

# Columbus Interurban Chronology

## 1891-1958

**BOLD BLACK** - Columbus Area Interurban Formed  
**BOLD BLUE** - Consolidated Interurban Company Formed  
**BOLD GREEN** - Interurban Line Abandoned

- 1891 Columbus & Clintonville Electric Street Railway under construction – 1 mile
- 1894 Worthington & Columbus Electric Street Railway in operation
- 8/25/1895 **Columbus Central Street Railway** between Columbus and Westerville under construction. 5' 2" gauge
- 1898-1901 **Columbus Grove City & Southwestern Railway opened** – 15 miles. First to Grove City then to Orient.
- 1901 Columbus Delaware & Marion Railway purchased the Columbus Clintonville and Worthington Street Railway and started building to Marion.
- 1901 **Columbus New Albany & Johnstown Traction Company** opened to Gahanna – 6 miles. 5' 2" gauge
- 1901 Columbus – Westerville line purchased by CRP&L Co.
- 1902 **Columbus London & Springfield Railway** complete
- 1902 **Columbus Buckeye Lake & Newark Traction Company** completed – 34 miles
- 1903 **Columbus Delaware & Marion Railway** complete - 50 miles
- 1903 **Columbus Urbana & Western Railway** built as the Urbana Mechanicsburg and Columbus Electric Railway between Columbus and Fishinger's Bridge – 9 miles. Named changed in 1904
- Abt. 1903 **Ohio & Southern Traction Company** build from Columbus to the Hartman Stock Farm – 5 miles
- 1904 The Columbus Newark and Zanesville Electric Railway completed line from Newark to Zanesville – 30 miles. Affiliated with the Columbus Buckeye Lake & Newark Traction Company.
- 1904 **Scioto Valley Traction Company** opened line from Columbus – Circleville (27 miles) with a branch from Obetz Junction to Lancaster (24 miles).
- 1905 The Scioto Valley Traction Co. opens the line from Circleville to Chillicothe (20 miles) – 71 miles

- 1905 The old Rich Street school is remodeled into the Scioto Valley Traction Company's Columbus Station at S. Third and Rich Streets (northeast corner)
- 1906 **Indiana Columbus and Eastern Traction Company** formed. It includes the Columbus Newark & Zanesville Electric Railway, Columbus London & Springfield Railway, Columbus Grove City and Western Railway as well as interurban lines west and north of Dayton.
- 1907 **Ohio Electric** formed – 617 miles. Leases the Indiana Columbus and Eastern Traction.
- 1/6/1912 The new Interurban Terminal Station dedicated. Located between Rich and Town Streets on the Westside of S. Third Street.
- 1921 **Ohio Electric** goes bankrupt and the Columbus Newark & Zanesville Electric Railway and the Indiana Columbus & Eastern Traction Company return to independent operation.
- 1922 **Columbus Grove City and Southwestern Railway**, now called the Columbus-Orient Branch of the Indiana Columbus and Eastern Traction Company, abandoned.
- 2/1/1924 The Columbus New Albany and Johnstown Traction Company sold to the Columbus Railway Power & Light Company. Becomes the Ralston Division.
- 1923 The Scioto Valley Traction Co. renamed the Scioto Valley Railway & Power Company
- 1925 The Columbus Newark and Zanesville sold by the Indiana Columbus & Eastern Traction Company becoming the Southern Ohio Public Service Company.
- 1925 **Columbus Urbana and Western Railway** replaced with bus service.
- 9/29/1928 The Westerville freight car service discontinued.
- 1929 **Ohio & Southern Traction Company** abandoned.
- 11/1/1928 **Ralston Line** (CAN&J) abandoned.
- 1/16/1929 **Southern Public Service** (CN&Z) abandoned to Columbus
- 12/1/1929 **CRP&L Co.'s Westerville service abandoned** from Westerville to the CA&C RR on the eastside of Minerva Park
- 1/1/1930 **Cincinnati & Lake Erie Railroad** formed.
- 9/30/1930 **Scioto Valley Railway & Power Company** abandoned passenger service and general freight service leaving track from Obetz Junction to Groveport and Obetz Junction to the Picway Power Plant - 13 miles

- 1932            The Scioto Valley Railway & Power Company renamed the Ohio Midland Light & Power Company.
- 8/23/1933     **Columbus Delaware & Marion Electric Co.** abandoned leaving about 7 ½ mile line from power plant to the C&O RR in Marion. Became the Marion-Reserve Power Company
- 10/29/1938    **Cincinnati & Lake Erie Railroad** abandoned to Columbus.
- 1952            The Marion-Reserve Power Company dieselized.
- 1956            Ohio Midland Light & Power Company dieselized. Last electric operation in Central Ohio.
- 1962            **Marion-Reserve Power Company** track abandoned.
- 1957/1958     **Ohio Midland Light & Power Company** track abandoned.

The End

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**Anniversary of Interurban's Demise  
Letter to the Editor  
From Robert L. Kuhns**

Just about 19 years ago, the last interurban car, Cincinnati & Lake Erie's high speed No. 110, rolled out of Columbus.

The last departure was made from the big interurban terminal building at 3<sup>rd</sup> and Rich Sts. There a small, silent crowd had gathered to see the end come for the once great and important traction empire.

As time drew near, the vestibule filled with flowers and someone chalked "Last Run" on the 110's dark red dash.

Here a quick blast on the big brass air horn and the ringing of the automatic bell, the car pulled through the crowd, into Rich St, across High St, westward to the Hilltop, Springfield, Dayton and oblivion.

Small communities along the route felt the loss of the "traction" much more than did Columbus. Knots of people waved farewell, some taking snapshots or putting Peonies on the track.

Near Harmony an old man flagged the speeding car and shoved a big basket of flowers into the motorman's vestibule.

Thus was the end of the era of the traction. There was an unexplainable magic about that time, when all of the cities in Ohio were tied together with the track and wire of the trolley lines.

I'm rather sorry for today's kids. They'll never know the fun of riding on the "traction".

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