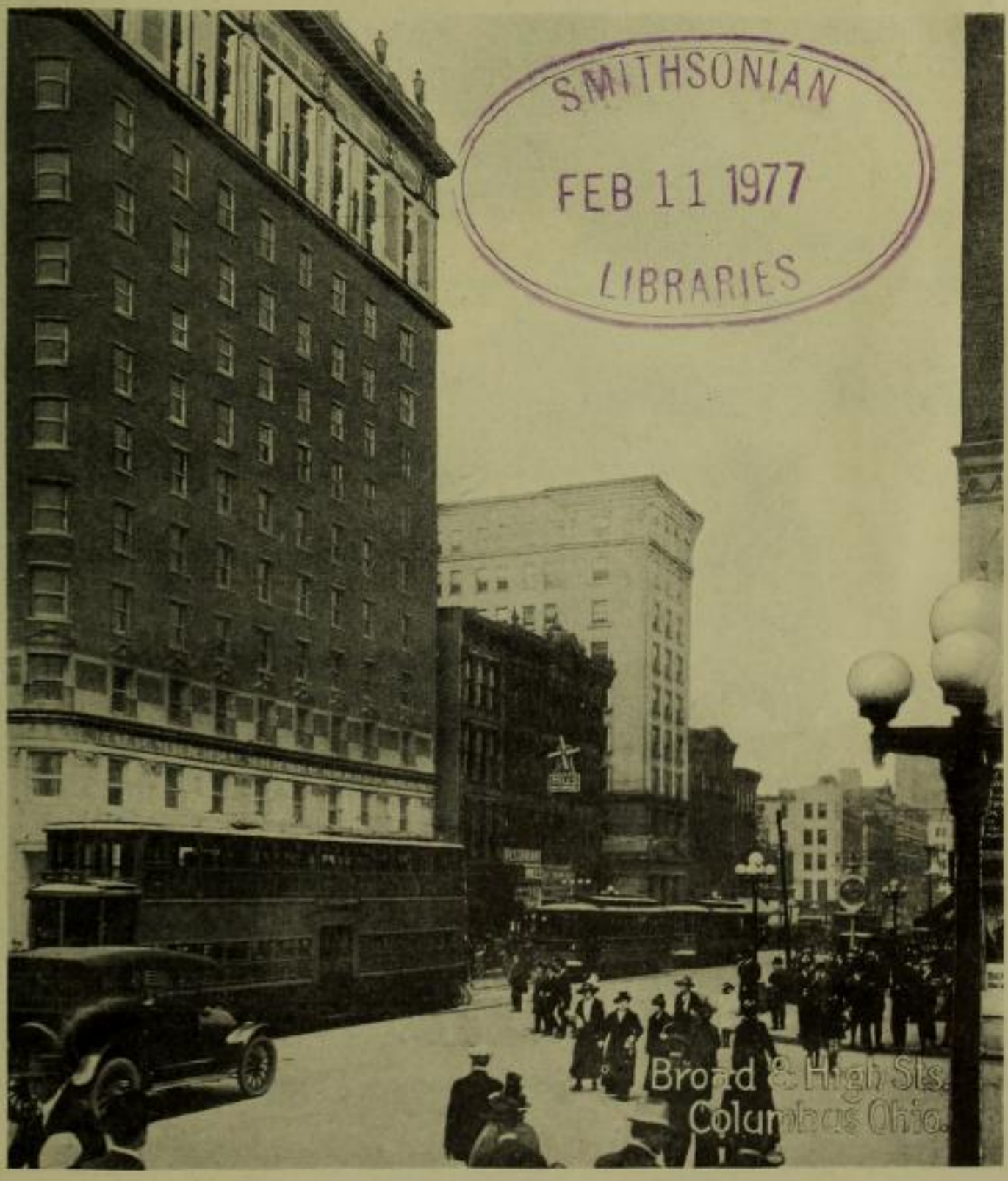


BRILL MAGAZINE



Interurban Centers and Interurban Cars

COLUMBUS



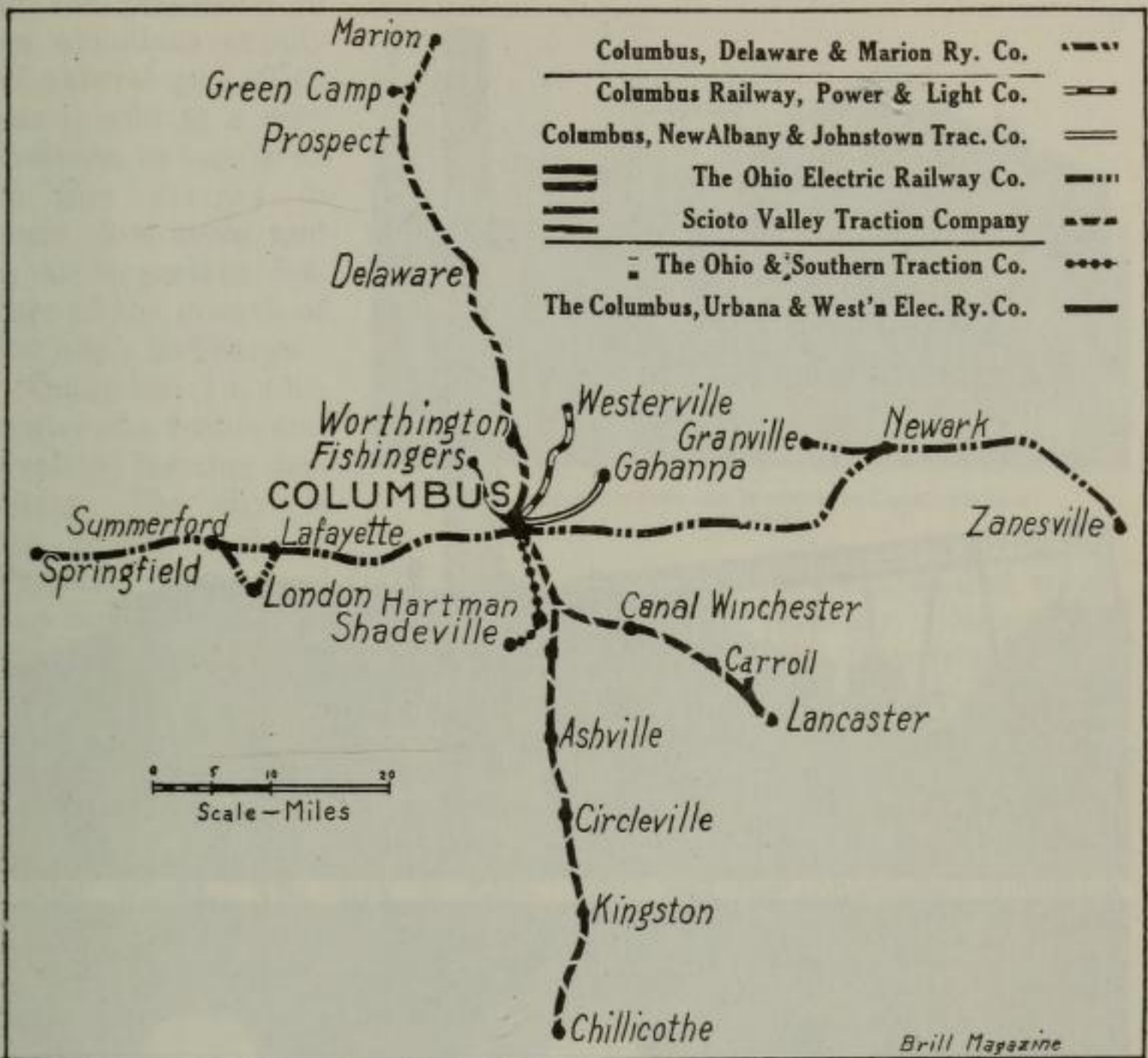
HALFWAY between Cincinnati and Cleveland is located Columbus, capital city of the State of Ohio since 1812. Not only is the city midway between Cleveland and Cincinnati, but it is in what is almost exactly the geographical center of the State and what is practically the center of population of the whole United States. The present estimated population of the city is about 250,000. Its census returns in 1910 showed a total of 181,500; in 1900, 125,500, and in 1890, 88,000. The city is at the confluence of the Scioto and Olentangy Rivers and is a port of entry.

