High street at Chittenden avenue, placing two motors on the High street line from that point north to accommodate the local travel. The necessary transfer, irregularity of cars and long waiting spells caused much dissatisfaction. Indignation was greatly intensified yesterday when the company took off the only remaining electric cars and substituted town dingy old one-horse cars, which moved up and down the road with exasperating slowness all day.

Councilman Cooper was delegated to present the grievance of the citizens to the company this morning. Dr. Cooper came down town for that purpose, but found the office of the company deserted by its responsible officers, who were all said to be away looking after State Fair business. His visit therefore was a fruitless one.

It is not unlikely that the matter will be heard of in the City Council.

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NOTICE

Street Cars to the State Fair

Columbus Dispatch, September 15, 1892 – Cars will be run as follows to the State Fair for the accommodation of the public: By the High street line via Chittenden avenue, and by the North Fourth street line via Chestnut street direct to the gates. A large number of extra cars will be run on these lines to which can be transferred passengers from any part of the city for the usual five-cent fare. Special cars will be run from the trestle to accommodate people coming in on trains.

In addition special cars will be run over the Long street line every thirty minutes, State and Oak street every thirty-two minutes and Main street every thirty-five minutes through to the Fair Grounds without transfer. All cars will be plainly marked and only the usual fare will be charged.

Fred. W. Atchenson,
Superintendent of Transportation

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WORK CAN GO AHEAD

ON THE FOURTH STREET RAILWAY LINE.

Judge Pugh says Part of the claim of Mr. Sells is Speculative.
While the Property Owners Have Rights That Can Stop Street Cars,
Green Lawn Avenue Injunction Dissolved.

Columbus Dispatch, September 19, 1892 – Judge Pugh this morning dissolved the restraining order which has held the extension of the Fourth street line of railway in check. Mr. Ephraim Sells, a property owner, had secured the restraining order and asked for an injunction. Judge Pugh denies the application for injunction. His reasons were as follows: It was claimed by the plaintiff, who claimed ownership clear to the center of the street, that the construction of a street railway was a new burden on the ground appropriated for street purposes and therefore under the constitution abutting property owners are entitled to compensation before it could be taken for street railway purposes. Judge Pugh decided that while ordinary steam railways may create a new burden, it was not true of street railways, whether they are operated with horses, cables or electricity. Another contention was over the plaintiff's incidental rights in the street. He claimed they would be impaired, because access to his premises would be interfered with by the building of the road. It would make the street narrow and vehicles could not pass and repass and stop at right angles across the street. The court held that the evidence on this point was against the plaintiff, and further that this claim would not entitle the plaintiff to have the railway company enjoined because the company and lot owner would have to use the street so as not to conflict with each other. The lot owner has the right to come up to his premises and load and unload goods even though it might impede street car travel. It was also claimed by Mr. Sells that the market on Fourth street would be driven away and this would cause property along the market space to depreciate. Judge Pugh held that this claim was purely speculative as nobody could tell whether this would happen or not.

As the matter now stands the street railway company can proceed with the construction of the road and Mr. Sells can have his claims tried in the courts on the facts which Hon. George L. Converse, Mr. Sells attorney, says will be done. If Mr. Sells' facts pan out the company has to stand the damage.

The injunction case of Christian F. Glock and others to stop the proposed improvement of Green Lawn avenue on the ground that the assessment against the property owners was practically a confiscation of their premises was also passed upon, and the injunction dissolve. Judge Pugh found that the claims of the property owners were not well founded.

THE HORSE CAR INSULT

Columbus Dispatch, September 20, 1892 – A resolution offered by Mr. Cooper was passed censuring the street railroad company for taking off the motors and putting horse cars on High street north of Chittenden avenue during the State Fair, and demanding that such “an insult to patrons of the road” be not repeated. The resolution also request the Solicitor to report what guarantee citizens may have against such treatment in the future.

