REVIEWING THE DOCUMENTS

THE STREET RAILWAY TRESTLE COLUMBUS, OHIO

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The Street Railway Trestle, Columbus, Ohio

Terry Sherburn, July 2018, Revised, February 2022

INTRODUCTION

This review was prepared for the Columbus Metropolitan Library about captions to photographs of a streetcar trestle in *The Story of Columbus* (Johnston, 1898 and 1900) and in the *Lazarus Collection of Historic Pictures* (F & R Lazarus Co., 1929). *The Story of Columbus* published a few photographs and a bit of text about a streetcar trestle built to help with large crowds at the Ohio Centennial Exhibit in 1888. That book's error is revealed by a photograph labelled 1888 (Photo #7 herein) that shows an operating electric streetcar, which did not supplant horse cars until July 1891. The *Lazarus Collection of Historic Photographs* (1929) makes the same error in Photo #2, showing several electric streetcars.

Investigation found no documented narrative about the streetcar trestle nor about a reason for it. The reason was not because of crowds in 1888, but because new electric streetcars in 1891 would not fit through the horse-car tunnels, forcing the electric cars to bridge over the steam railroad tracks crossing High Street.

Herein, primary documentation was used to write a narrative about the 1891 Trestle, and to review the feasibility and need for a trestle in 1888. I thank the Webmaster of *Columbus Railroads* for advice about street railways and horse cars. The first half of this work is about the 1891 Trestle and about implementing electric streetcars on High Street that began running in July 1891. The second half of this work is a critique of the 1888 notion. Lost dates for the opening and the demise of the High Street tunnels also have been found. This is a topical resource, with the document citations in the text. It was placed in the Miscellaneous Topical File (non-catalogued) in the Library's History Department in 2018.

No distinction is made among the several street railway companies across the years; they are merely designated as "CSR," after Consolidated Street Railway, the principal streetcar operator in 1891. "RR" is for the steam railroads. "BPW" is the Columbus Board of Public Works. "GAR" is the Grand Army of the Republic, a Union Veterans association. Capitalized "Trestle" is the 1891 Trestle. Correctly, the newspapers always used "trestle" for the timber-frame bridge used by CSR during 1891–1892, and "viaduct" for the paved High St. roadway begun in 1892. *The Story of Columbus* confused the nomenclature by calling the Trestle a viaduct. Maps 1 & 2 show the Trestle vicinity.

Summary of the Documents

1) All newspaper findings about any streetcar trestle are of the Trestle newly built on Depot grounds between the 2nd and 16th of September 1891. The Trestle was required because electric streetcars, just acquired for High Street, could not fit through the Tunnel, thus severing through-service on the High Street line.
2) Photographs of the Trestle, in themselves, prove all were taken after April 1890. Two show electric streetcars that did not run until 1891, and another shows the Trestle being built plus the name M. J. Leonard & Co. painted on the Powell House, proving it was taken after Leonard assumed proprietorship in April 1890. Three show derricks for Viaduct construction, proving those were after September 14, 1892.
3) When the photo captions are brought into line with what was really pictured and explained in 1891 newspapers, there is no evidence of a streetcar trestle in 1888. In a secondary review about 1888, there are substantial factors weighing against the need and feasibility for a trestle.
4) The conclusion is that the photograph captions for the *Lazarus Collection* were derived from *The Story of Columbus,* and the latter are erroneous for *trestle* photographs that refer to 1888, the Ohio Centennial Exposition, and the National GAR Encampment. The trestle news in 1891, and after, is prolific. The trestle news in 1888 is zero. Anyone wishing to espouse the 1888 trestle notion must bring documents printed in 1888 to public light.

Background

Steam trains crossing High St. just north of Naghten St. (now called Nationwide Blvd.) caused decades of problems for pedestrians, vehicles, and streetcars. The first trains crossed High St. in 1851 when Naghten was the northern City limit. By 1870, the City had grown further north, with trains blocking the street and sidewalks for lengthy periods and occasionally colliding with vehicles. Seeking to alleviate the problems, Columbus Councilmen went to Indianapolis in 1873 to see: 1) that city's tunnel under steam tracks, and 2) their bridge over steam tracks. The sides of the bridge had been walled with boards to prevent, as much as possible, horses being frightened by trains, and even with that, horses "found it pleasant to run away" on the downhill slope (1873 Jun 6, CD p4). After the Councilmen returned, the decision was for a tunnel paid jointly by the City and the steam railroads. CSR paid nothing yet wanted to use the tunnel.

Though customarily called "the tunnel," open ramps at each end descended to a pair of one-way tunnels as shown in the photos and maps below. The Tunnel opened in 1876 (1876 Jun 16, CD p4). Stairs for pedestrians descended to a third tunnel, but the stairs were buried in 1878 and forgotten (1878 May 7, CD p4). The vehicle tunnels served CSR through September 14, 1891 and were open to the public a little longer. In 1891, even with the Tunnel, during 24 hours 40,035 persons crossed the tracks on foot, 14,600 persons in 7310 vehicles crossed the tracks, and 233 trains, 2180 cars, and 211 engines crossed High St. The blockage at High St. was recorded to be 7 hours 25 minutes, thereby detaining 15,040 pedestrians and 3,500 vehicles (1891 Aug 31, PP p1). By then, the public and the City Council were ready to act on two things — a Viaduct completely across High St. in place of the Tunnel, and electric streetcars because they were faster, etc. than horse cars. Electric streetcars started running on High Street in July 1891 but could not fit through the tunnels. The immediate need was to reestablish through-service for streetcars on High St.

THE 1891 STREET RAILWAY TRESTLE

This section is primarily a chronologic review of newspaper reports about the 1891 Trestle.

In January 1891, CSR gave an interview about the change to electric streetcars, stating: "If the tunnel is to be used it will be necessary to lower the grade 12 to 15 inches, which will cost the company $5,000 to $7,000. It has been suggested that an elevated track making a curve to the right at the Davidson House [i.e. off of High St.], could be constructed over the railroad tracks, but this could only be utilized while the Viaduct was being constructed. As to the amount of money this would cost I am not advised" (1891 Jan 17, SJ p7). The admission of not knowing a cost for an elevated track implies CSR had not built a trestle in 1888.

In April, talk of modifying the Tunnel was terminated — the Columbus Board of Public Works notified CSR to plan for running its electric cars on the surface, on planking to be laid over the Tunnel ramps (1891 Apr 23, PP p7). The intent was to prevent renovations to the Tunnel whereby the steam railroads could claim the Tunnel was yet a viable bypass of the steam tracks crossing High St., as an excuse to refuse sharing the cost of building a Viaduct (1891 Aug 1, CD p7). The City was beginning litigation with the steam roads trying to force them to share the cost of the Viaduct (1891: Aug 3, PO p8 | Sep 20, SJ p4).

CSR preferred to erect a trestle, but the Panhandle RR required 20 feet of clearance over their tracks, necessitating an impossible grade at the south end (1891 Jul 17, PO p2). That was *old* news – on July 11 it had been reported that the trestle idea was abandoned and that each High St. electric car would tow a trailer (a former horse car) to and from the Tunnel where the trailer would be uncoupled, pulled through by horses or mules and recoupled to another electric car to finish its High St. run (1891: Jul 11, CD p7 | Jul 25, CD p7 | Jul 27, CD p4). About 500 indignant North Siders met on the 13th to discuss ways of "abating the nuisance" of the Tunnel transfers. Knowledgeable officials were there and the news makes informative reading about the situation, but nothing of import happened. CSR estimated the transfers cost an extra $50-75 per day (1891 Aug 14, CD p6).

On the evening of July 14, 1891, eight electric cars for N. High St. were brought from CSR's East End barn to the siding (switch) alongside the south ramp of the Tunnel. Four CSR horses were used on each car because the wheels were geared directly into unpowered motors. The next morning, one car after another was put on a sled and dragged over the steam tracks by 8 draft horses. The ground was watered to ease the sled. The first car under its own power started north from the end of the Tunnel at 10:49 a.m. This was a test run, with a regular schedule expected on the 16th (1891 Jul 15, CD p6). Horse cars from S. High went through the tunnel, and were hooked as trailers onto N. High electric cars (1891 Jul 16, CD p7).

A week later, electric cars tested new wires south to Schiller St. on July 22 and 23, with the regular schedule starting on the 24th (1891 Jul 23, CD p7). After that date, all High St. electric cars towed trailers. The coordination was clumsy. Several cars could arrive at the tunnel, leaving trailers to wait for horses. With a team, the trailers went inside the tunnel and waited on the flat for a connecting car to arrive and stop before climbing the ramp to deliver the trailer (1891 Aug 1, CD p7). Even with a mid-tunnel air vent, the air was foul and waiting inside was reported as three, five, and fifty-five minutes; the latter accumulated during two round trips of a Neil Ave. car (1891 Aug 17, CD p4). Given the undesirable tunnel transfers and no sure prospect for starting the Viaduct, two newspapers recommended substantial changes to the Tunnel (1891: Jul 23, PO p4 | Aug 1, CD p7). But altering the tunnel had been disallowed in April.

Just then, a bridge over the steam tracks was being built at Fourth St. On August 17, CSR went to the BPW with a plan for a Fourth St. detour of the Tunnel and the anticipated construction of the High St. Viaduct. The immediate request was to lay CSR tracks while the Fourth St. ramps were being paved, rather than tearing

up the paving later. All parties agreed it was good economy and desirable for the High St. issues (1891 Aug 17, PP p7). On August 24, City Council and the BPW collaborated to expel CSR from the Tunnel and for the cars to run on the surface of High St. (1891 Aug 25, CD p5). In this, the City achieved its goal to eviscerate the Tunnel, but it ordered CSR to cross the steam tracks — something that CSR, the steam roads, and the public all thought dangerous and unacceptable (1891 Aug 26, SJ p5). The Fourth St. detour and the tunnel eviction on the 24th might seem companionable, but the bridge was a year away from opening (see below).

