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.

1902 **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. Name 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 lies 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.


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.


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 3rd 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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