Columbus is an important railway center, being served by the Cleveland, Cincinnati, Chicago and St. Louis; the Pittsburgh, Cincinnati, Chicago and St. Louis (Pennsylvania system); the Baltimore and Ohio; the Ohio Central; the Norfolk and Western; the Hocking Valley and the Cleveland, Akron and Columbus (Pennsylvania system). The service furnished by these steam roads is, of course, in addition to that furnished the city by its interurban system.

The city has an area of about

22 square miles, the principal portion being along the east side of the Scioto in the midst of an extensive plain. Of its total area the city has 240 acres devoted to public parks—these, of course, in addition to the beautiful scenery along the Olentangy and the Scioto Rivers, which flow through the city. Besides the public parks there are other parks which total 100 acres in area. Important buildings located at Columbus include the State Penitentiary, which is one of the oldest in the country, being famous for having been the prison in which Morgan and his raiders were imprisoned during the Civil War. The Columbus State Hospital, with grounds totaling 325 acres, and a modern water system, with an immense storage dam on the Scioto River, are among other important public institutions worthy of mention. The city is laid out after the plan of the national capital, Washington. The principal business street, High Street, is 100 feet wide. This street is shown in the illustration appearing on the front cover page of this issue of BRILL MAGAZINE. One other notable street is Broad Street, which is 120 feet wide. This street is a fine residential street with four rows of trees, a roadway in the center for heavy traffic and a driveway on either side for carriages, etc.

