

1888 Critique of the Columbus Street Railways

Sixteen years after the *1872 Critique of the Columbus Street Railways* article the horse car system had greatly improved. This article was written a few months before two big celebrations were held in Columbus – the Grand Army of the Republic encampment and the Centennial Celebration of the creation of the Northwest Territory. The reporter had reason to make the street railway system look. The last paragraph may have been more hope than fact.

Street Railways

Electric and Equine Motors – Men – Mules and Miles

(Columbus Dispatch, April 1888) – The Consolidated Street Railroad of Columbus is one of the profitable corporations of the land.

Time has made few changes in the management of the street railway system of this city, but the changes that have been made are for the better. A system of transfer similar to that of certain cities of this class would be a public benefaction. However, the cars and the accommodations generally are first class, with the promises of great improvements in the future.

A line of road from High street to the Centennial grounds is in operation, the motive power of which is electricity. This road will be of special advantage this year in transporting rapidly the large crowds that will throng the city to see the show of the century.

The general offices of the road are located at no. 12 North High street. Major A.D. Rodgers is President of the company; H.T. Chittenden, Vice President; E.K. Stewart, Secretary and Treasurer; J.H. Atcherson, Superintendent, and Fred W. Atcherson, Assistant Superintendent.

The company operates six lines of road, all of which pass over a portion of the High street tracks. The High street line is a double track road nearly the entire length of High street, being over five miles of direct line.

The next important line owned and operated by the Consolidated is Long street, running from the Court House to Franklin Park, a distance of three miles.

The Main street road runs from the Union Depot to the southern boundary of Franklin Park.

The State and Oak street line from the Union Depot to the eastern limit of the city at Franklin Park.

The Neil avenue line from the Court House to the State University grounds, and the Mt. Vernon avenue from the Court House to Twentieth street, in the southeastern portion of the city.

These lines give ample facility for the visitor to reach any of the public institutions except those lying to the westward of the city, which are reached by another line of road operated by another company. The High and Neil avenue lines reach the State University. The Main street line, leading to the Institute for the Blind, the Oak street to the Deaf and Dumb Asylum, and all lines to the Union Depot and State House.

The time made on these lines is satisfactory, the horses being better than the average found in street car service. The company is bringing into use the hardy mule, whose spirit never breaks with the tread-mill-like life on the track. About thirty miles of street railway is in use within the corporate limits of the city.

The Glenwood and Greenlawn Street Railway Company operates a line of road on West Broad street, from High to the Central Insane Asylum, which reaches Greenlawn Cemetery and the Institute for Feeble Minded Youth.

The President of the road is Major A.D. Rodgers; R.R. Rickly, Secretary, and S.S. Rickly, Treasurer. The equipment of the line will be increased to meet the wants of the public and great influx of strangers that may desire to visit the State Institutions situated upon the line of road.

The Consolidated gives employment to 180 men owns 440 horses and mules and use 100 cars. A large number of elegant cars, holding 100 persons each are being constructed, while the Superintendent is constantly buying horses to meet the demands of an ever-increasing travel.

Great improvements are contemplated in regard to the movement of cars by electricity, and by the time of the Centennial the city will be admirably supplied with street railway facilities.