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THE OBSERVATION CAR

Columbus Dispatch, September 23, 1892 – **The Columbus Street Railway Company** have a system that occasions considerable annoyance to the public and which could be easily remedied with a little extra expense. The conductor, when they pass the office on certain trips, is required to settle. While they are in the office from one to three minutes are lost, sometimes even longer, and a blockade of cars ensues. This stops traffic across the street at Broad and Gay streets, and between those points, and is especially noticeable when there is a large travel on the road as on circus days or during the State Fair week.

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THE OBSERVATION CAR

Columbus Dispatch, September 23, 1892 – The Fourth street railway track south of Long street is being pushed. It won't be long, now, until we shall have some of the benefits of cars moving from the old lines to points on Fourth and especially to Central Market.

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THE OBSERVATION CAR

Columbus Dispatch, September 26, 1892 – Workmen this morning began cutting into the asphalt pavement at the Broad street crossing of Fourth street. This is the first cut ever made into the street for a cross-town railway. It is more than probable that it will not be the last.

(Editor's note: This is significant because East Broad Street is the beautifully landscaped street the dandies like to speed their fancy horse and carts on. Now they will need to be careful crossing over the railroad tracks.)

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THE OBSERVATION CAR

Columbus Dispatch, September 29, 1892 – The first encroachment of the Fourth street railroad on the Central Market space was made yesterday, between Broad and State streets, and when market opened this morning the country people who were crowded out of the accustomed places by the upheaval, did not seem to know what to do with themselves. The advance guard of the diggers who are tearing up the street have almost reached State street, and there is not room for a horse and wagon to stand backed up against that sidewalk, as the market people have been accustomed to. This inconvenience, however, will soon be over.

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THE OBSERVATION CAR

Columbus Dispatch, October 1, 1892 – Fourth street is now torn up for the new street railroad as far South as Town street, and this shuts out about half of the market people who have been standing their wagons on Fourth. This left a surplus of vehicles, and the overflow this morning took possession of State street for some distance both east and west of Fourth street, the sidewalk being lined with vehicles and fruit and vegetable stands. The producers will probably desire the extension of the market space, legally, on State, in each direction, to get more room.

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REAL ESTATE NOTES

Columbus Dispatch, October 2, 1892 – The Livingston Avenue street railroad will be completed and in running order by the 1st of November.

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THE OBSERVATION CAR

Columbus Dispatch, October 4, 1892 – The Street Railroad Company appear to have undertaken a bigger job than they anticipated when they promised to complete the Fourth street railroad track between State and Town streets between Saturday evening and Tuesday morning in time for market. The job was pretty nearly done, however, as only about ten feet of the track at the Town street end, remains to be paved. Workmen were still engaged at 7 a.m. in putting the superficial coating of sand on the bricks between the tracks.

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THAT INJUNCTION

BY THE STREET RAILWAY CO. CAUSES DISCUSSION.

Columbus Dispatch, October 10, 1892 – Mr. E.K. Stewart, of the **Street Railway Company**, asked the Board of Public Works to-day for permission to cross Pearl street near the South End car barns in order to reach a lot near by which they had bought. Mr. Wall precipitated a discussion by remarking that Mr. Stewart was delaying work on the viaduct by serving an injunction on the contractor and it was nery in him to ask for a favor now. Mr. Stewart replied that he was not endeavoring to delay work, but the contractor was undermining the trestle and it was necessary to protect themselves; the company had been doing everything in its power to make proper connections at Fourth street. Mr. Hinman said the company had been notified time and again about what was coming and had paid no attention to it. The trestle would have to be taken down anyhow; he believed that the injunction was the thing to fit the case, for by it the trestle would be down sooner than by an agreement with the contractor. He wanted to know if the company could not give transfers from one car to another and thus the people would only have to walk from Goodale to Naghten. It was said by Mr. Stewart that “curves” were wanted at Goodale street, and the delay was because they had not arrived. “Finish your road from Fourth to High street and give people transfers from one car to another,” said Mr. Hinman. Mr. Stewart said he would remove the injunction if time was given him, but nothing was done.