On August 29, the steam roads jointly refused to permit streetcars to cross their tracks (1891 Aug 29, CD p7). On the 30th, the Panhandle RR permitted a temporary 850-foot trestle, made practical by reducing the clearance at the south-most track to 16 feet 6 inches. The engineers of the City and Panhandle would design it. It was for streetcars only. CSR would lease ground from the Depot Co. and pay an estimated $15,000 for the Trestle. Ewer Brothers would build it, Dundon & Bergin would supply an estimated "250,000 feet of lumber" (five car loads of which to be on site September 1), and it had to be done by September 14 (1891 Aug 31, CD p6). On the 31st, City Council approved. Time was running out to reestablish through-service before the State Fair. During the construction, the *Journal* reported past Fair attendance at 40,000 out-of-towners.

Work started on the 2nd with 100 men. The site required moving three frame offices, small RR buildings, RR bumpers, a fence at the Little Miami sidings, a fruit stand, and a telegraph pole (see Map 1). The pole had 21 cross arms carrying 168 wires of Western Union and Central Union Telephone, one of the largest poles in town, costing $800 to $900 to move. CSR "decided to widen the Trestle to 24 feet" with 4 foot walks on each side. There was to be a platform at the top with stairs to the existing walk to the Depot. The south slope had a 7% grade (noted as about the same as the south ramp to the Tunnel). By the morning of the 3rd, nine carloads of lumber had arrived, the fence and bumpers had been removed, and the small offices had been shoved back (1891: Sep 2, CD p7 | Sep 3, SJ p5). By the 5th, the large pole and the fruit stand had been moved (1891 Sep 5, SJ p 8). In Photo 1, the pole is the rightmost pole and the fruit/peanut stand is one or both shelters with the white roofs (possibly canvas). See these also in Photo 5. On the 7th, the south two of the three offices were being moved to face Naghten St. A Western Union foreman with 14 linemen arrived from Chicago for three or four days work. The telegraph wires were to be gathered into four cables and hung across High St. at 45 feet (1891 Sep 7, SJ p4). See the cables in Photo 6 and maybe in other photos.

The last horse car through the Tunnel was at 7:00 p.m., September 14, after which the tracks at both ends of the Tunnel were taken up to lay tracks running onto the Trestle (1891 Sep 15, SJ p6). The first car (electric) on the Trestle was at about 4 a.m., September 15. Testing went well until a trailer car was added and rain started. The motor car needed sand to climb the Trestle (1891 Sep 15, CD p7). The *Post* wrote that the trolley wire at the south end was too high for good contact with the trolley and the loaded cars had to back off the Trestle four times before a successful climb to the summit on the fifth try, a matter remedied by lengthening the trolley poles (1891 Sep 15, PO p4). The tight S-curve entering the Trestle diminished momentum, more so when towing a trailer. The old switch between north and south tracks, and the siding, seem to have been removed with the tracks into the Tunnel (cf. Photos 9 and 10).

The Tunnel and the steam tracks (and now the Trestle) forced Depot traffic (vehicles and pedestrians) to East Naghten St., and the intersection at High St. was always busy with streetcars passing every few minutes. The tracks onto the Trestle curved into the mouth of East Naghten and the greater crowding of streetcars and pedestrians impeded vehicles from passing into or out from East Naghten. As soon as the Trestle was in use, CSR decided its approach to the Trestle needed to be higher and gradually piled ballast under the tracks to raise the tracks two feet. After about two weeks of complaints, the City started raising the adjacent pavement at the intersection (1891 Sep 23 & 30, CD p7). The danger at the intersection was so great that an officer was hired and stationed at the intersection beyond the duration of Trestle use (1891 Sep28, CDp7 | 1891 Oct 27, CD p5 | 1893 May 15, CD p6). On a day from 7 a.m. to 6 p.m., the officer counted traffic averaging 211 on foot, 47 electric streetcars, and 72 vehicles, per hour, crossing Naghten and High Streets (1892 May 28, CD p4). See Maps 1 & 2 and Photos 9 & 10.

On the 16th, guardrails were being built along the edges of the Trestle, "outside of these a footpath will be supported," and a mid-Trestle passenger platform with stairs to the Depot was postponed (1891 Sep 16, SJ p7). No Photos show exterior walks. CSR left horse cars in the Tunnel, blocking the passage during State Fair week, which prompted the observation that the tunnels had been, "practically monopolized by street car traffic …" (1891 Sep 16, CD p7). On the 21st, the platform and stairs from the Trestle to the Depot grounds were begun, and finished on the 26th. Barrels of water for fire were placed on the Trestle (1891 Sep 19 & 26, CD p7). The Trestle was a boon for bicyclists, and it was a pedestrian novelty for overlooking the rail yards (1891 Sep 29 & 30, CD p4).

CSR expected to use the Trestle during the Viaduct construction (1891 Jan 17, SJ p7), but as the Viaduct design worked out, parts of the east side of the Viaduct could not be finished for as long as CSR used the Trestle. The City signed a Viaduct contract on June 29, 1892, for building the north ramp full width, then the south ramp, with a later contract for the iron bridgework over the steam tracks. Stone for the north ramp was to be delivered on a steam RR siding where the Trestle was standing. CSR objected and got a ruling from the BPW that CSR could use the Trestle for 90 days after July 5, but no longer (1892 July 6, CD p7). CSR was obstinate, procrastinated the agreed detour, exceeded the deadline, and sued to preserve the Trestle. The judge disparaged all of CSR's arguments and ruled the Trestle must be removed. The fate of the Trestle was given over to Joseph Braun, the Viaduct contractor (1892: Oct 15, CD p7 | Oct 19, CD p6 & PP p7 | Oct 20, SJ p3).

In immediate conference with Contractor Braun, CSR agreed to take up their tracks on High St. from Spruce St. to the Trestle, starting that night, the 19th. This would clear the street for the Viaduct's north ramp work. Passengers had to walk 200 feet from Spruce to the Trestle to get another car (1892: Oct 19, CD p7 | Oct 23, PP p8). More negotiations concluded on the 22nd. CSR agreed to sell that part of the Trestle north of the steam tracks to Braun. CSR would take up its tracks and decking on the 23rd and Braun would raze the understructure. The remainder of the Trestle could be used until about April 1, 1893 (1892 Oct 23, SJ p6). The same news said the crossover switch atop the Trestle "will make it possible to handle the cars." (See in Photo 7.) When the north slope was removed, CSR could have an eight-foot wide stairway in its place but only until the streetcar tracks on Goodale St. were opened for a detour." The stairs were not built.

East of the Depot, the Fourth St. bridge opened on August 24, 1892 (Aug 24, CD p4). By then, CSR already had tracks and wires on East Chestnut to Fourth St. and north to Chittenden Ave. to serve the State Fair (1892 Sep 9, SJ p8). While suing to preserve its Trestle investment, CSR took two more months, until *October* 24, to finish tracks on Goodale St. between High and Fourth Sts. so that the detour of High St. could open (1892 Oct 24, PP p7) — the same day razing the north slope of the Trestle began. Simultaneously, a notice by CSR stated: "the Oak and Main St. cars are delivering passengers on the trestle at the steps leading down to the Union Depot." (1892 Oct 24, CD p7). By December 11, only the Oak St. line was running up the Trestle (1892: Dec 11, PP p7 | Dec 15, CD p7).

On December 16 at about 1:15 p.m., a loaded derrick collapsed, falling on the Trestle and breaking the trolley wires (1892 Dec 17, SJ p4). This ended use of the remnant of the Trestle (about 600 feet). The trolley wires were removed from the Trestle and the streetcar stop at the Depot was changed to "a spur at the west side of the old Tunnel." (1892 Dec 19, CD p7). CSR solicited bids through January 1 for the lumber remaining in the Trestle (1892 Dec 20, SJ p8). Demolition started on the 5th, and news on the 26th clarified that there had been no bidder, so CSR was doing the work itself. By January 30, only 100 feet remained (1893 Jan 5, 26, 30, CD p7).

Epilogue for the 1891 Trestle: a tangible symbol of poor planning and civic dysfunction

The Trestle took 15 days to build. It was open to through-cars for 13 months from September 15, 1891 through Oct 19, 1892 (when the north portion of the Trestle was removed with Court approval). The Fourth St. Bridge opened on October 24, 1892, serving as CSR's and everybody's detour of High St. The south part of the Trestle continued taking cars until Dec 16, 1892 when CSR abandoned it after a derrick fell onto the Trestle a second time.

The episode intersects the disparate interests of the public, City Council, BPW, CSR, and steam railroads with the infrastructure of the Tunnel, the Trestle, and the three new Viaducts for High St., Fourth St., and Front St. Two topics not included in this review may bear on the larger story: the timing of the City Council's demand for city-wide electric streetcars; and the obdurateness of the steam railroads about the High St. Viaduct, prompting litigation against them. Had electric streetcars been postponed for merely 13 months, the Fourth St. detour would have been available and the wooden Trestle would not have been built, avoiding that outpouring of money and venom.

WAS THE *1891* TRESTLE BUILT IN 1888 ?

The 1888 trestle notion has been replayed often in video commentary. In preparation of *Columbus Neighborhoods* (the book, 2013), the editor*s* were advised that the Trestle was built in 1891. Instead of scrutinizing documents, one of the editors salvaged the favored story by inventing that the trestle used in 1891 had been erected in 1888 (ibid., p67). Retaining a streetcar trestle is disproven, mostly by pictorial evidence.

- The news reports cited above prove a completely new Trestle was built for electric streetcars in 1891.
- Photo 12, taken prior to September 1888 (the G.A.R. Encampment), Photo 5, taken prior to September 1891, and Maps 1 and 2 show the Union Depot yard filled with tracks and small buildings with no space for a trestle.
- The Sanborn Map of 1891 (Map 1, below) shows no trestle. At the future location of the 1891 Trestle, the map shows five track terminations and three small, frame offices running north from Naghten St., practically the same as Photo 12. To build the Trestle, the three offices were itemized in the news for "removal" and the track bumpers had to be moved farther from High St. (1891 Sep 2, CD p7).
- CSR had to lease ground from the Union Depot Co. for the 1891 Trestle (1892 Oct 22, CD p7). If a trestle had been built in 1888, why would CSR continue to lease ground, insure the structure (presumably), risk fire and accident liability, and maintain an unused, horse car trestle awaiting use at some future date?
- Anything built for streetcars had to support the imposed loading. In 1888 it was horse cars. In 1891, it was electric cars that were heavier, more powerful, faster, and could be packed more densely than horse cars; therefore a sturdier structure was needed in 1891 than would have been built in 1888.
- The 1891 news complained the Trestle was unsightly and hid the Depot façade (e.g., 1891 Aug 31, CD p4).