The city is located near the Ohio

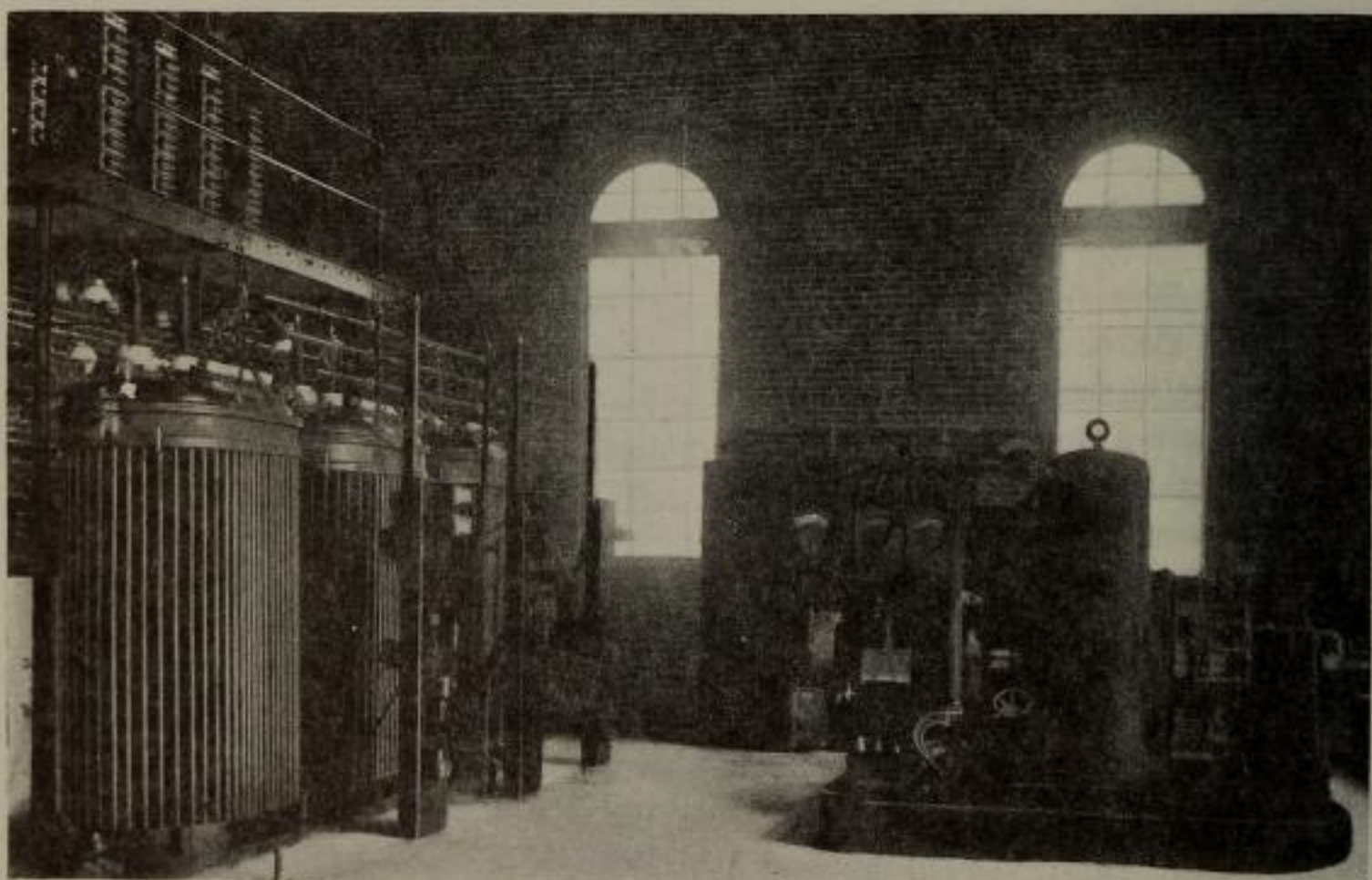
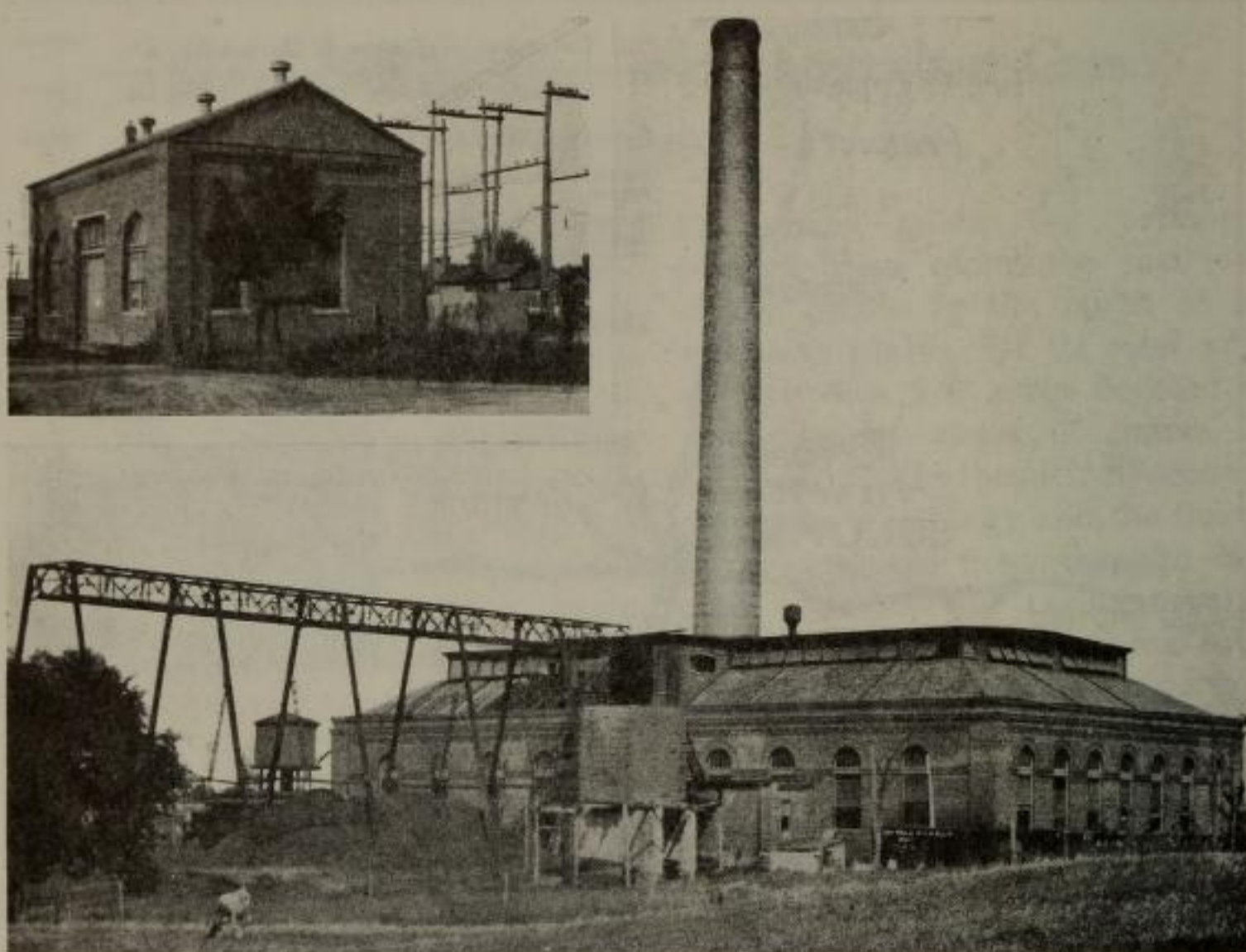


