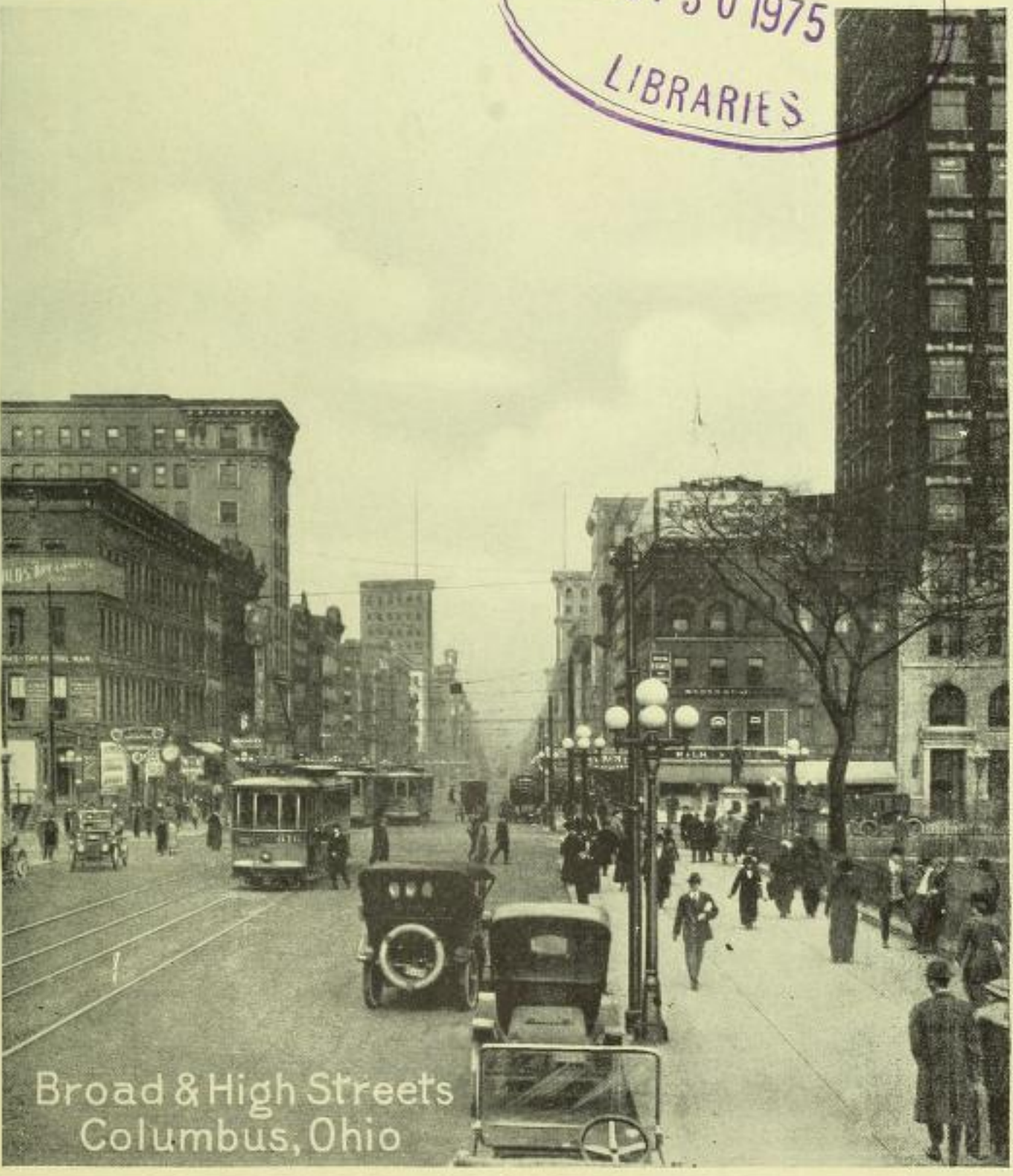


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Broad & High Streets  
Columbus, Ohio



## Conditions Which Govern the Type of Car for City Service

### Columbus, Ohio

**T**HE capital of the State of Ohio and the county seat of Franklin County, Columbus is one of the leading cities of that part of the country, and is enjoying a steady growth both in population and commercial importance. It lies near the geographical center of the State, at the junction of the Scioto and Olentangy Rivers, being about 120 miles northeast of Cincinnati and 138 miles southwest of Cleveland.