WAS A STREET RAILWAY TRESTLE BUILT IN 1888 ?

There are zero reports about a trestle for streetcars in 1888. In the following reports, the reader should apprehend the factors of need and feasibility.[1]

Several recent commentaries about Columbus mention a streetcar trestle built in 1888. Because these lack source citations, we are left to presume their comments were based upon photo captions and one sentence from *The Story of Columbus* and the *Lazarus Collection of Historic Photos*. Contrary to the captions in those sources, the photos prove themselves to be of the Trestle built in 1891.

The Story of Columbus stated that the 1888 Ohio Centennial Exposition brought large crowds to Columbus. The Exposition supplanted the normal five-day State Fair and sold 194,191 tickets that, over its 41 days, averaged 4,735 tickets per day, a far smaller *daily* average than during a State Fair (Shook, p165 & p181). The book did not mention a trestle with regard to the week-long GAR Encampment, but the author probably thought of the Encampment as part of the simultaneous Exposition. For the GAR, the railroad traffic expectedly was much higher than for a Fair week, but the Encampment had been pre-arranged to not depend on streetcars, as inferred from the 1888 newspaper descriptions of the events and event sites.

The Aspect of the Street Railway Company

- In January 1891, CSR said it did not know the cost to build a streetcar trestle over the steam tracks; the implication is that they had not built such a trestle in 1888 (cited above.) After building the 1891 Trestle, CSR stated: "horse cars cannot be taken over the Trestle," which I take as a statement about the capability of the horses (1891 Sep 23, CD p7). And perhaps CSR officials believed that horses would be spooked by seeing active trains, or run away on the downhill slopes, both reported in 1873 at Indianapolis (cited above). None of the Trestle photos show closed guardrails. The Yost & Robinson report for a High St. viaduct suggested closed side-fences, seven feet tall (1889 Dec 4, CD p3). Similarly, "closed fences" were sought for the new Fourth St. bridge (1892 Oct 20, PP p7).

  Aside from cost, the insurmountable problem for a trestle was the required clearance over the southmost RR track. Had there been a trestle in 1888, the clearance problem would have been negotiated in 1888, but the negotiation occurred in 1891 as discussed above. The 1891 Trestle grade of 7% could not have been lower in 1888. It was much steeper than typical grades for horse cars and steeper than any examples discussed on the Internet. The Webmaster of *Columbus Railroads* said horses were reported to slip and fall to their knees trying to start a fully loaded streetcar on the level, and he doubted that a horse could pull a loaded car up the Trestle. For comparison, the tunnel's south ramp was nearly as steep. After harder stone paving was installed at the Tunnel in 1881, helper horses (or mules) were stationed at the uphill ramps (1881 Dec 1, CD p4). See Photo 1. Even the 1891 electric cars (towing a loaded trailer) needed sand to climb wet rails on the 7% grade (1891 Sep 15, CD p7).
- The capacity of the street railway to and from the Depot was determined by: 1) the double tracks on High St. (continuous through the Tunnel), 2) the availability of cars and horses, 3) the rapidity of loading, and 4) switching at High and Naghten Sts. For the events in September 1888, there were no extra streetcar tracks added on High St., no reports about changing route schedules to increase the cars on High St., no reports of

schemes to speed the loading of cars, and the Tunnel was not a bottleneck because it did not require switching that would have been required for parallel operation of the Tunnel and a trestle. A trestle could not increase the throughput capacity on High St., but it could speed the loading as another loading point. But why build a *trestle* for loading passengers when it would be much cheaper to lay a temporary siding on flat ground, say, along Naghten St., closer to the Depot and the G.A.R. baggage building?

In fact, CSR had such a siding next to the south ramp to the Tunnel (about 200 feet of track); Photo 12 (1888) shows the siding as a northward extension of the southbound High St. track. This siding was a place for cars awaiting crowds to arrive at the Depot. Photo 10 (1888) shows the siding with two waiting streetcars and Photo 5 (1889-1891) shows one waiting streetcar. The siding probably had been in use for many years.[2] Storage sidings were a known convenience. An editorial stated a siding was being lengthened on E. Main St. for the crowds at the fairgrounds (now Franklin Park), by way of advocating the same for the rival Long St. line (1882 Jul 17, CD p4). A siding was built for the Columbus Auditorium next to Goodale Park (1897 May 3, CD p6).

- Photos 9, 10, & 12 show that it would be impossible (or nearly so) to add tracks onto a trestle right at the intersection High and East Naghten Sts. Even if not constrained by the width of Naghten St., tracks to the Tunnel and tracks to a trestle would have needed switches for both pairs of tracks to access the High St. main tracks. Each car, or group of cars, going to or from a trestle would have to open and close switches. Switching for horse cars was done manually with a pry bar, and it consumed time. "So much switching at the Court House interferes with South Side travel and is a nuisance in the middle of the most prominent street." (1891 Sep 18, CD p4). The switches would have created a bottleneck for streetcars both directions on High St. and both directions on a trestle.
- The 1891 Trestle cost $15,000 to build; therefore, 300,000 passengers would have to pay the 5¢ fare to cover the Trestle cost, not counting the regular operating expense, and if operating costs were as low as 50% of the fare, then 600,000 passengers would be needed.

The Aspect of the Steam Railroads and the Columbus G.A.R. Committee

- At the 1887 G.A.R. Encampment at St. Louis, lack of planning caused chaos with baggage and choked their depot and grounds with people. In reaction, the Columbus Depot Co. made early plans to avoid such problems by erecting a special baggage building, fencing the entire Depot grounds to keep people from running at random, and expanding the Depot by covering two tracks north of the building (1887 Oct 10, SJ p2). The first two remedies are documented later, but covering the tracks is not confirmed.
- On April 2, 1888, a *Dispatch* special section boosted Columbus, its businesses, and the Centennial Exposition. The Depot Co. (p 11) stated that in the previous year 3,900,000 passengers had passed through the Depot, an average of 325,000 per month. Several businesses revealed their intentions for the September events. For the Bee Line (Cleveland, Columbus, Cincinnati, & Indianapolis RR) the special article stated: "During the State Fair last fall 65,000 people were carried to and from the grounds. The company this year, realizing the great demand for accommodations, are having built a large number of first class passenger coaches which will be ready before the Centennial opening." For the G.A.R. Encampment, a special baggage building was to be built south of the Depot. Some of those new Bee Line cars were for Cincinnati's annual industrial show. For 1888, the privately-sponsored Cincinnati show was much larger than previous shows, and much larger and longer than the Columbus events. For the street railways (p 15), the article stated that electric cars would run from "High St. to the Centennial Grounds" (i.e., on Chittenden Ave.), and that CSR was building elegant cars to hold 100 persons each. The Webmaster of *Columbus Railroads* said that there is no record of streetcars (even electric ones) approaching that size. The 100-passenger capacity seems to have been hyperbole; that is, overstating it so grossly that it was readily seen as an exaggeration or even as non-existent. Nothing was said about a trestle; so, that is the extent of CSR's advanced plans for the September 1888 events. For the local G.A.R. Committee (p 11) the article reported subcommittees on pragmatic things like RR transportation, lodging, food, and ephemeral things like festive lighting. There was no subcommittee for in-city transportation.
- In the Columbus newspapers, no report was found about a trestle or about special in-city transportation, with two exceptions. There was a notice that ordinary citizens offering transportation during the events would have a badge from the City, and the Bee Line RR advertised steam shuttles between the Union Depot and the Fairgrounds depot (every 15 minutes, 10¢ one-way, 15¢ round-trip). This customary service to the north-side State Fair originated in 1886 (1888 Sep 3, SJ p8 | History of the Ohio State Fair, pp 150-152). Lee's History did not mention a trestle or in-city transportation for the events.

- For the G.A.R. Encampment, "The Little Miami yards have been enclosed with a board fence with watchmen, to keep the crowds out and away from danger. … Pedestrians are forbidden to trespass on the tracks or in the space between the Depot and High St." (1888 Sep 8, CD p6). The area between the Depot and High St. was filled with the Little Miami sidings plus the main steam tracks into the Depot building. This quotation is clear, by omission, that the steam railroads provided no Depot ground for a trestle.
- On Saturday, September 8, 1888, all freight cars were cleared from the yards (1888 Sep 8, CD p6). On Monday, the day of heaviest arrival of G.A.R. members, only regularly scheduled trains stopped inside the Depot; the special trains stopped on High St. or on sidings. The veterans marched from the trains to quarters**:** "Great trains arrived and discharged their human freight, the streets resounded with the sound of music and marching men … there could be seen the camp-bound columns of men clad in blue. Up the street they came until their quarters were reached. Similar scenes were being enacted every place." (1888 Sep 10, CD p1 & p6). From the Depot to the edge of Camp Neil (for 40,000 men) was less than 1/2 mile along East Naghten St. Camp Dennison was slightly farther at Neil Ave. and Goodale St. All the G.A.R. events and sites were south of the RR tracks except the small Camp Dennison.
- The G.A.R. Committee wisely sited the camps and events within walking distances! See the official map (1888 Aug 15, CD). Had a crisis been anticipated for streetcars at the Depot (as imagined in *The Story of Columbus*), there were solutions cheaper than a trestle. Temporary tracks on Naghten Street from the Depot east to Camp Neil (for 40,000 of the G.A.R. members) could connect with existing Mt. Vernon and Long St. lines, completely avoiding High St. at the Depot. Also, most of the steam RRs ran next to Camp Neil. A temporary RR siding there could have relieved congestion at the Depot. Neither were needed.