coal and iron fields and it has an extensive trade in coal. However, its largest industrial interests are manufactures, among the most important of which are foundry and machine-shop products, boots and shoes, patent medicines and compounds and iron and steel. The city manufactures about one-sixtieth of the total product of boots and shoes made in the United States. In this manufacture of boots and shoes it vies with Cincinnati in leading the cities of the State. The city also is a large market for imported horses. In ad-

dition to all of these industries, there are many quarries located adjacent to the city.

The location of the city in the geographical center of its own State and at the center of population of the United States has made it extremely popular as a convention city and those interested in the growth and welfare of Columbus for some time have been booming their city along this line. In fact, the "staging" of conventions has become to be a considerable business with the city.

Columbus has a great advantage



INTERURBAN CENTERS AND INTERURBAN CARS. Powerhouse of Scioto Valley Traction Company and [insert] typical sub-station

in the possession of an abundant supply of natural gas. This gas is sold at a very low rate, as compared to that charged in some other cities, and is an important feature of the growth of the city's industries.

Columbus is the center of a fertile and wealthy farming territory. The city is the county seat of Franklin County and fully ninety per cent. of the territory of this county is in farms. These farms alone produce annual crops totaling about \$5,000,000 in value. Flour milling is one of the city's important industries, due to the proximity of the city to the soft winter wheat. The city is likewise the center of a great dairy and poultry district, which has attracted numerous creameries and



INTERURBAN CENTERS AND INTERURBAN CARS. Station at Kingston

dairy product concerns and which is growing steadily. Necessarily Columbus' good interurban transportation facilities, through its interurbans reaching out in all directions from the city into this fertile territory, mean a great deal to the city in the booming of this territory and the consequent influence on the city's prosperity. Farmers are attracted to Columbus because of its good transportation facilities



INTERURBAN CENTERS AND INTERURBAN CARS. Station on lines of Scioto Valley Traction Company. The company operates two divisions, as shown on map