It was in 1797 that the first permanent settlement of what is now Columbus was made on the west bank of the Scioto River. The little hamlet was called Franklinton and was made the county seat in 1803. In 1812, after considerable agitation, the capital was brought there and located on a tract known as the Borough of Columbus, on the east bank of the Scioto. The legislature first met there in 1816, when the settlement was incorporated. Considerable impetus was given by the completion of the Columbus branch of the Ohio Canal in 1831, and by 1834 the borough had grown sufficiently to warrant its incorporation as a city.

Since then the growth of the city in area, population and commerce has been steady. Today the municipality covers an area of approximately 17 square miles and the

number of inhabitants is reliably estimated at 210,000, including a large and thrifty foreign-born element. The principal portion of the city lies on an extensive plain along the east bank of the river.

For the most part, the streets follow a rectangular plan and are quite broad. The principal business thoroughfare, High Street, several sections of which are shown in the illustrations which accompany this article, is 100 feet wide, and Broad Street, on which are located many of the finest residences, has a width of 120 feet.

Columbus is an important railroad center, the ample shipping facilities giving great stimulus to manufacturing industries, of which there are a great many of widely diversified character in and around the city. These include foundries and machine shops, boot and shoe and wagon and carriage factories, patent medicine concerns and breweries. Immediately outside the city limits there are extensive railroad shops, brickyards, ice plants and slaughter houses, while nearby are several large quarries. Being located near the Ohio coal and iron fields, the city naturally enjoys a large trade in these products. According to the 1910 census, the city's manufactures amounted to \$49,031,872, an increase of over 20 per cent. in five years.





COLUMBUS TRAFFIC CONDITIONS AND CARS. Long and High Streets. View showing conditions in non-rush hours

