

## Glenwood and Greenlawn Street R.R.

**(Columbus Dispatch, January 22, 1875)** – The West Broad street railroad meeting was held at Fitch & McCrory's office last night. S. S. Rickly was made president and William McCrory secretary. Three committees of three members each were appointed to adjust matters for the building and completion of a railroad called the Glenwood and Greenlawn Street Railroad.

Committee to consult the proper authorities as to securing a right of way: Dr. Hawkes, W. B. Hayden, and William McCrory.

Committee to open stock books and secure subscriptions: A. D. Rodgers, J. R. Hughes, and S. S. Rickly.

Committee to decide as to the size of rail, gauge, and size and prices of cars: W. B. Hayden, A. D. Rodgers, and William McCrory.

The meeting adjourned to meet at the same place next Thursday night, at which time the committees are to make a report.

The main line of this road is to commence at some point in Franklinton and end at the foot of the hill a distance of about two miles. It is supposed that eighteen thousand dollars will complete it and supply it with four cars and twelve horses, with their appurtenances. It was suggested that the road be built as soon as possible, because the present price of labor is low, and will likely advance somewhat before the beginning of summer. Light cars, T rail, and narrow gauge were considered necessary qualities of a good street railroad. Cars with pay or money boxes in them, so that one man can act as conductor and driver, were suggested as being proper for such a road. A twenty-pound rail was spoken of as being the best. The cooperation of the state on behalf of the road was regarded as certain. The "fireless" stove was a topic of conversation for a few moments.

The matter of getting to Greenlawn cemetery, on street cars is a vital point to citizens in general. It is customary, in all cities, and even in country places, for people to visit cemeteries, frequently; to go as friends to the last resting place of loved ones; to go where quietude prevails; to go with visitors that they may see a spot cherished by the people at large and embellished with many beautiful tokens of respect for the memory of the dead. Greenlawn, one of the most beautiful spots in the vicinity of Columbus, is virtually cut off from a large proportion of the population.

The concentration of street railroads, or a provision for a close connection between cars on different roads, is a valuable accommodation for the people. The proposed road ought to begin at High street.

The original charter provided for the building of the road to the Four Mile house. The landowners in that vicinity are anxious to have it extended to that point, which, doubtless, will be done in due season. As to the matter of gauge, one important item as to the future is looking forward to a consolidation of city roads. In that event a narrow-gauge road could not enjoy the advantage, if there be any advantage in it, without changing its gauge and cars.