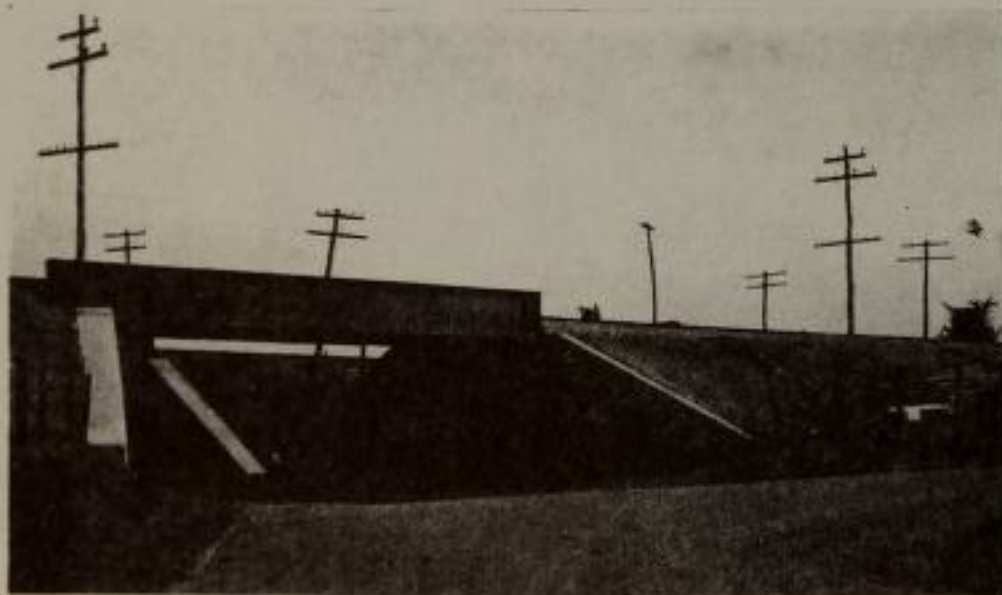
INTERURBAN CENTERS AND INTERURBAN CARS. Steel bridge, typical of construction on company's lines

for the export of their products and also because of the city's five municipal markets, where their products find ready sale.

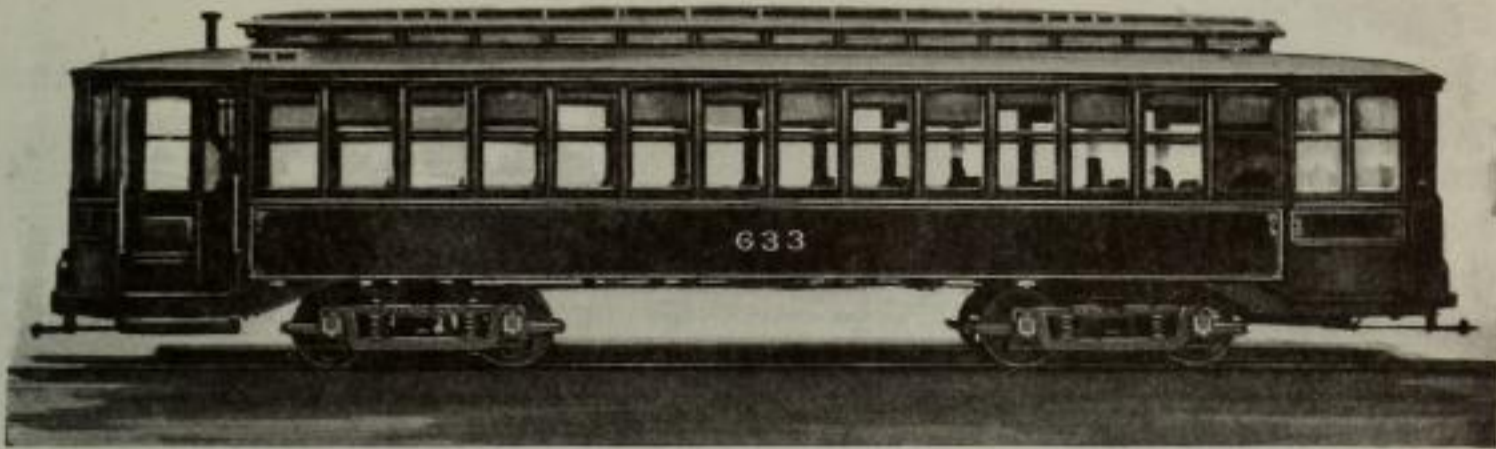
The interurban service of Columbus is furnished by seven interurban companies. These are the Ohio Electric Railway Company, the Scioto Valley Traction Company, the Columbus, Delaware and Marion Railway Company, the Columbus, New Albany and Johnstown Traction Company, the Columbus, Urbana and Western Railway Company, the Columbus Railway, Power and Light Company and the Ohio and Southern Trac-