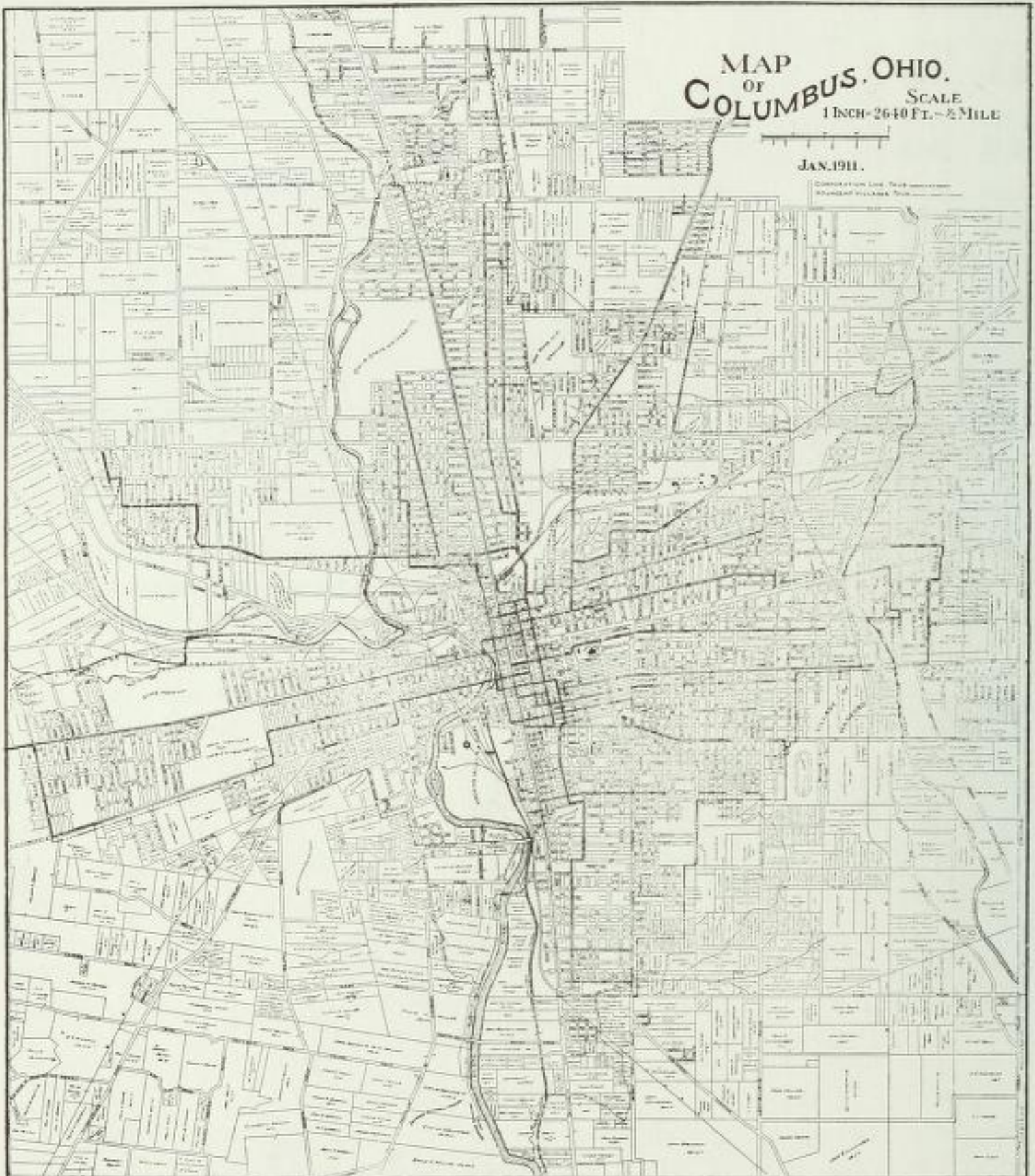


COLUMBUS TRAFFIC CONDITIONS AND CARS. High Street, showing point where Goodale Street cars turn off



Columbus contains a number of parks, which, although not large as such things go, are nevertheless

and Minerva Parks are well equipped as amusement resorts, as is also Indianola Park on the oppo-



COLUMBUS TRAFFIC CONDITIONS AND CARS. Reduced to single-track basis, the railway covers 147.226 miles of track

admirably planned and located to the best advantage for public use. The principal ones are Franklin, with 90 acres, Goodale, 44 acres, and Schiller, 24 acres. Olentangy

site side of the river. The United States Army post occupies 80 acres and the State Fair Grounds embrace 110 acres.

Columbus is the center of a wide



interurban territory which is adequately served by several electric lines. The city service proper is supplied by the Columbus Railway, Power & Light Company, and it will be seen by the map which accompanies this article that the com-

curve on the lines is 31 ft.  $4\frac{7}{8}$  in.

As High Street is the principal thoroughfare, most of the cars touch it at some point. The business section of this street is confined to a comparatively few blocks, which naturally results in more or



COLUMBUS TRAFFIC CONDITIONS AND CARS. High and Town Streets, an important point in the retail district

pany's lines cover the city in a very thorough manner. In all, the railway operates over 54.855 miles of double and 17.516 miles of single track, of 5 ft. 2 in. and 4 ft. 8 in. gage. The fact that the city lies principally on the plain previously referred to, is a distinct advantage, as the maximum grade is only 2.94 per cent. The radius of the shortest

less congestion during the rush hours, but the service is fully adequate for the requirements. The busiest traffic point on the system is at the junction of High and Gay Streets, where an average of 113 cars, each way, pass every hour during the peak. During 1913 the railway carried 63,383,422 revenue and 16,177,218 transfer passengers





COLUMBUS TRAFFIC CONDITIONS AND CARS. State and High Streets, showing portion of Capitol and grounds