EXAMINATION OF THE PICTURES

All photos can be dated from their content and many dates conflict with the publishers' captions. The trestle photographs were taken in 1891 and 1892 of the Trestle built in 1891, and include all Trestle images known to the writer. Some photos may have better quality prints but this review is a topical resource, not justifying lengthy photo searches. A reader should know that electric streetcars did not run on High St. until July 1891.

Photos 1 through 4 are from the *Lazarus Collection* (F & R Lazarus & Co., 1929) with one credited to Baker, two credited to R.C. Thurber, and one without credit. Photos 5 through 8 are from *The Story of Columbus* (Johnston, 1898) with one credited to Baker, two credited to Johnston, and one without credit.

The Story of Columbus was published by Johnston Publishing Co. The City Directories of 1898 and 1899, only, list Johnston Publishing Co., Calvin C. Johnston, manager (with no other officers). Johnston lived in Columbus as early as 1887 when he was a printer. He held various jobs before forming Johnston Publishing, but none as a photographer. Photos 6 and 7 are credited in the book to "Johnston." Several other photos in the book, identified to the 1888 Centennial Exposition and G.A.R. Encampment, are credited to "Johnston" and "Johnson." Nothing clarifies whether the publisher and photographer were the same person, and it might be that the credits were not to the photographer but to the owner of the print.

In the *Lazarus Collection*, Photos 1, 2, and 3 were taken from the same window in the Davidson Hotel. Photo 2 is credited to Baker Art Gallery. Photos 2 and 3 were taken the same day, so Photo 3 likely was by Baker. The similar vantage point suggests all three photos might have been by Baker.

Photo 3, at this writing, is catalogued in the *Lazarus Collection* without a page number, and without a scanned image with a *Collection* label. This is a mystery. Older cataloguing suggests Photo 3 may have been acquired independently from the *Lazarus Collection*.

Photo 4 is cropped from page 6 of *Story of Columbus*, so by this it is evident that the Lazarus curator had Johnston's photo captions. Three of the Lazarus identification labels state "Temporary Wooden Viaduct / 1888", the choice of words suggests having been derived from Johnston's captions (cf. Photo 6 and Photo 7), and the uniformity of labels suggests having been imposed on all the photos rather than derived from each photo source. The point of the foregoing is to weaken any notion that the *Lazarus Collection* labels independently verify the earlier captions in *The Story of Columbus*.

None of the original photo captions state the purpose of the trestle. Text, on page 6 of *The Story of Columbus,* has the sole statement: "the temporary wooden viaduct erected in 1888 to relieve the increased traffic incident to the centennial celebration that year." The G.A.R. Encampment was not mentioned; though its one-week run was concurrent with the Ohio Centennial Exposition that ran 7-1/2 weeks.

Images of the 1891 Trestle and Depot Vicinity.
In printed copies, the quality of the photographs degrades somewhat from the digitally scanned originals.

Photo 1. This is the most important picture of the group because it shows the Trestle under construction and can be dated by the name painted on the hotel façade. The name is M. J. Leonard & Co., the proprietor who took over the hotel in April 1890 (1890 Apr 24, SJ p8). The proprietorship proves the photo was taken no earlier than 1890, not in 1888. Newspapers place Trestle construction between September 2 and 16, 1891. On the 4th, the white-roofed stands and the adjacent pole were moved further from the street and four "bents" had been built (1891 Sep 5, SJ p8, cf. p3). A bent is a frame supporting the bridge. The photo shows the Trestle being built entirely new with about half of the bents in place. By the 6th, twenty-one bents had been erected (1891 Sep 6, SJ p8). Progress reports put the photo dates after the 4th and circa the 6th.

At the exit of the southbound tunnel, is a mule with an unseen handler (1891 Sep 16, CD p4.5, mule). This testifies that horse cars were still running through the Tunnel between electric cars on the street. This mule had one or two duties. The original duty was to help streetcar horses up the ramps, a practice started in 1881 when more durable (and slippery) stone pavement was laid (1881 Dec 1, CD p4). The recent duty was to pull trailers through the tunnel between electric cars (1891: Jul 27, CD p4 | Aug 1, CD p7). The photo shows a straight line parallel to the west fence that guarded the ramp into the Tunnel. The straight line is the west rail of the storage siding for streetcars (see also Photos 2, 3, 8, & 9). Photo courtesy of the Columbus Metropolitan Library, from the *Lazarus Collection*, Vol. 3, p37. Lazarus Collection label: "Temporary Wooden Viaduct / 1888 / Picture From Mr. R.C. Thurber 330 Gay St."

Photo 1a. This is an enlarged detail from the above photograph showing the name of the hotel proprietor.

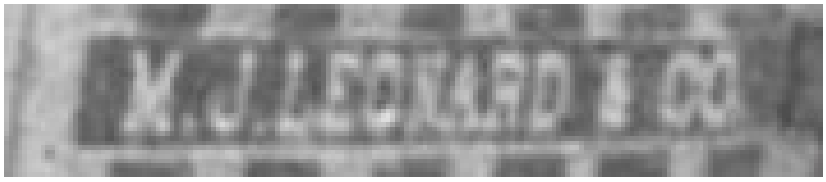


Photo 1b. This is an enlarged detail from a sharper print of the same photograph. Courtesy of the Webmaster of *Columbus Railroads*.

Photo 2. This second most important picture shows the Trestle with four electric streetcars; the streetcars prove the photo was taken after electric cars were running in July 1891, not in 1888. The Trestle opened on September 15, 1891 and the photo was taken within a week. The guardrails were being built on the 16th but construction of the east platform and stairs did not start until the 21st (1891 Sep 19, CD p7, see Photo 7). To the right is 336 N. High, one of the three frame offices shoved back from the path of the Trestle (see Photo 5). A fifth streetcar in the lower left corner appears to be on the storage siding. The siding seems to be gone in Photo 9. The name of M.J. Leonard & Co. can be faintly discerned on the front of the hotel. Photo courtesy of the Columbus Metropolitan Library, from the *Lazarus Collection*, Vol. 3, p36. Lazarus Collection label: "Union Station Tunnel / 1888 / Picture From Baker Art Gallery."

Photo 3. This picture was taken the same day as Photo 2. The Webmaster of *Columbus Railroads* noticed the piles of trash in the west gutter were similar in Photos 2 and 3. The windows of the Powell House are identically open. The tall tower on the horizon is the elevator and observation tower of the Park Hotel. The stubby tower just to the right is a tower of the former Capital University building, incorporated into the Park Hotel. The tower with a flag in line with the Trestle is the Buckeye Buggy Co. Photo courtesy of the Columbus Metropolitan Library. At this writing, the photo is catalogued with the *Lazarus Collection*, but without page number, without a Lazarus label, and the original print cannot be located.

Photo 4. This picture is from the Columbus Metropolitan Library in the *Lazarus Collection*, Vol. 3, p33. Lazarus Collection label: "Temporary Wooden Viaduct / 1888 / Picture From Mr. R.C. Thurber 330 Gay St." It has two photos and a short text, all from page 6 of *The Story of Columbus*. The Lazarus item is omitted here because the original photos and text are included below as Photos 6 and 7.

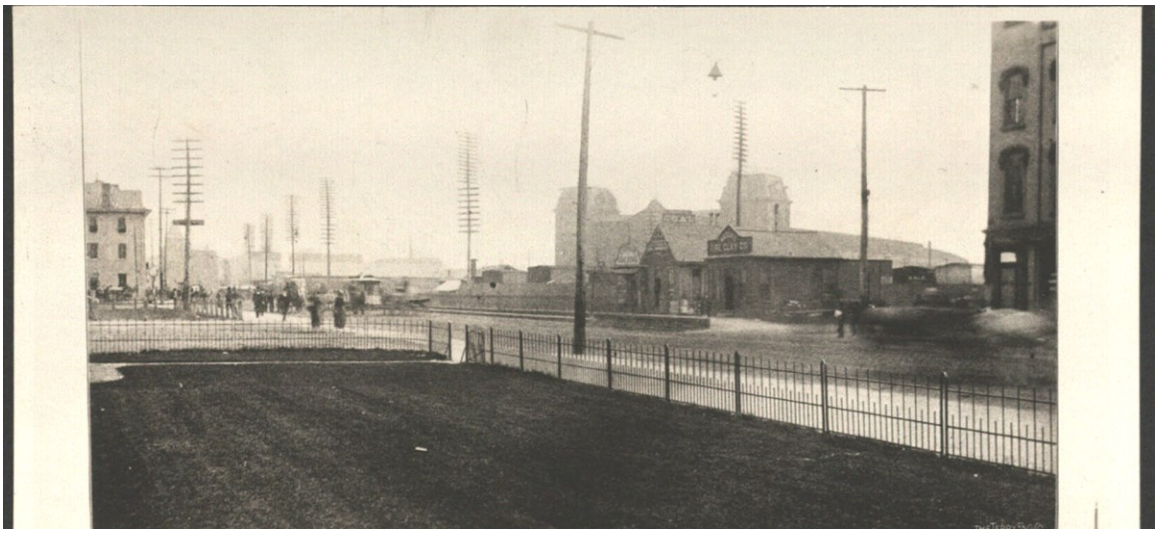


Photo 5. From right to left are the Davidson Hotel, Naghten St., three frame offices, and at the left is the Powell House. Just left of center is a horse car on the siding used by waiting streetcars, and to the right are the white-topped fruit stand and the 21-crossarm pole (see Photo 1). The south two of the offices are on the 1887 Sanborn Map and the third was moved there after autumn 1888 (see Map 1). Therefore, this photo can be dated between 1889 and 1891, most likely in 1891. Photo courtesy of the Columbus Metropolitan Library, from *The Story of Columbus*, p6 (1898, Johnston), published caption: "SECOND STATION AND SURROUNDINGS, SHOWING HIGH STREET TUNNEL. Photo by Baker."

