

North Columbus R. R.

New locomotive and new Cars Coming – Switch to the Agricultural College - New Engine and Car House – Single Fare Ten Cents – Commutation Tickets Five Cents – Four Miles Ride for Half a Dime – Connection with the Cleveland Road to be Made for Freight Use.

(The Daily Dispatch, February 2, 1874) The first impression made upon excursionists over the North Columbus Railroad is that the man who projected the enterprise must have been endowed with a large amount of faith in the future growth of that locality. That he will realize his brightest anticipations seems to be beyond doubt. The road was laid out and built through land which had scarcely a house on it. The facilities thus afforded for speedy transit over the four miles of territory through which the road extends will be the means of populating the lands rapidly. Allotments have been made by different persons on both sides of the road, for some distance from it, and a large number of houses have been erected. The road follows the line of Summit street, the highest ridge of land north of the city, affording fine views from the train.

NEW MACHINE.

After losing seven or eight thousand dollars in experimenting upon machinery, the company have come to the conclusion that the best and cheapest way to secure success in this department is to pattern after larger railroads in locomotive and cars. Lon. F. McAleer, superintendent of the National locomotive works at Connellsville, Pa., is building an eight-ton four wheeled engine for the road, almost similar in construction to those in the use on the other lines. Fuel will be carried on an apron, behind the cab, and water in a tank on top of the boiler. All wheels will be connected with the piston rod. This engine will pull seven loaded cars. During the first six months it will be repaired, if repairs are needed, at the expense of the builders. They claim that it will be serviceable during that period without repairs; and for a longer time.

OLD MACHINERY.

The engine built by F.G. Becket & Co., at Hamilton, Ontario, was a total failure. In the laconic language of the president of the road, it was a dee-dee humbug. Rankin, Wilder & Hudson are the patentees. This engine was not delivered at the time agreed upon. Not proving serviceable, the loss of time, repairs and effect upon public confidence in the management of the road is counted equivalent to \$10,000 damage. The old hulk is standing in the engine house.

The engine in use now was re-built by Mr. Royce, of the Franklin Machine company. Since it was put upon the road, the first day of January, trains have not missed a single trip on schedule time. On the first day of the present year a regular

time card was established, from which no deviation has been made – thanks to this engine. It is proposed to keep up this desirable state of things until the new engine arrives, when facilities for public advantage will be increased.

PUBLIC CONFIDENCE

Has been restored. The people know that cars will arrive and depart on time, and are governed accordingly. In addition to good time, prompt arrivals and departures, the car is thoroughly warmed by a unique and substantial little stove. It does its work well. Mr. F. W. Merrick, secretary of the company and superintendent of the road gives personal attention to the office at the city end of the line. William Doyle, a son of the president, Samuel Doyle, is conductor on the train. The president gives general attention to matters along the line. Among all hands there is a diligent effort to accommodate the people. Those who are acquainted with the three persons named will understand that a perfect restoration of confidence in the road will be the sole object of their ambition. The road was opened in September, under unfavorable auspices, owing to defective machinery. Its present status in public confidence, especially among citizens on the line – who know all about the management - is sufficient to verify all we have said on this point.

NEW CARS.

The Connellsville establishment are also building four new coaches for the road. The roof and platforms will be similar in construction to the same parts of large passenger coaches. The interior arrangements will be adapted to the size and style of the coach.

NEW TERMINI.

The company propose to make a reasonable effort to get a connection with the sidewalk on High street, near the west end of the new Union passenger depot. This will be quite an advantage to the regular patrons of the road and the general public. The present starting point from the south end is at Swan street, a few rods north of the depot. It is easily reached, but a terminus on High street would be hailed with pleasure by hundreds of excursionists in the summer season.

The northern terminus is near the pipe works in North Columbus. Mr. Guitner, of the Collins, Atkinson, Guitner & Converse firm, has proposed to build a nice station house and ticket office in that neighborhood, provided the location of the same is made to suit the convenience of those whom he represents; not the firm, but citizens of that suburb. The railroad company feel as though they had done all, or more, than almost any other citizens would have done to advance the interests of the city in creating facilities for reaching points remote from the center of population. The company will rest on its oars for a while, and act in these matters according to future developments.