tion Company. The Columbus Railway, Power and Light Company operates a fourteen-mile line to Westerville, which line, however, is regarded as more of a suburban operation. The Ohio Electric Railway is one of the most important of these interurban operations, especially in view of the numerous connections with other points which are made possible through its entry into Columbus. Its total of about 650 miles of interlocking lines speaks eloquently for the truth of this statement. The company operates from Zanesville on the east of Columbus through Newark to Columbus and thence through Springfield to Dayton. From Dayton a line extends to Union City, where connection is made with the Indiana Union Traction Company for Muncie, Anderson and Indianapolis. Also from Dayton there is a line extending to Richmond and at this

latter point connection is made with the Terre Haute, Indianapolis and Eastern Traction Company for Indianapolis. The Ohio Electric also extends from Springfield north through Urbana and Bellefontaine to Lima, and from Lima it extends to Defiance. Other lines connect Dayton



Typical span on line of company; roadway passing beneath the track



INTERURBAN CENTERS AND INTERURBAN CARS. Type of suburban car in use on lines of Columbus Railway, Power & Light Company. The cars were built on steel underframes and are mounted on Brill 27-M.C.B. Trucks

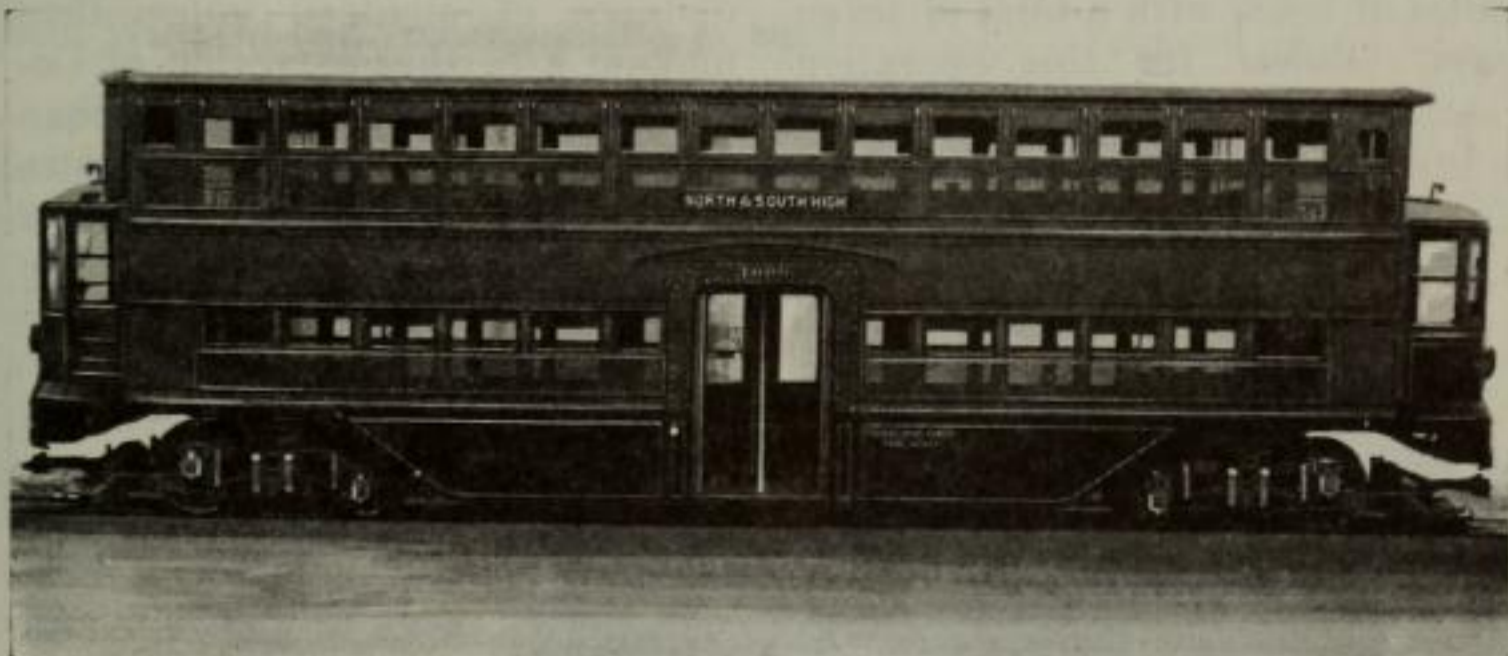
with Toledo, Cincinnati and Ft. Wayne, Indiana. Thus, the wide scope of the company's operation and its effect on the interurban situation in Columbus readily is apparent.

