

# ELECTRIC

## Interurban Railway

Connecting Columbus With Springfield and London.

Company to Build it Incorporated for a Million Dollars.

Will Enter Columbus Over its Own Tracks and is Assured of a City Franchise.

**(Columbus Evening Dispatch, January 27, 1900)** – The Columbus, London & Springfield Railway company was incorporated today by John G. Webb, John M. Good, Hart F. Fisher, Emmett Tompkins, and Fletcher S. Penfield. The corporation is to be located in Springfield, and the stock is \$1,000,000 divided into 10,000 shares of \$100 each.

The corporation is formed for the purpose of constructing, operating, maintaining, and owning a line of railway for the carrying of passengers and freight to be run by electricity or some motive power other than steam, with single or double tracks, side tracks, turnouts, spurs, switches, turn-tables, offices, etc., telephone and telegraph lines for its own use. The line will start at such a point in Columbus as will be [????] determined and extended westwardly in Franklin county, through Madison into Clark county and Springfield.

The papers say that the road may be extended in any direction from the terminal as may be decided upon and that the railway may be run upon the streets and alleys of Columbus, London, and Springfield. The incorporation papers also call for power to lease and use the tracks and facilities of other companies and to manufacture and sell electricity for power, heating, and lighting purposes, all along its lines.

The fees for the incorporation were \$1000, which was paid by Hon. Emmet Tompkins this morning.

The application for a charter is the first step in the establishment of an interurban system between Columbus and Springfield, via London. The stockholders are capitalists of Boston and Springfield, Ohio. The organization of the company is to be completed at a meeting to be held at Springfield on Monday.

The company intends to enter this city over its own tracks and has been assured that it will experience no difficulty in securing a franchise over some street coming in from the west. Mr. J. H. Fisher, who is the managing promoter of the enterprise, has consulted the city authorities and told that a city franchise could undoubtedly be secured

providing the new company would accept certain conditions. Among these were stipulations that the franchise should not be exclusive and that the city should receive annual rental.

Mr. Fisher says all the conditions named were satisfactory to his company and the application for a state charter followed today. As yet no exact route for the line has been surveyed. Work along that line, however, will commence immediately. The stock of the company, it is said, has all been subscribed and there will be no delay from that cause.

The intention is to operate a service equal to steam roads between this city and Springfield. Some fast trains will make the run in one hour and a half and perhaps in less time. As explained in the application for a charter the company will furnish power for other purposes than street cars.

It is the intention, if any of the towns on the line of the road desire to furnish them with power for lighting purposes, the contention being that the company could do so much cheaper than if furnished by a municipal plant.

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