Union Station Expansion Program – Third St Viaduct Columbus Dispatch Articles 1927, 1930

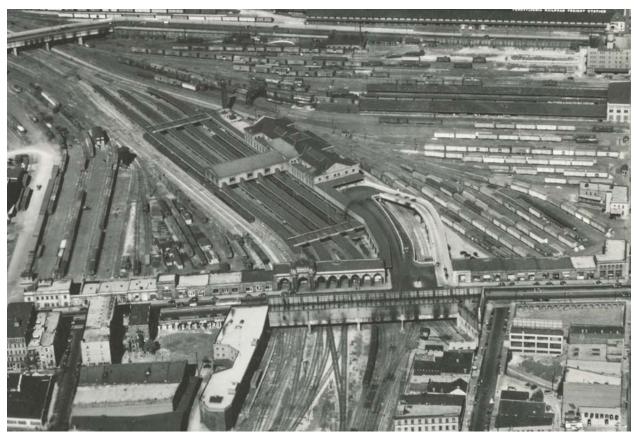


Photo from the Columbus Metropolitan Library – Columbus Dispatch Collection – 1934

At the very top of the photo is the Fourth Street viaduct, which crosses the many railroad tracks on the east side of the station complex. The planners and the public hoped that a Third Street Viaduct would be added. It would relieve traffic congestion on the Fourth Street Viaduct and provide an additional connection to the station.

The Third Street Viaduct would not make the cut. It would take until circa 1960 to be constructed.

RAILROADS FIGHT VIADUCT PROJECT, PROMOTERS SAY

Against the Proposal Because They Must Pay Greater Share, Committee Says.

ARGUMENTS ARE CITED

Report of Planning Commission Pointed to, Establishing Need of Change.

(Columbus Evening Dispatch, October 30, 1927)

The committee of 101 civic leaders promoting the viaduct issue issued a statement Saturday in which it declares opposition to the Third street viaduct and Summit street extension is sponsored by the railroads.

"There is only one source of organized opposition to the Third street viaduct and summit street extension, and that is the railroads entering the Union station. The Baltimore and Ohio railroad has opened fire, and if there are any of the railroads which are against the project, now is the time for them to declare themselves," the statement says.

"The reason why the railroads are against the viaduct is easy to see. The courts have ruled that they must bear 65 percent of the cost of that part of the viaduct above their tracks. With them, opposition is the result of selfishness. They do not want to pay their share of something which will benefit all Columbus.

PRESENT ARGUMENTS.

"Here are the arguments which the railroads will put forth in one manner or another. They will say Columbus does not need the viaduct. As against that we have the findings of our city planning commission, composed of able men with the best interest of our citizens in mind. Their traffic survey makes the building of the Third street viaduct a prime requisite.

"Then the railroads will put out the propaganda that the cost of the issue will not build the viaduct. Again, we have an answer for them from a good Columbus authority, City Engineer Simpson, who has been working on the project of the viaduct for 17 years and says the viaduct can certainly be erected for the price named in the issue.

"Another argument the railroads will make is that the Union station is going to be moved, and so no viaduct will be needed. Suppose the station is moved. The tracks will still be there, and the centers of business and population still will remain the same. But the station is not going to be moved, at least not soon. The state must abandon the present penitentiary before there can be a new Union station. And that does not seem an early probability.

DENY HARDSHIPS TO RESULT

"The railroads also will try to give the impression that building this viaduct will work a great hardship on the taxpayer. Its cost will be trifling compared with the benefits received, and it will free more than \$1,000,000 to swell Columbus payrolls. Furthermore, appreciation of property along its route in its first few years will yield an increase to the tax duplicate far in excess of its cost.

"Shippers of Columbus and persons entering and leaving the Union station are daily being inconvenienced and delayed so that the loss of time, money and human energy is appalling. The viaduct and the Union station entrance would relieve all this automatically.

"The first shot from the railroads comes through the so-called 'Tax-Pay-er' association, which draws its leaders from the Hilltop sewer association, and which is viciously attacking the Third street viaduct. Two large billboards near the Union station carry the sentiments of this organization. There also has been issued a sheet headed 'Don't be a Goat.' This is all railroad propaganda, and there will be more.

"This is a plain case of great corporations against the people. These railroads, for their own selfish ends, do not wish to spend their share of the viaduct cost. So they chose to block a public improvement for all the people – an improvement so badly needed that it is really a public emergency. In this autocratic, un-American stand they are bound to lose, for it is the people who have the vote – not the great corporations," the statement concludes.