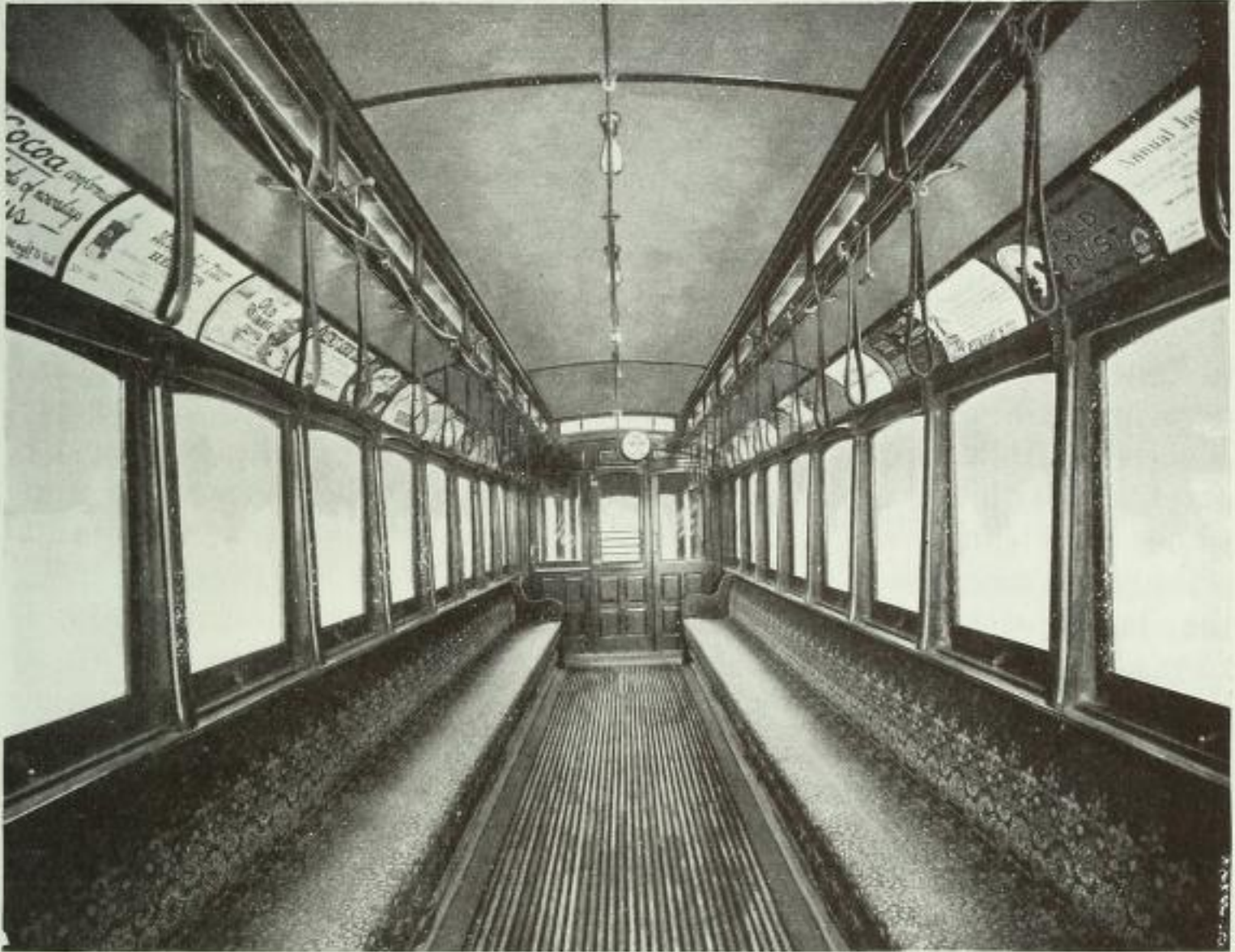
COLUMBUS TRAFFIC CONDITIONS AND CARS. High and Gay Streets, point of heaviest traffic on city lines



over a total car mileage of 1,276,053. On some of the cars fare registers are used, while others are equipped with fare boxes for both cash and tickets. The company maintains a liberal transfer policy.