The three offices, pole, and fruit stand were cited in the news to be removed for the 1891 Trestle (cited above). Had a trestle been built in 1888 and retained until 1891, it should appear in this photo, which it does not. In Photo 10, the Powell House appears to be bare brick or just dirty. In Photo 5 and in the Trestle photos, the Powell House is white. That is, the hotel was painted after Photo 10 was taken in September 1888, and probably after proprietor changes in 1889 or in 1890 (1889 Jun 10, SJ p10 | 1890 Apr 24, SJ p 8).

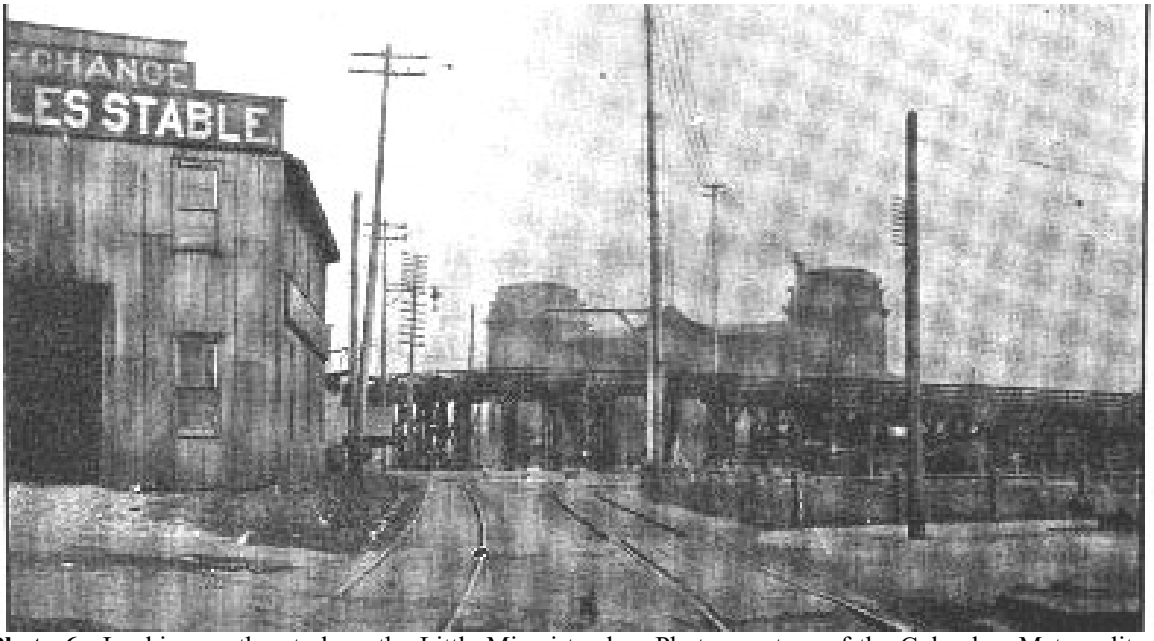


Photo 6. Looking northeast along the Little Miami tracks. Photo courtesy of the Columbus Metropolitan Library, from *The Story of Columbus*, p6 (1898, Johnston), published caption: "SECTIONAL VIEW OF WOODEN VIADUCT, LOOKING EAST." Adjacent published text: "Two views are given of the temporary wooden viaduct erected in 1888 to relieve the increased traffic incident to the centennial celebration that year. Photo by Johnston." (The other Trestle view is Photo 7.) The Trestle shows guardrails completed after Sep 16 (CD p7). The four Western Union cables were carried across High Street on the poles in front of the depot by about September 11 (Sep 7, SJ p4). The stable is on Map 1 and in the Directory as F.M. Francisco & Co.

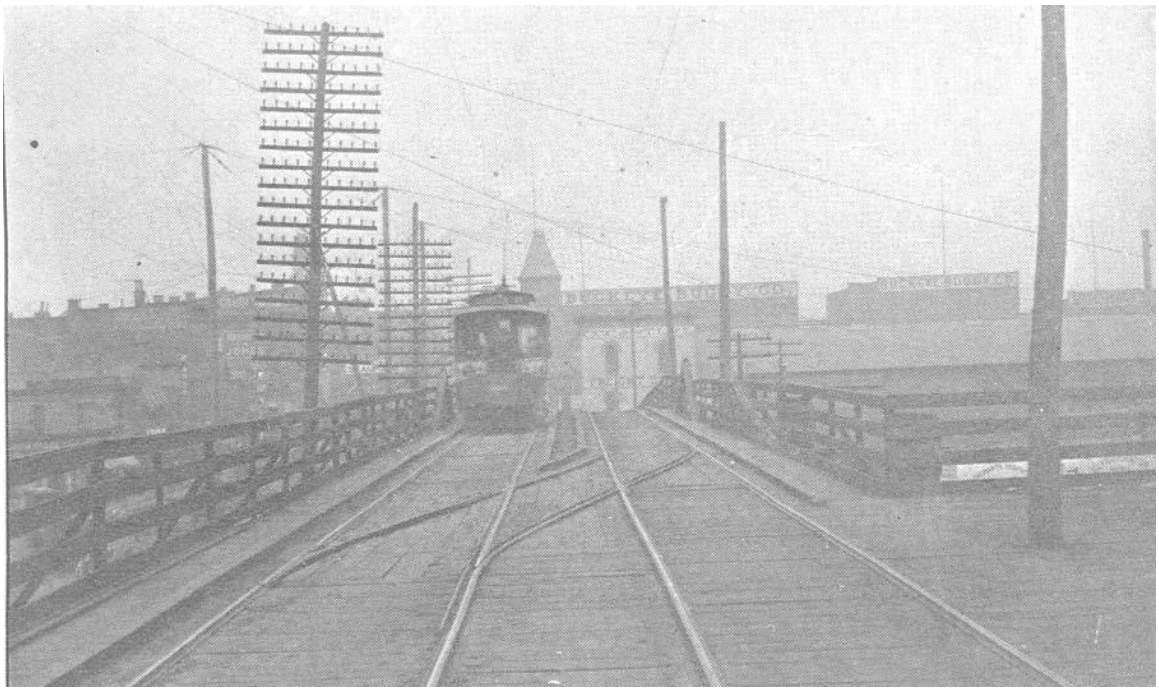


Photo 7. The presence of four derricks and evidences of the Trestle's intact north slope indicate this photo was taken between September 14 and October 24, 1892 (1892 Oct 24, CD p7, see Illustration 1). The derrick masts are the poles without cross arms, west of the Trestle, with guy wires affixed to the tops. The derricks were to move stones from rail cars to the Viaduct foundations. One mast can be seen left of the nearest telephone pole. The second and third masts are behind the cross arms of the second telephone pole. A fourth mast is out of the photo to the left, but is indicated by converging guy wires at the top left. The side platform and stairs were projected, then not built (1891 Sep 16, CD p7). Yet within a week of running cars on the Trestle, the platform and stairs were under construction (1891 Sep 23, CD p6), finished (1891 Sep 26, CD p7), and in use until the Trestle was closed (1892 Dec 19, CD p7). The Webmaster of *Columbus Railroads* observed the rails are a lightweight variety. Photo courtesy of the Columbus Metropolitan Library, from *The Story of Columbus*, p6 (1898, Johnston), published caption: "TOP OF TEMPORARY WOODEN VIADUCT, NORTH, 1888. Photo by Johnston."

Photo 8. The presence of four derrick masts (poles with no cross arms) beyond the Powell House indicates this photo was taken between September 14 and October 24, 1892. Along the fence guarding the south ramp to the Tunnel is a light-colored stripe taken as fill where the streetcar siding is or had been. See Photo 9. This photo and Photo 9 may be the last ones of High St. before the Viaduct. Photo courtesy of the Columbus Metropolitan Library, from *The Story of Columbus*, p57 (1898, Johnston), published caption: "HIGH STREET CROSSING LOOKING NORTH".

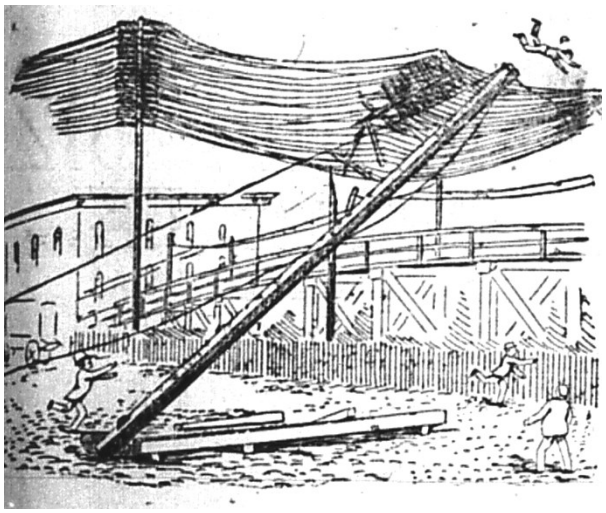
Photo 9. A southbound streetcar is descending the Trestle. An electric car, often called a "motor," is towing a former horse car as a "trailer." One can compare the considerable height difference that prevented the electric cars from using the Tunnel. This photo shows the streetcar tracks after the Trestle was built. Tracks no longer go to the Tunnel, and it appears the siding tracks alongside the Tunnel ramp were removed and filled with light-colored material. On the Trestle, the poles without cross arms support insulated cables used to suspend the electrified trolley wires.

The pole at the far right with one cross arm is at the curbs of the High and Naghten Sts. The CSR track was only 4–5 feet from the curb (1891 Sep 3, SJ p5). This shows how difficult it would have been to lay tracks and switches to both the Tunnel and the imaginary 1888 trestle. The news reported that CSR raised the tracks approaching the Trestle by two feet, and consequently, the City had to raise the grade at the mouth of Naghten (1891 Sep 23 & 30, CD p7). Possibly the rise is evinced by the downward slope from the tracks at the Wassall office, and by what seems a hump of fill between the tracks and the east wall of the Tunnel. The office of Wassall Fire Clay Co., at 330 N. High St. on Map 1 and in Photo 5, was shifted to face Naghten St. when the Trestle was built. It was still there and occupied by Wassall in March 1893 (1893 Mar 24, CD p6).