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Notice to the Public

Columbus Dispatch, Oct 18, 1892 – From and after November 1, 1892, the regular stopping places for all cars on the lines of **The Columbus Street Railway Company** will be the first crossing of all intersecting streets, also alley intersections where stops are made, instead of the second or far crossing of the same, as has heretofore been the rule.

By bearing this in mind the public can save themselves and the company considerable annoyance.

Fred. W. Atchenson,
Superintendent of Transportation

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HE MEANS WAR

COUNCILMAN NUSBAUM SPEAKS HIS MIND.

On Matters Concerning the Street Railway Company.

Columbus Dispatch, October 27, 1892 – Councilman Nusbaum appeared before the Board of Public Works to-day with several matters of interest to his constituency. Some days ago the Board granted the **Columbus Street Railway Company** the right to cross Pearl street, near the South End barn. Mr. Nusbaum stated that he objected to the measure, that it should go before Council, as it belonged there, and that if it reached there he would fight it. Mr. E.K. Stewart has faithfully promised him and Mr. Bliss to place iron poles on Livingston avenue from High street to Fifth street. This promise was based on the condition that Mr. Nusbaum would not fight the ordinance for Livingston avenue. The pavement at the point in question is only three feet in width, and in “utter disregard of his promise Mr. Stewart was placing wooden poles on the street; if you gave him a finger he would take the whole hand.” He objected to giving the company anything and he would fight them at every possible occasion. In reply to a question of Mr. Hinman he said even if the company should put in the iron poles he (Mr. Nusbaum) would oppose them. Mr. Hinman said he did not believe that because the company did wrong in one place that they should be punished all along the line. No action was taken beyond advising the gentleman to try to compel Mr. Stewart to keep his promise.

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THE OBSERVATION CAR

Columbus Dispatch, October 31, 1892 – Already the extension of the street railroad northward on Fourth street to the Fair Grounds has had its influence. From Fifth avenue north, east of Fourth street particularly, very many new houses are springing up. People ask for quick communication and will follow the lines of rapid transit, and in any direction that the roads penetrate the era of new building follows it.

The Columbus Street Railway Company will soon be compelled to do something with their North High street track. Riding on that line is now like a journey on the “rocky road to Dublin.” The motion of the cars would make a blind man sea sick. All that is needed to produce sea sickness in the ordinary passenger is a strong imagination.

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THE OBSERVATION CAR

Columbus Dispatch, November 7, 1892 – “Union Depot!” shouted the conductor of the High street car, as he reached High street via Chestnut yesterday. And the passengers smiled as they remembered that they were quite a distance from the depot, and wondered if it was force of habit or by authority that the conductor called the Union Station there. But nobody asked him.

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Editor’s Notes Not a wheel turned.

November 8-11 – The employees finally had a three day work stoppage precipitated by the discharge of a conductor. This would be the first of many strikes that would finally culminate in a multi-week, violent confrontation between the employees and management in the summer of 1910. During the 1910 strike property was damaged causing the Governor to call out the National Guard.

Long hours and harsh working conditions were prevalent in the early years of the streetcar industry and especially in Columbus, Ohio. The Company had their problems as well with the city council insisting on the five-cent fare. That limited what they could do for the employees. The public was also complacent with their insistence on keeping the five-cent fare. Everybody contributed to the problem which festered for years while the employees slowly fought for better pay and working conditions.

THE OBSERVATION CAR

Columbus Dispatch, November 11, 1892 – The unfinished condition of the curved tracks at the corner of Goodale and Fourth streets, has made it a very dangerous place. The slippery condition of the incline from the bridge makes it exceedingly perilous for the numerous vehicles which are constantly passing each other on the narrow space between the east track and curb. The space between the rails should be paved or filled up without delay, or there will surely be an accident or a series of accidents at that point. The increased traffic over that route consequent upon the obstruction of High street, emphasized that necessity.

