

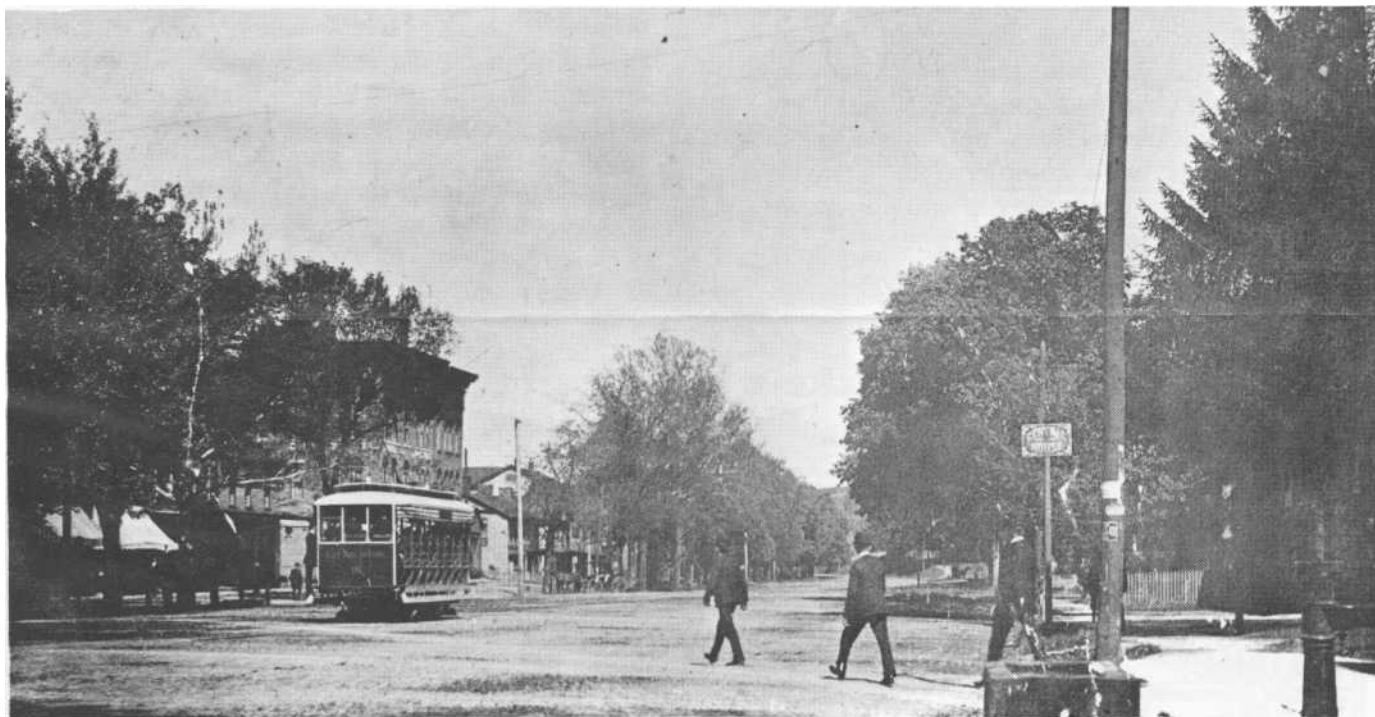
THE HISTORICAL TIMES

NEWSLETTER OF THE GRANVILLE, OHIO, HISTORICAL SOCIETY

Volume V Number 1

Winter 1991

THE NEWARK-GRANVILLE INTERURBAN CAR: WAS IT THE FIRST INTERURBAN IN THE COUNTRY?



A NOTE TO OUR READERS

Five years ago, the Board of Management of the Granville Historical Society decided to publish *THE HISTORICAL TIMES*. Beginning modestly in 1987, we have now reached Volume Five. The Editors have been pleased with both the publication itself and the gratifying response from so many of our readers.

In this fifth anniversary year, we present a new look. The Editors plan several special articles and enlarged issues to commemorate five years of service to our Society. We hope you will enjoy the anniversary issues. The Board welcomes suggestions from you and values your continued support.