This is the third photo showing four derrick masts (erected in High St.) put up for construction of the permanent Viaduct. Derricks are described with Photo 7 and Illustration 1. Two masts can be seen clearly in the middle of High St. and two more, further north near the Buckeye Buggy tower. The presence of the four derricks indicates this photo was taken after the fatality on September 14, 1892. The Trestle is intact, indicating the photo was taken before the north slope was razed beginning October 24 (1892 Oct 24, CD p7). The camera location is near that for Photo 8, which suggests these photos may have been taken in sequence. This and Photo 8 may be the last photos of High St. with the grade-level crossing of the steam tracks.

Photo: *Architecture Columbus,* (Columbus, Oh.: Foundation of the Columbus Chapter of the American Institute of Architects, 1976), p. 33, photo citation: The Ohio Historical Society.

Illustration 1 (1892 Sep 14, CD p7).
(See also: 1892: Sep 14, PP p7 | Sep 15, SJ p8.)



A fatal accident occurred at the construction site of the Viaduct at about 11:30 a.m., September 14, 1892. The Trestle is shown, which on this date still carried electric streetcars on the High St. line. The fence is that guarding the Tunnel's north ramp. The building at the left is the Big Four RR freight office visible in Photos 1, 2, 3, 5, and 7.

Viaduct workers had pulled ropes and guy wires over telephone and Fire Telegraph wires. The Fire Dept. wiring became tangled and signaled erratically. To untangle the wires, the Department's head lineman was at the top of a 54-foot pole. As he finished the work, a derrick fell on the mass of wires, shoving two flanking telephone poles against the Trestle and shattering the upper part of both poles. The lineman was flung about 100 feet to the ground and died from the violent fall.

The Trestle was not the cause of the accident; a moving train had pulled down the derrick. The Coroner's inquest reported that the involved derrick was being moved and Joseph Braun, the Viaduct contractor, did not station a man to flag trains. Freight cars were being pushed eastward across High St. at about 4-5 mph and the brake wheel on the second car snagged a guy wire. The brake was torn off the car, then the guy wire caught on the third moving car. Fault was assigned to Braun on his duty to flag trains, but there was no punishment (1892 Sep 17, CD p6).

The derricks were for lifting and moving stone from rail cars to the Viaduct foundations. These derricks had masts about 65 feet tall, with guy wires affixed to the top to stabilize them. A second pole (the boom) was braced against the mast, using tackle (pulleys and wire rope) to raise and lower the boom, with a second tackle on the boom to lift the stones. The boom could swing sideways. In the illustration, the large timber on the ground may have been a boom. There was a steam engine to pull the tackle ropes (1893 Mar 28, CD p1).

The guy wires were attached to anchor-posts reported as 12 feet tall and 18x10 inches across; some were set among the RR tracks (1892 Sep 17, CD p6 | 1893 Apr 24, CD p7). On September 7, a few anchor posts had been installed. By the 14th, two derricks were up. By October 1, four derricks were up, but a fifth derrick could not be set up until CSR tracks and wires were removed from High St. (1892: Sep 7, PP p7 | Sep 15, SJ p8 | Oct 1, SJ p4). Photo 7 shows four derricks with the guy wires, one derrick being this one. Photos 8 and 9 show four derricks north of the Powell House.

Independent of the fatality, the falling derrick broke through about 200 communication wires plus CSR's trolley wires. The trolley wires (the two wires drawn just above the Trestle) usually carried 500-volt, direct-current power, said to be higher just then, because of the greater trolley traffic to the State Fair. When the CSR wires fell, sparks started a fire on the Trestle but it was extinguished without much damage. The CSR wires short-circuited to the telephone wires causing pyrotechnics at the Trestle and havoc at the telephone central switchboard. Wires fell to the ground and severely shocked a porter who was expected to recover. A live wire was stepped on by a frightened horse, which was knocked down and maybe permanently injured. The guy wires were electrically conductive and probably compounded the electrical chaos. A few days earlier, Western Union had raised their telegraph lines from 50 to 75 feet, just for this possibility. See Photos 6 & 9.

There were at least two later derrick accidents. On December 16, a derrick was moving a 15-ton stone when "the base of the derrick gave way." The mast fell eastward, damaging the Trestle slightly and breaking the trolley wires again. The Trestle was not used after that. The mast and boom were broken into a dozen pieces. The derrick operator was severely bruised by something that hit his arm and a lady was grazed by a falling guy wire (1892 Dec 17, SJ p4). By April 1893, stone setting had moved to the Viaduct's south ramp. There, the smokestack of a passenger engine caught a guy wire "and snapped off the 10x18 post to which the guy was fastened. It was lucky the whole derrick was not pulled down." (1893 Apr 24, CD p7).

Even before the three derrick accidents, a train backed into a bumper, knocked it over, and struck a railway electric support pole; falling power wires caused havoc among pedestrians (1891 Dec 05, CD p6).

Photo 10. This is High St. at Naghten St., looking northward in September 1888. On the west side, north of Maple St., is the huge Powell House. South of Maple St. a small office faces High St. (355 High). Nearby are a 2-story building (7-9 Maple), the Columbian Hotel (17 Maple), and a storage yard for sewer pipe, all as on Map 2 (1887). At the lower left in the photo are the main double streetcar tracks in the center of High St., and faintly, one can see the main tracks curve into the south ramp to the Tunnel near the upper right. Just off the rear corner of the southbound streetcar are crossover switches allowing northbound cars onto the southbound track and its extension running alongside the ramp to the Tunnel. There are two streetcars on the extension.

Conclusions: 1) This photo is irrelevant to the 1891 Trestle, but it bears upon the secondary topic, a trestle in 1888. 2) Most significantly, there are no streetcar tracks from High St. to an unseen trestle on the Depot grounds. Such additional tracks would have been south and east of the regular Tunnel tracks, and would have required switches into the main tracks. Compare to Photo 9. 3) Map 2 shows the east side of High St. as 17 feet narrower north of Naghten than south. The 1891 Trestle was seven feet from the east wall of the Tunnel (1891 Sep 2, CD p7). Therefore, the 1891 Trestle stood ten feet west of the front of the Davidson House and a trestle ought to be visible at the extreme right edge of this photo, which it is not. 4) The extension of the southbound tracks was a siding used for storing streetcars for arriving crowds. It could speed the loading and departure of cars, and it appears in the 1891-2 photos. Other such sidings were built on Main St. for the State Fairgrounds in 1882, and for the Columbus Auditorium next to Goodale Park in 1897.

E. Main St. for the crowds at the fairgrounds (now Franklin Park), by way of advocating the same for the rival Long St. line (1882 Jul 17, CD p4)

Provenance: This photo is courtesy of the Columbus Metropolitan Library; labeled: "Street decorated for the 1888 G.A.R. Encampment;" Identifier: 674/G751/1888/10; Source: "Library File Photo." "Library File Photo" designates items without provenance. At this writing the library staff cannot say how the image was obtained or how it was dated. The label posits the photo with others labeled for the September 1888 G.A.R. Encampment, all lacking provenance but with about seven photos definitely G.A.R related. A larger group has additional photos for the Centennial, showing content verifiable to that event.

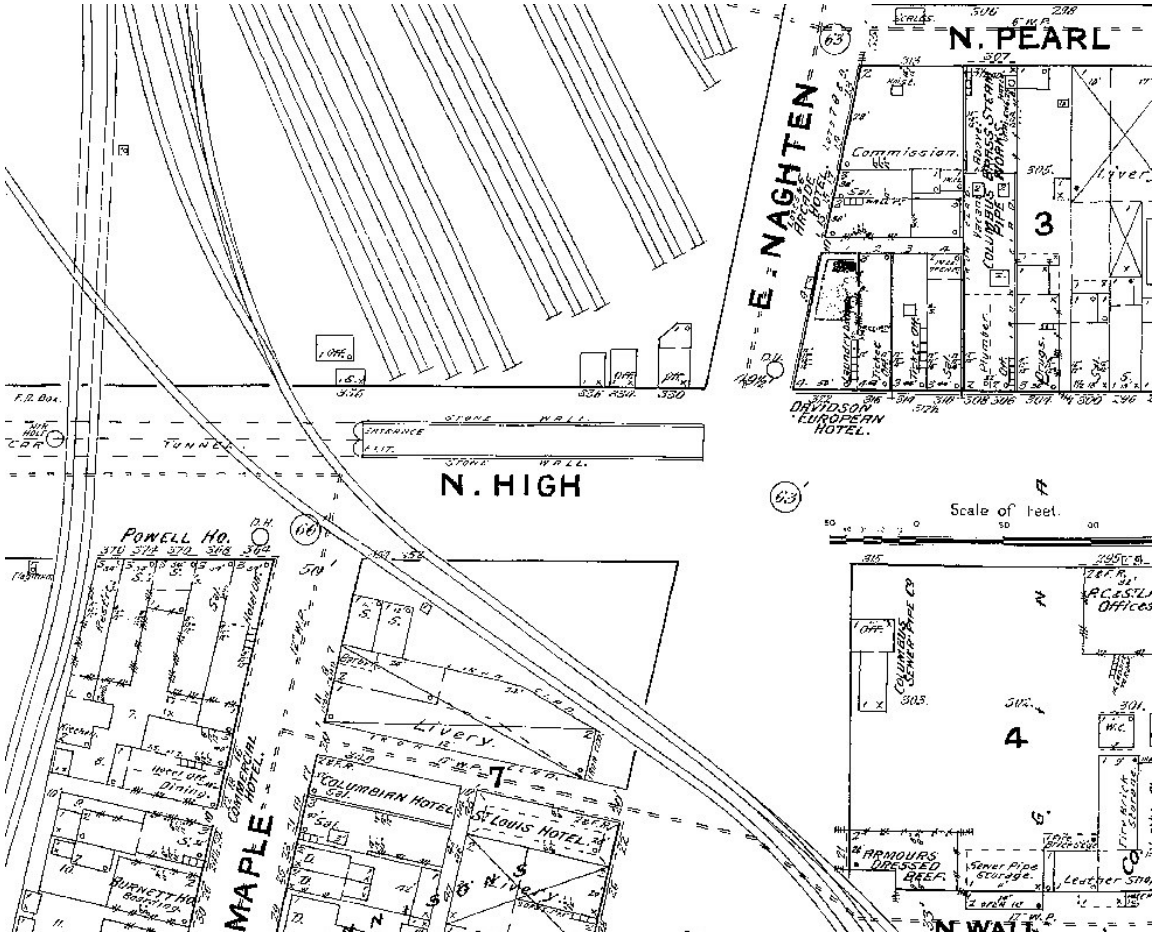
In the Library's scanned image, the Powell House can be discerned as decorated on the two street sides. Each window on the 2nd and 3rd floors has a pair of small flags protruding on sticks. A few downtown photos show small flags similarly displayed during the Encampment. Primarily for the flags, the Cincinnati banner, the fountain, and the 355 High St. office (see discussion with Map 1), I date this photo prior to winter 1888-9, probably concurrent with the G.A.R. Encampment and Cincinnati Exposition, and consistent with Library's label of the G.A.R. Encampment in 1888.[3]

Both Engravings: *Souvenir of Columbus Ohio*, Ward Bros., 1888, author's collection.