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THE OBSERVATION CAR

Columbus Dispatch, November 12, 1892 – The muddiest spot on earth seems to be the location of the High street viaduct. The slush is so deep that when the wind is blowing it almost raises ocean waves, and if the contractor goes down deep enough he will probably find that the base of the mud rest on the center of the globe.

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THE OBSERVATION CAR

Columbus Dispatch, November 17, 1892 – The opposition to a double track on Oak street by the abutting property owners was, probably, never before equaled on any street in the city. The policy of the railroad people at the particular point is question, from Eighteenth street to Wilson avenue, has not been a conciliatory one, but rather of a coercive character. The universal expression of the people is: No double track for us, and rather than have it we will do anything. The only way, they further say, for a double track to become a fact is for the company to buy the property on both sides of the street clear through.

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THE OBSERVATION CAR

Columbus Dispatch, November 21, 1892 – Pedestrians who do not know the route over the high street viaduct site are liable to get floundered in the sea of mud that covers the surface there in mild weather. The east side of High street north of the trestle is practically blockaded by huge stones, cars, the switch and a channel that is almost knee deep with mud in rainy weather. The rule to be observed if you want a safe walk from Vine street south is to “guide right and pick your way cautiously” or you may fall into one of the pits beside the abutment for the viaduct or get astride one of the wire ropes used by the hoisting apparatus.

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Fourth Street Merchants

CELEBRATE THE OPENING OF THE STREET CAR LINE.

Fireworks, Speeches and a Hilarious Time Generally.

Columbus Dispatch, November 23, 1892 – Fourth street was gaily decorated last night on the occasion of the opening of the Fourth street electric street car line, and a large number of people participated in the interesting event. There was an elaborate display of flags, bunting, Chinese lanterns and red lights. At 7 o'clock the **Street Railroad Company** had fourteen cars standing on the track near State street and fifteen minutes later they were all filled with people who were anxious to participate in the interesting occasion. The first car was occupied by the members of the City Council and the Fourteen Regiment Band attached to which was a flat car on which red lights were kept burning from start to finish. Thirteen cars followed filled with prominent citizens and their families, notwithstanding the fact that the weather was anything else than balmy.

Transparencies were displayed on the tops of the cars, reading: “A New Era for Fourth Street,” “We’re Right In Line With High Street,” “Move onto a Booming Street.” etc., etc. A general display of fireworks took place as the train moved off at 7:30, and it required the united efforts of a number of police to get the crowd out of the way. The business men and residents along the street gave the occupants of the train an ovation as they passed along the street.

After the ride the hall over Central Market was crowded to overflowing with ladies and gentlemen, including many prominent business men. Mayor Karb presided and congratulated the Fourth street business men on the completion of the new street railway line, complimented the Committee on Arrangements on the success of the celebration and thanked the Street Railroad Company on behalf of the Fourth street

business men. Mr. Alex Krumm gave some reminiscences; Councilman E.C. Briggs made a humorous speech; Hon. George S. Peters presented facts and figures showing the wonderful growth of Columbus since 1872; Hon. Casper Loewenstein vividly pictures the “electric gondola” of the future; Hon. H.J. Booth gave some interesting facts about the increase in value of real estate and the improvement of the street car service in this city; short addresses were made by Messrs. Daniel McAlister, Marketmaster Ballard and Jerry P. Bliss.

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THE OBSERVATION CAR

Columbus Dispatch, November 25, 1892 – It is observed that the people have not yet grown used to the cars running through the Central Market. The cars are moving light as March hares, with only an occasional passenger. The market people have accommodated themselves to circumstances by taking their horses out of the wagons and standing the vehicles sidewise, or backed up against the curb, with shafts raised in the air.