The railway is admirably

tions. These cars have wooden underframes, with the side sills plated with 15½ in. by ¾-in. steel plates reinforced by angles. This sill construction, together with the deep truss, is amply strong to meet any demands that may be put upon it



COLUMBUS TRAFFIC CONDITIONS AND CARS. The longitudinal seats provide ample aisle and standing room

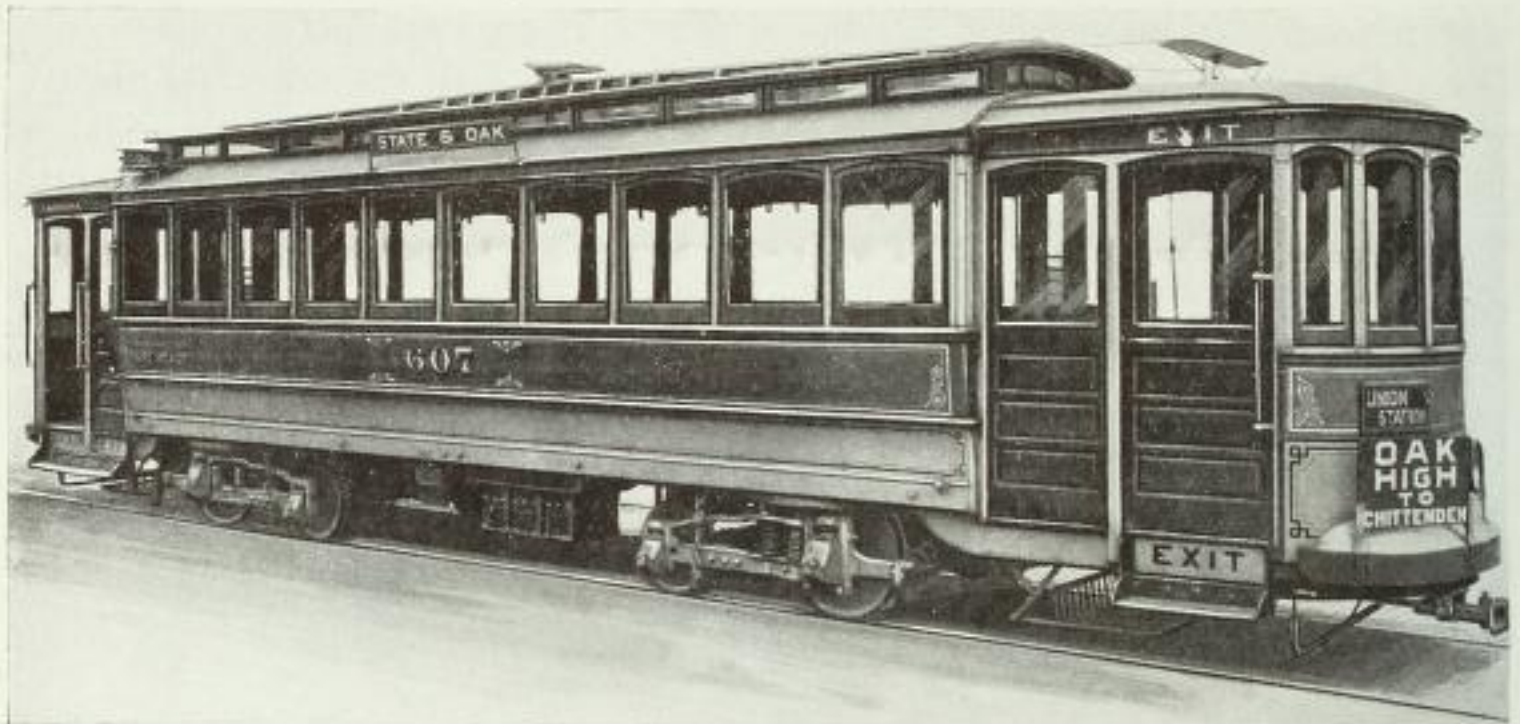
equipped, having 238 passenger cars available for maximum daily service. The number of cars in normal daily operation is 129 during non-rush hours and 201 during the morning and afternoon peaks.