The Scioto Valley Traction Company operates 78 miles of track, the majority of which is laid single, connecting Columbus and Lancaster and Columbus and Chillicothe and intermediate points. Three cities of sizable populations on the company's lines are Chillicothe, 14,500; Lancaster, 13,000; and Cir-

leville, 7,000. In addition to these there are six other towns which have populations of less than 1,000.

The company generates its own power at a station located about nine miles from Columbus. The power plant is operated by steam and eventually will have a total capacity of 10,000 kw. The transmission voltage is 27,000 and the line-operating voltage 650.

The standard car in use by the company measures 58 ft. 4 in. over the vestibules, 60 ft. over the bumpers, 8 ft. 4 in. over the side



INTERURBAN CENTERS AND INTERURBAN CARS. Double-deck car in use by Columbus Railway, Power & Light Company. The illustration on the front cover page of this issue shows this car as it appears in actual operation on Columbus' chief business street. The type, center-entrance and stepless, is an interesting one

sheathing, and has a seating capacity of 70 persons. The car with its Brill 27-M. C. B. trucks weighs 84,000 pounds. The cars are equipped with multiple-unit control for train operation and are designed to collect the current through a third rail. The maximum speed made on the lines is sixty miles per hour and the stops average one to every two miles. The track is laid on private right-of-way, making this high-speed service possible. The company has a total of seventeen motor cars.

The Ohio and Southern Traction Company operates a short line of about seven miles from Columbus to Hartman Stock Farm, as indicated on the accompanying map. The company has a total of fourteen cars. Its power is purchased from the Columbus Railway, Power and Light Company.

The Columbus, New Albany and Johnstown Traction Company connects Columbus with East Columbus and Gahanna, operating nine miles of track with a total of seven cars. Power for this operation

also is purchased from the Columbus Railway, Power and Light Company.

The Columbus, Urbana and Western Electric Railway Company connects Columbus, Marble Cliff and Fishingers, operating with twelve cars a total of about ten miles of track. The Columbus Railway, Power and Light Company furnishes power for the operation of this line also.

The Columbus, Delaware and Marion Railway operates a total of sixty miles of track, connecting Columbus with Worthington, Delaware, Prospect, Radnor and Marion. In addition to its interurban operation between these points it operates city service in Marion and Delaware. The company generates its own power and in addition to the amount it uses for the operation of its lines it sells energy to the Prospect Electric Light and Power Company and the Columbus, Marion and Bucyrus Railroad Company. This latter company runs from Marion to Bucyrus, a distance of eighteen miles, thus making a further extension of Columbus' interurban system. It operates its schedules with a total of six cars. The Columbus, Delaware and Marion, in addition to the operations described, sells power in Marion. It puts out energy at a voltage of 19,500 and this is stepped down to a trolley voltage of 600.



Freight and express car and trailer in use on Scioto Valley lines