Photo 11. This engraving from a photograph looks south on High St. from Naghten St., and shows the CSR tracks in 1888, the year of the G.A.R. Encampment and the Ohio Centennial Exposition. In the left foreground, northbound and southbound tracks curve into the Tunnel, and on the right is the siding alongside the Tunnel ramp (switching into the southbound track). See the view in the other direction in Photo 10.

Photo 12. This view looks northeast across the intersection of High and Naghten Sts., toward the Union Depot in 1888, the year of the G.A.R. Encampment and the Ohio Centennial Exposition. Also in the view, from the right, are the Davidson Hotel (with a Ward Brothers banner), Naghten St., two frame offices, and the Tunnel ramp with guardrail fencing, as on Map 2. The CSR tracks curving to the tunnel are not engraved, but the tracks alongside of the tunnel ramp are shown. The question is, where was there space for a trestle in 1888? This 1888 Depot-yard is essentially the same as in Photo 5 of a later year and Maps 1 (1891) and 2 (1887).

Map 1 (Sanborn Map, 1891 p6)

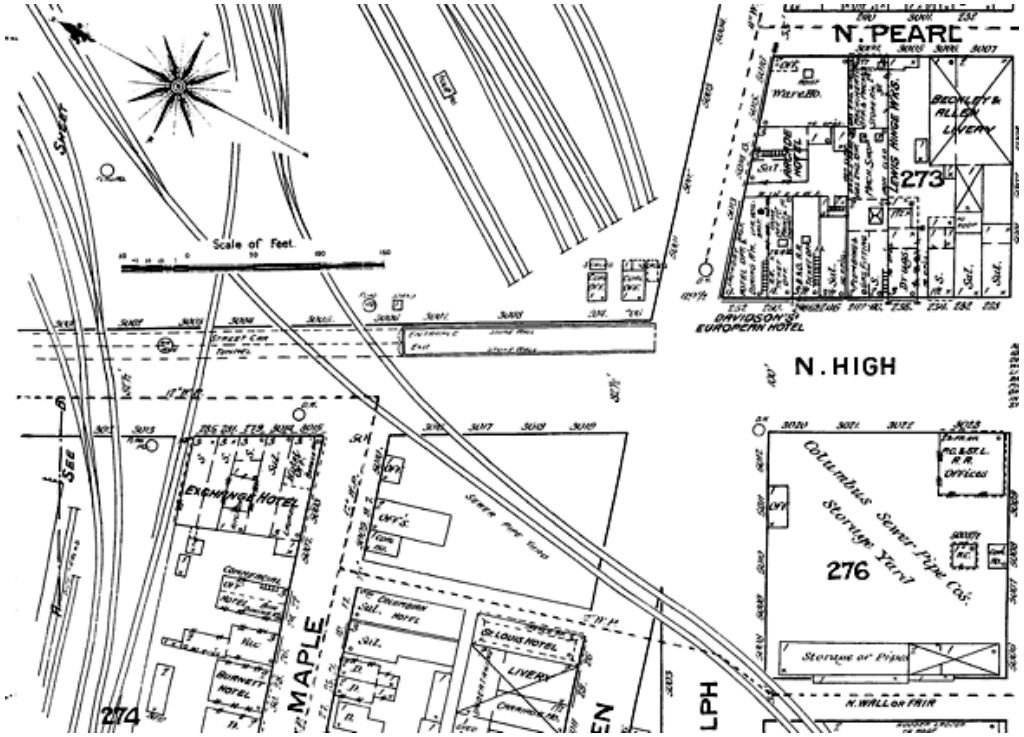


In this 1891 map, along the east side of High St., north of Naghten St. (upper left in the map), are three small offices, five track terminations, and two small RR buildings. The Powell House and the Davidson Hotel that figure in the photos are identified on the map. The location of the Tunnel (dual one-way tunnels) and its south ramp are marked. The street numbers on the west side are wrong. In comparison to Map 2 (1887), along the west side of High St., double stores at 353-355 replaced the small office at 355. A livery at 11 Maple St. incorporated the older building at 7-9 Maple St. plus most of the yard that had been used for sewer pipe storage. This image courtesy of the Ohio Public Library Information Network (OPLIN).

The three offices on the east side (330, 334, and 336 N. High) are in Photo 5. The double stores on the west side (353-355 N. High) appear in Photos 1, 2, 3, & 8. The south façade of the Livery is in Photo 6. To build the Trestle, the three frame offices and two RR buildings were itemized in the news for "removal" and the track bumpers had to be moved farther from High St. (1891 Sep 2, CD p7). The south two offices were moved to face Naghten (1891 Sep 7, SJ p4). The Wassall Fire Clay Co. formerly at 330 N. High St. remained at least until March 1893 (1893 Mar 24, CD p6). See Photo 9.

The north most of the three offices, 336, was shoved a few yards east from its former location and is in Photos 2 and 3 (1891). The same building had been on the west side at 355 High St., at the southwest corner of Maple. See Map 2 (1887) and Photo 10 (1888). The building's transfer across High St. can be traced with Chester Hann's cigar and news shop at 355 in the 1888 Directory and at 336 in the 1889 Directory (the initial entry for the 336 number). Because the Directory canvass was in the spring, this is evidence that Photo 10, taken in mild weather, was no later than autumn 1888, and Photo 5, was taken later in mild weather.

Map 2 (Sanborn Map 1887, p 17)



This is from the 1887 Sanborn map of Columbus with a copyright of February 1887. The west side of High St. matches Photo 10. The High St. right-of-way is 34 feet narrower north of Naghten. This map closely matches Map 1 (Sanborn, 1891), except the 1887 "sewer pipe storage" yard was partly built over by a livery stable before 1891. This image courtesy of the Ohio Public Library Information Network (OPLIN).

NOTES

1. Page 6. For public transportation activity in 1888, these documents were manually searched: 1) a special section of the *Dispatch* boosting Columbus (1888 Apr 2); 2) the *Dispatch* from August 1 through September 12, 1888 and the *Journal* for August 1888; 3) *History of Columbus* by Alfred Lee (1892) with sections on Street Railways, Steam Railways, the Ohio Centennial Exposition, and the G.A.R. National Encampment; and 4) *History of the Ohio State Fair* by LaVon Shook (2000).
2. Page 7. There is no record in hand of when the siding was laid; it may have been as early as 1876. In 1875, building a new Depot farther north allowed the southernmost steam tracks to be shifted north, and in turn, cleared space on High St. for the south ramp to the Tunnel. CSR stated that they might extend their tracks north to the newly shifted steam tracks, so as not to lose any length of their High St. franchise by default (1875 Nov 12, CD p3). The photos show the siding adjacent to the Tunnel ramp, but from 1876 to 1878 stairs to a pedestrian Tunnel occupied that location.
3. Page 15. The 1888 Directory listed offices in the Davidson building at the southeast corner of High and Naghten Sts.**:** Cincinnati, Sandusky, & Cleveland RR (@322); Davidson Hotel (@320-318); Ward Bros. (@316), and C.E. Blaney (@314). All were there at least during 1887, '88, and '89. Blaney was an RR ticket broker and Ward was an RR and steamship ticket broker as well as a Columbus map and souvenir publisher. In Photo 10, it seems the banner painted with "RAIL…" was at the CS&C RR office, an awning was over the hotel entrance, and a banner painted with "CINCINNA…" was at one of the ticket brokers. The banner is taken as an advertisement for train tickets to Cincinnati's Centennial Exposition, concurrent with the 1888 Columbus events. The banner also shows what might be "BEE." This might be BEE LINE, a short name for the CCC & St. Louis RR, one of the main railroads to Cincinnati. Reading the part obscured behind an American flag is problematic. There are what look like numerals ending in "8." These might represent 1788 or 1888, and a shadow looking like "9" might represent September.

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Ward Brothers, *Souvenir of Columbus Ohio*, (Columbus: Ward Bros., 1888).

ABBREVIATIONS

Newspapers courtesy of the Columbus Metropolitan Library microfilm collection. Newspapers are abbreviated: CD = *Columbus Dispatch*; SJ = *Ohio State Journal*; PO = *Columbus Post*; and PP = *Columbus Press* and *Press-Post*.

NEWSPAPER CITATIONS

All news findings about the Trestle are cited below. Most citations are within the text and repeated in this list. Findings that duplicated other articles or were of minor interest are cited below as: "Trestle-Related Findings Not Cited in the Text." Nearly all the newspaper findings were by manual search of microfilm principally of the *Dispatch* (before digital searches were available). Near the termination of this research, digital keyword search in the Dispatch became available. The digital findings, except for a handful of significant finds, are cited below under: "Trestle-Related Findings Not Cited in the Text," and constitute about half of that category.