Several types of closed and open passenger cars are used, but the standard is the 28 ft. 8 in. pay-as-you-enter car, built for the railway by the G. C. Kuhlman Car Company and shown in the illustra-

and obviates the necessity of center or intermediate sills. Crossings and diagonal braces are of oak, held in place by sockets formed of channels and angles riveted to the side plates. End sills are oak plated with 6 in. by ½-in steel.

The body framing is of wood, with the monitor deck roof provided with pivoted ventilator sashes. Side and end windows are of the single sash type, arranged





COLUMBUS TRAFFIC CONDITIONS AND CARS. The cars are mounted on Brill Special No. 22-A trucks

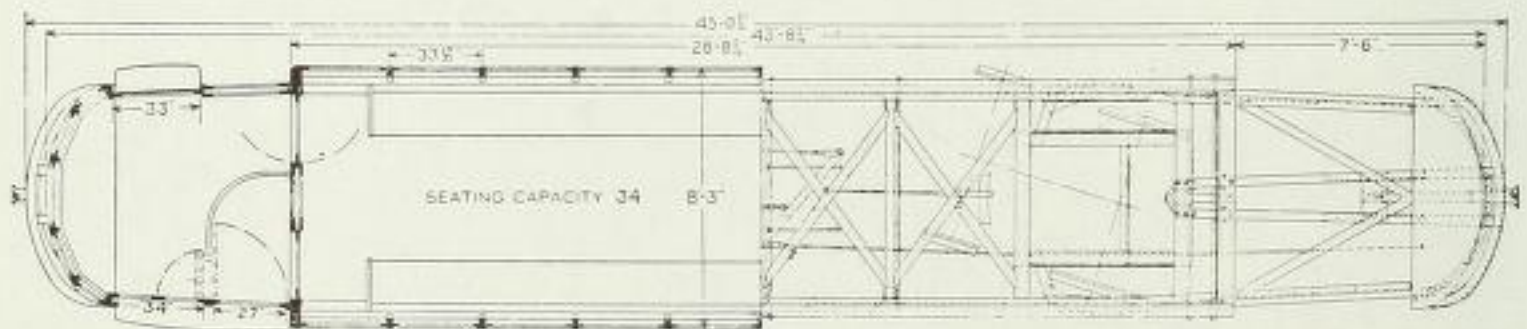
to drop into pockets. Longitudinal seats are used. The interior finish is cherry. Bulkheads at either end are fitted with two doors for entrance and exit. The former is arranged to swing both ways, while the latter slides into a pocket formed by the center section of the bulkhead. The vestibule doors are interesting, in that the entrance door is of the two-leaf type, hinged to the upright which separates incoming and outgoing passengers, while a single door, hinged to the same upright, is used for purposes of exit. Both doors swing in against the iron pipe railing forming the conductor's position. On the brakestaff side of each vestibule

is placed a single sliding exit door.

In addition to its passenger equipment, the railway company operates a 40-ft. baggage car and an adequate service equipment which includes six sweepers, four snow plows, two wrecking cars, a line car and a bond-test car.

Olentangy and Minerva Parks, two of the amusement and recreation resorts referred to in a preceding paragraph, are owned by the railway company, but are leased to the Olentangy Park Company, by which they are operated.

The company, in addition to operating the railway, furnishes electric current for commercial lighting and power.



COLUMBUS TRAFFIC CONDITIONS AND CARS. Track to side sill, 2 ft. 6 1/2 in.; side sill to trolley board, 10 ft. 6 in.; floor to headlining, 8 ft. 2 1/8 in. Track to step, 15 1/2 in.; step to platform, 13 1/2 in.; platform to floor, 7 1/2 in. Weight of car body, less electrical equipment, 23,880 lb.