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THE OBSERVATION CAR

Columbus Dispatch, December 12, 1892 – The people who live in and near Bullitt Park are expecting to have street car service beyond the creek after the first of the year. Said Mr. F.P. Jackson, Saturday: “The track has been completed and I understand that the cars will be put on as soon as the Main street bridge has been sufficiently strengthened. The contract for the strengthening of the bridge has been let and I suppose that the work will soon be finished. The track east of the creek runs out Main street to a point nearly opposite the Capital University, then north in an almost straight line, across Broad street and on to about where Long street would run if it were projected. The track then runs west to a point close to the creek. For the present I suppose that cars will not be run further than Broad street as nearly everybody could thus be accommodated.”

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STREET CAR CHANGES

HOW THE SERVICE WILL BE CONDUCTED IN FUTURE.

Main Street and Neil Avenue Lines United

Increase of Time on Oak Street Line.

Livingston Avenue Line Service

Market Cars

New Rule for Passing.

Columbus Dispatch, December 12, 1892 – The Columbus Street Railway Company

to-day inaugurated some radical changes in the running of cars that will undoubtedly prove beneficial to the general public. The Main street and Neil avenue lines have again been united, and cars will be run from the State University to Alum creek. This will make a five minute service for twelve hours during the day, or from morning until 8:30 p.m., after which time cars will be run about every nine minutes. This change necessarily stops the Main street cars from running to the depot, as has been the rule since the trestle was partially torn down. To make up for this, however, the company has added three cars to the Oak street line, two of them are new, which makes a five-minute service on that line, and at the same time accommodates the travel to and from the Union depot. The new cars on this line, two more of which are now being prepared for service, are nearly twice as heavy as the old cars, as they have heavier wheels, two motors and heavier bodies and will necessarily have their effect on the old track east of Eighteenth street, which has fewer ties, little ballast and numerous switches.

Changes will also be made on the High street line, but they cannot at this time be stated definitely. It can be stated, however, that white line cars are now running on an average of three minutes during the greater portion of the day as far as Sixteenth avenue on the north and Schiller street on the south. This gives North Columbus people a car every six instead of every four minutes as heretofore. The service through the Central Market has been increased from one to five cars. When the curve at High and Main street is complete Central Market cars will also be run from the southern part of the city to Fourth street through to the North End.

It is expected that the Livingston avenue line will be opened about the first of the year, and cars will be run direct to the trestle. The line will require about six motors, which, added to the service of the Oak street line, will make a car service about every three minutes between the depot and State street.

The controllers in use on the new cars on the Long and High street lines are not adapted to the particular motors in use on these cars and will be changed as

expeditiously as possible. The controllers now in use cause the cars to jump at times, but it was deemed advisable to use them, even at extra expense, rather than have the cars idle waiting for the arrival of the proper controller.

“Cross at Walk” signs are being placed at proper points from the Court House to the High street trestle on High street and at the intersections of the principal streets. It is not the intention to stop at too many places along the street, but at the same time no point of importance will be neglected.

A circular has been issued to conductors giving extracts from the book of rules on especial points to be observed in running cars. Courtesy to passengers, collection of fares, etc., are the especial points treated upon.

A rule has been added requiring motor men to move cars at a speed not faster than a walk and to sound the bell while passing a car going in the opposite direction. The reason for this is obvious, and it will probably save many accidents to people who have alighted from a car and undertake to cross the street in the rear.

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THE OBSERVATION CAR

Columbus Dispatch, December 13, 1892 – The large cars introduced by the Street Railway Company upon its lines are beauties in every particular and furnished in largely increased seating capacity, but they do not ride so easily as the other cars. Several reasons are given for this, one being that the wheels are too close together, allowing the cars to teeter more or less.

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Editor’s Notes

1892 year-end – After two years the horse cars are all gone and a larger electric streetcar system is humming along. The employees, management, and patrons have all gotten accustomed to their new streetcar system with faster, cleaner, and much more reliable service.

However, there was more change coming with the 1895 introduction of the first interurban – the Westerville line - followed by eight more interurban Lines between 1895 and 1907.