FREIGHT BUSINESS.

As soon as the Cleveland company can decide upon its plans for laying tracks upon its ground immediately north and adjacent to the passenger depot, the North Columbus road will connect by a switch, for freight purposes exclusively. The gauges of

the two roads are the same. Cars from the Cleveland road can be transferred to the small line for any purpose.

AGRICULTURAL COLLEGE SWITCH.

There is a movement on foot to lay a switch from the N. C. road to the Agricultural college. This will open a way for cheap shipment of coal and freight to that point, and for running a horse car in connection with the main line. The distance from the college to the railroad is about one fourth of a mile. The rails are sufficiently heavy to bear a twelve ton locomotive and are therefore strong enough to transport cars loaded with coal, brick, sewer pipe, or any other freight which may be created in that locality.

OTHER PROPOSED CHANGES.

In the spring it is proposed to leave North Columbus at 6:30 a.m., run the same trips during the day as at present and put on a night train, which will leave the northern terminus at 7 p.m. and return at 11 or 11:30 p.m. Fifteen minutes is the schedule time from North Columbus to the city, but the time can be made in ten minutes easily. The regular schedule time will give those who come down on the early train fifteen minutes to go to any part of the city before seven o'clock. Trains are snaked along lively.

MISCELLANEOUS MATTERS.

Seven regular round trips are made now, Sundays included. Trains leave the city at 8:30, 10:00, 12:30, 2:30 4:30, 6:30 and 7:30. A single fare is ten cents, or forty tickets for two dollars. The number of trips will be increased as the patronage of the road becomes correspondingly greater. With a single engine thirteen round trips can be made – 26 times over the road – giving a train each way every hour, with ample time for stoppages and depot business. At present the fare is five cents to and from the city, commencing at Peters' hill, a point half-way to North Columbus. The new engine house is located near Mock road, on ground higher than the dome of the State house. The engine room is 25x100 feet in size. It is proposed to put a stationary engine in the building, with such machinery and tools as may be necessary to do repairing of the road and rolling stock. There will be two tracks leading in to the building. The road is made on solid earth, and the track is well ballasted. It will be perceived that the object is to have everything substantial.

Henry Neil proposes to erect a pavilion station opposite his fine residence, for the benefit of himself and the neighborhood. He has made a nice gravel walk from the station, through his premises, over to High street, and in a direct line with the college building. Trains can be stopped in the length of a car, and go around curves where it would be difficult for street cars to do the same. Among those persons in North Columbus who have given aid to the company we know of Mr. Guitner, Richard Brown, John Styler and George Williams. Gentlemen along the line including Mr. Neil and ex-Governor Dennison, have contributed also.

It is simply justice to say of the president, Samuel Doyle, that the work and capital he has put on and invested in this road will be of the greatest service in extending the limits of the city in a pleasant direction. Capitalists in large cities have hesitated about investing in the same way when the prospects of immediate gain were infinitely greater. The new cars and locomotive will be here on the first of April. We opine that the road

will do a large pleasure business, in addition to increased local travel, during the coming summer. If necessary, the passenger cars now on the road, in addition to flat cars, can be attached to the engine. The switch to the college farm can be put down within thirty days from the time it is commenced.



Editor's note: The North Columbus Railroad right of way is marked on an 1876 Columbus Map. The north end of the route starts at Mock Road and travels south on Findley Ave, east on Hudson St and south on Summit St. Click here to view the map →

<https://digital-collections.columbuslibrary.org/digital/collection/maps/id/2215>

For the middle section the route continues south on Summit St to First Avenue, west on first Avenue to Kerr St. and south on Kerr St. Click here →

<https://digital-collections.columbuslibrary.org/digital/collection/maps/id/2217>

The south end continues on Kerr St. to Swan St. where the route ends. Click here →

<https://digital-collections.columbuslibrary.org/digital/collection/maps/id/2235>