

BROAD STREET CAR LINE

Progress of Preparations for the Electric System – Poles Going Up.

(Columbus Dispatch, July 25, 1890) – The poles for the electric system on the Glenwood and Greenlawn (West Broad street) railway are laid for several squares from the West corporation line and are very neat in appearance. They are octagonal in shape and are painted the color of lead. The broad gauge tracks are laid from the corporation line to the Scioto river bridge, and the road is ballasted the entire distance, with the exception of the three railroad crossings. One of these crossings is just west of the bridge and, as far as the reporter has seen is seldom used. It is suggested that it would be a good idea for the Board of Public Works to investigate and see if the side track could not be removed without detriment to the owners, as it makes a bad break in the street.

The contractors who are putting down the new street pavement are pushing the work rapidly, and fully one-third of the pavement is laid on one side of the street.

New broad gauge tracks for the electric cars are being placed on the Green Lawn Cemetery branch of the road, and all travel on that line is necessarily stopped. The street cars on West Broad street are running in certain places between the railroad crossings, Neil Avenue and Mt. Vernon avenue cars being used. The machinery to generate the electricity for the new road is being placed in the new power house, and the apparatus for stringing the wires on the poles is all ready for the work as soon as a sufficient number of poles are up.