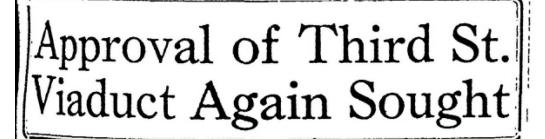
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Columbus Evening Dispatch – November 6, 1927



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A PPROVAL is sought for the issuance of bonds by the city of Columbus for the purpose of raising funds to pay the cost of constructing a concrete viaduct as an extension of Third street, from Naghten street to Goodale street, over the tracks of the several railroad companies. which would connect, with passenger and vehicle entrance, with the Union Station.

The amount of bonds is \$1,200,000, which would be a tax levy of approximately one and one-quarter mills per dollar of tax valuation for the payment of interest and retirement of the bonds.

Proponents of the issue urge its pas-

That the visduct is needed to relieve congested traffic in the downtown district.

That it would serve as a through thoroughfare expediting traffic to and from the north side for all residents of the city

That it would serve as an adequate entrance way to the Union Station, avoiding danger and congestion now existing in the "bottleheck" passageway from High street to the depot.

That existing north bound arteries are not sufficient to adequately take care of traffic into and out of downtown Columbus.

Supporters of the bond issue are legion, headed by city-wide civic and business associations, and a citizens committee of 101 persons. Those opposed to viaduct bond issue, say:

That existing thoroughfares are adequate to carry traffic into and from the North Side of the city.

That the viaduct is not needed to relieve congestion at the union station

Opposition to the construction of the viaduct is backed by the railroads over which the viaduct would be constructed. They would be required to pay 65 per cent of the cost of the improvement.

MAGRUDER TURNS COMMAND OVER

PHILADELPHIA, NOV - 5. — (AP) — Rear Admiral Thomas P. Magruder, detached from the command of the

Columbus Evening Dispatch – June 16, 1930

Third Street IMPORTANT LINK. The thoroughfare plan as drawn up by Prof. F. H. Eno of the engl-Viaduct Plans peering department of Ohio State university and Service Director Duffy, chairman of the traffic executive Are Revived committee, calls for the Third street risduct as an important cog in the mstem. According to Service Director Duffy the committee will perfect its plans Project Again Discussed As for the thoroughfare system within Part of City Thoroughhte next few days and will submit fare System. them to the city council for approval. "Need for a comprehensive program in the Union station district has CONGESTION RELIEVE brought about the idea that now is the opportune time for discussion of the Third street viaduct," declared Improvement Will Tie In H. R. Edwards, city planning commission engineer. Monday. With Other Major Union With the recent action of the Union station board of directors, to Depot Plans. construct a new train shed at an estimated cost of \$750,000, with the defi-Revival of the Third street viaduct nite provision in the contract that kts among numerous downtown I: be completed by Nov. 1, various corntown business interests are of business men is anticipated within the opinion that the time is ripe to the next few weeks, it was learned iring the Third street viaduct projtem reliable sources Monday. et, which has been hanging fire for Need for a definite linking up of more than six years, to the front once the thoroughfare traffic plan, which more. has been worked out by the city planring commission, with the viaduct project, has been voiced by many ciric leaders within the last few days.

RELIEVE CONGESTION.

"The contemplated viaduct project a fast becoming a necessity as Coumbus attempts to solve its traffic roblems. A connecting link between fhird street and Summit street would he a great relief to traffic congeslon," according to one prominent usiness man.

"The Third street viaduct would be very important link in our new horoughfare system," declared Protestor Eno Monday.

City engineers declared that the faduct had been included in all bluemats which have been made to date if the anticipated system.

In view of the fact that a Union iation improvement program has seen voted calling for a train shed thich will be constructed at a cost if not less than three-quarters of a cillion dollars, and because of talk egarding a fruit and vegetable termiial to be built in the near future, s well as discussion of the Chesacake & Ohio's rumored plans for a reat freight terminal, civic leader sof columbus believe the time is at hand or a definite settlement of the Third utet viaduct project.

RAIL OFFICIALS HERE.

It was further intimated that many the outstanding business and proessional men of the city had beome interested in the viaduct proect. This fact alone is expected to reate sentiment for the linking up the entire viaduct scheme with the horoughfare plan and the terminal, teight house, Union Station train hed construction program. However, it was learned, Monday, hat solicitors of the Big Four and ensylvania railroads, were in touch ith fruit dealers in Town street last eek, regarding certain developments thich vitally concern the proposed mit and vegetable terminal. For some time it has been known hat the Hocking Valley, now the hesapeake & Ohio, has been conimplating the construction of a leight terminal. Plans are now said be going forward rapidly on this attcipated project. With these various construction prorams in mind, and with the thorughfare pian practically ready for 1 onsideration by the city council, inluencial business and professional | ien are anxious to get the Third i treet viaduct problem cleared up hile the various construction proets are hanging fire.

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