Citations For The Background
1873 Jun 6, CD p4, Inspection trip to Indianapolis
1876 Jun 16, CD p4, Opening of Tunnel
1878 May 7, CD p4, Pedestrian Tunnel
1891 Aug 31, PP p1, High St. Blockage

Citations For The 1891 Trestle
1891 Jan 17, SJ p7, Electric cars & Trestle
1891 Apr 23, PP p7, CSR told Tunnel to be abandoned
1891 Jul 11, CD p7, Trestle abandoned, cars pulled thru
1891 Jul 15, CD p6, First electric car on N High
1891 Jul 16, CD p7, South cars transfer to north motors
1891 Jul 17, PO p2, RR requires 20' clearance over tracks
1891 Jul 23, CD p7, First electric car on S High
1891 Jul 23, PO p4, Tear off Tunnel roof
1891 Jul 25, CD p7a+b, Trailer transfers at the Tunnel
1891 Jul 27, CD p4 Trailers on electric cars
1891 Aug 1, CD p7, Delays, Tunnel roof, no alterations
1891 Aug 3, PO p8, City vs. RRs re. Viaduct
1891 Aug 17, CD p4, delays inside the Tunnel
1891 Aug 17, PP p7, BPW & CSR ok Fourth St. detour
1891 Aug 25, CD p5, CSR banned from Tunnel
1891 Aug 26, SJ p5, CSR plans for tracks on surface
1891 Aug 29, CD p7, RR's refuse CSR crossing
1891 Aug 31, CD p6, Trestle to be built by CSR
1891 Sep 2, CD p7, Trestle specifications, 16'6" clearance
1891 Sep 3, SJ p5, Trestle specifications
1891 Sep 5, SJ p8, Trestle progress
1891 Sep 7, SJ p4, offices moved, telegraph wires
1891 Sep 15, SJ p6, Trestle in use
1891 Sep 15, CD p7, Test run on Trestle, wet rails
1891 Sep 15, PO p4 Test run on Trestle
1891 Sep 16, CD p7, Tunnel & Naghten blocked
1891 Sep 19, CD p7, Stairs begin on the 21st
1891 Sep 26, CD p7, Stairs & water barrels for fire
1891 Sep 29, CD p4, Bicycles on Trestle
1891 Sep 23, CD p6, Platform, stairs, & ballast
1891 Sep 26, CD p7, Platform & stairs
1891 Sep 30, CD p7, Raising Naghten to the CSR tracks
1891 Sep 30, CD p4, Bicycles on Trestle
1892 May 28, CD p4, Traffic Numbers
1892 July 6, CD p7, 90 days to vacate Trestle
1892 Aug 24, CD p4, Fourth St. bridge open
1892 Sep 9, SJ p8, Cars to Fair from the Trestle
1892 Oct 15, CD p7, 11,000/day arrive at Depot on Trestle
1892 Oct 19, PP p7, Court orders demolition
1892 Oct 19, CD p6, Court orders demolition
1892 Oct 19, CD p7, CSR tracks razed at Spruce
1892 Oct 20, SJ p3, Court orders demolition
1892 Oct 23, SJ p6, Razing Trestle, north 1/3
1892 Oct 23, PP p8, CSR car schedule notice
1892 Oct 24, CD p7, Razing Trestle, Detour, Stairs
1892 Oct 24, PP p7, CSR Detour over Goodale finished
1892 Dec 11, PP p7, CSR route change notice
1892 Dec 15, CD p7, 3/4 Trestle remaining, etc.
1892 Dec 17 SJ p4, another accident at Viaduct
1892 Dec 19, CD p7, Trestle abandoned 12/16
1892 Dec 20, SJ p8, Trestle lumber for sale
1893 Jan 5, CD p7, CSR razing remnant of Trestle
1893 Jan 26, CD p7, CSR razing remnant of Trestle
1893 Jan 30, CD p7, only 100 feet of Trestle left
1893 May 15, CD p6, Officer Lee at High & Naghten

Citations About 1888 Depot Preparations
1875 Nov 12, CD p3, CSR High St. siding
1881 Dec 1, CD p4, Helper horse at the Tunnel
1882 Jul 17, CD p4, Siding for cars at events
1887 Oct 10, SJ p2, Advance plans for GAR

1888 Apr 2, CD p11 & p15, More advance plans
1888 Aug 15, CD, Map of GAR camps & events
1888 Sep 3, SJ p8, Steam RR shuttle to Fair
1888 Sep 8, CD p6, No pedestrians near tracks
1888 Sep 10, CD p1, Arriving train handling
1888 Sep 10, CD p6, Veterans march to camps
1889 Dec 4, CD p3, Yost & Robinson study for Viaduct
1891 Aug 31, CD p4, Ugliness of Trestle
1891 Sep 2, CD p7, Trestle preparations
1891 Sep 15, CD p7, Problem with wet rails
1891 Sep 18, CD p4, Track switches were slow
1891 Sep 23, CD p7, Horses can't climb Trestle
1891 Sep 28, CD p7, Officer Lee at High & Naghten
1891 Oct 27, CD p5, Officer Lee at High & Naghten
1892 Oct 20, PP p7, Closed sides for 4th St. viaduct
1892 Oct 22, CD p7, Trestle site leased from RR
1897 May 3, CD p6, Siding for cars at Auditorium

Citations For The Picture Captions
1881 Dec 1, CD p4, Helper Horse at Tunnel
1889 Jun 10, SJ p10, New mgt. at Powell House
1890 Apr 24, SJ p8, MJ Leonard runs Powell House
1891 Jul 27, CD p4, Mule tender at the Tunnel
1891 Sep 6, SJ p 8, Twenty-one bents up
1891 Dec 05, CD p6, Train struck CSR electric post
1892 Sep 7, PP p7, Derrick anchor posts up
1892 Sep 14, CD p7, Fatal accident at Viaduct
1892 Sep 14, PP p7, Fatal accident at Viaduct
1892 Sep 15, SJ p8, Fatality & two derricks up
1892 Sep 17, CD p6, Coroner's Inquest Report
1892 Oct 1, SJ p4, Four derricks up
1893 Mar 24, CD p6, Wassall office extant
1893 Mar 28, CD p1, Engine for derricks
1893 Apr 24, CD p7, Derrick anchor post 10" x18"

Trestle-Related Findings Not Cited in the Text
1891 Apr 23, CD p7, CSR told Tunnel to be abandoned
1891 Jun 4, CD p6, Informal approval to Trestle
1891 Jun 10, CD p4, Dreaming of Trestle
1891 Jul 24, SJ p8, Horse car transfer thru Tunnel
1891 Aug 17, PO p4, BPW & CSR ok detour
1891 Aug 14, CD p6, RR requires 23' bridge height
1891 Aug 24, PO p4, BPW bans CSR from Tunnel
1891 Aug 24, PP p7, BPW bans CSR from Tunnel
1891 Aug 24, CD p7, BPW bans CSR from Tunnel
1891 Aug 25, CD p6, BPW approves Council ban revision
1891 Aug 31, SJ p16, Trestle to be built
1891 Aug 31, CD p4, Trestle to be built
1891 Sep 1, SJ p5, RR objects
1891 Sep 1, CD p5, Council approves Trestle
1891 Sep 4, CD p7, Four bents erected
1891 Sep 7, CD p7, Progress clip
1891 Sep 8, CD p4, Gawkers at Trestle
1891 Sep 10, CD p4, Opinions
1891 Sep 9 CD p4, Bill posting on Trestle
1891 Sep 10, CD p7 superstructure to be done today.
1891 Sep 10, CD p4 Unsightly trestle.
1891 Sep 10, SJ p5, Trestle progress
1891 Sep 11, CD p4, Imagining
1891 Sep 14, PO p4, No Trestle runs
1891 Sep 14, CD p4, Telegraph wire
1891 Sep 15, SJ p6, Last night's crowd at Trestle
1891 Sep 15, CD p6.6, Worker lost fingers to locomotive
1891 Sep 15, CD p6.4, Trestle vs Viaduct suit
1891 Sep 18, CD p4, 19 cars stalled at Trestle
1891 Sep 23, CD p6, Raising tracks with ballast
1891 Sep 24, CD p4, View from Trestle
1891 Sep 28, CD p7, Guardrail & foot ramp at Naghten
1891 Sep 30, CD p7, Naghten St. raised at Trestle tracks
1891 Oct 23, CD p4, Planks on Trestle warping
1891 Nov 10, CD p4, Difficulty with wet rails
1891 Nov 17, CD p5, Officer Lee kept
1891 Dec 5, CD p6, Electrical accident at Trestle
1892 Feb 19, CD p7, Runaway horse chooses Trestle
1892 Feb 23, CD p4, Likely Viaduct interference
1892 Feb 29, CD p6, need watchman at Trestle
1892 Jun 30, CD p6, Detour & trestle demolition
1892 Jul 1, CD p7, Demolish Trestle & 500V danger
1892 Jul 4, CD p6, Detour & Trestle disposition
1892 Jul 5, CD p7, Demolish Trestle
1892 Jul 9, CD p6, CSR vs Viaduct contractor
1892 Aug 26, CD p7, Officer Lee at High & Naghten
1892 Oct 6, CD p7, Injunction & Interference
1892 Oct 7, CD p6, Viaduct, Trestle Detour work
1892 Oct 11, CD p6, Injunction Court arguments
1892 Oct 17, CD p4, Pro-Trestle opinion
1892 Oct 17, CD p7, Pro-Trestle petition
1892 Oct 18, SJ p5, Pro-Trestle petition
1892 Oct 21, CD p7, Negotiation stalemate
1892 Oct 22, CD p7, Negotiations about razing
1892 Dec 16, CD p7, Another accident at Viaduct
1892 Dec 24, CD p7, Trestle being demolished
1892 Dec 31, CD p4, Officer Lee @High&Naghten
1893 Jan 12, CD p7, Oak St. cars still run to Depot
1893 Jan 27, SJ p8, CSR razing remnant of Trestle