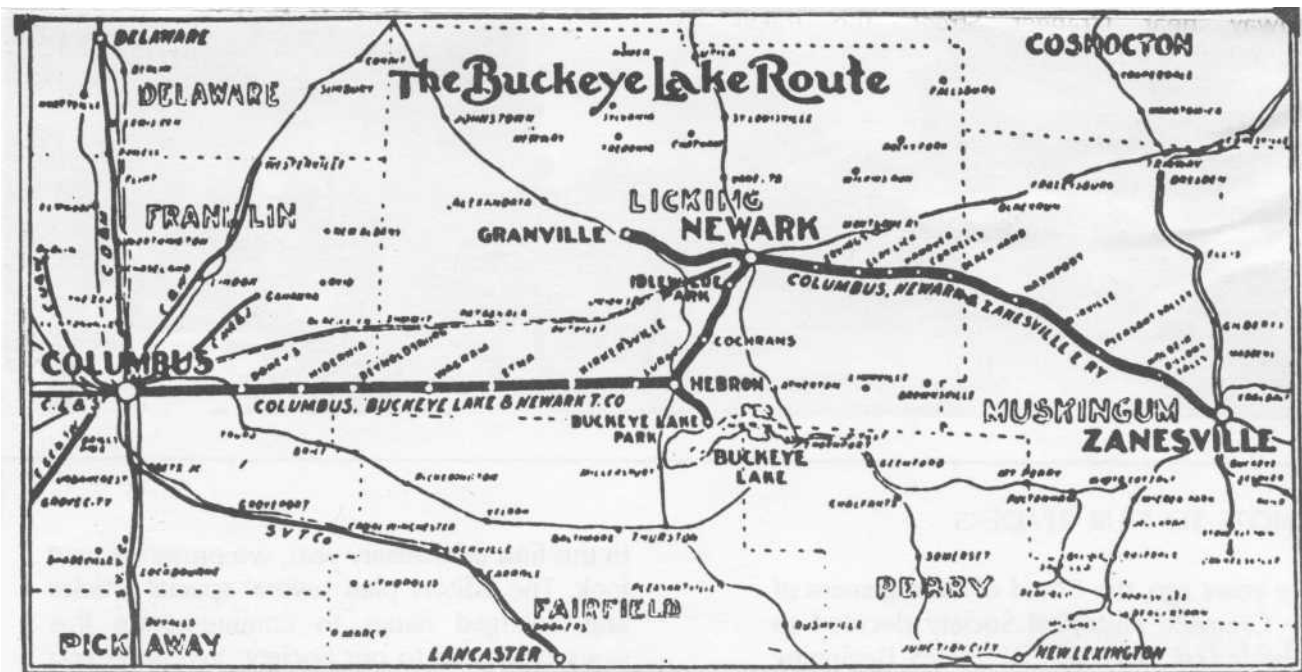
The Editors

THE INTERURBAN

On December 28, 1889, the Newark and Granville Electric Street Railway Company finished an interurban line from downtown Newark to a spot on Centerville Street a couple miles east of Granville. Centerville Street was the early name for what today is called "The Newark-Granville Road". On that late December day, the first electric car ran from Newark to a point near the present intersection of the Newark-Granville Road and Cherry Valley Road. Funding for construction ran out in 1889, so the line could not be completed all the way into downtown Granville. During the next year, new sources of funds were raised from Newark investors, and in the fall of 1890, the tracks were completed to Granville Village. The first car made the trip into downtown Granville on September 1, 1890.

For some of the duration of the interurban line, the terminal was the Old Stone Bank Building, which today serves as the Granville Historical Society Museum on East Broadway. A spur line was located on the east side of the building for unloading freight. Eventually, the tracks were laid down South Main Street to the Railroad Station. This enabled passengers arriving on the Ohio Central Railroad to transfer to the interurban car and have a direct route to downtown Newark.

Shortly after the completion of the line into Granville, there were eight round trips daily. In 1891, the Post Office gave the interurban line a mail contract. There is some evidence that this contract was the first one let in the United States. In 1897, hourly service began, with the car leaving Granville on the half hour and Newark on the hour. The daily service from the Granville terminal ran from 5:30 in the morning until 11:30 at night. Twice daily, the interurban car descended South Main Street to the T. & O. C. Station.



The Buckeye Lake Route--Columbus, Buckeye Lake & Newark Traction Company, formerly the Ohio Electric Railway, and later the Columbus, Newark and Zanesville Traction Company



The Granville Depot

THE "CHERRY VALLEY LINE"

The interurban car left Newark following West Main Street, going west until it reached Cherry Valley Road. Here, following a route close to the old Granville Feeder canal, the interurban tracks went northwest on the west side of Cherry Valley Road coming to what was then known as Centerville Street. On Centerville Street, the tracks were on the north side of the street until they reached Granville, crossing the street near the present golf course. The tracks then clung close to the side of Mt. Parnassus on the south side of East Broadway. Merging to the center of Broadway near Granger Street, the tracks continued to Main Street, where they turned south and went down the Main Street hill until they reached the Ohio Central Railroad station. Old photographs suggest that the main stop was in the center of Broadway near the center of the business district. Minnie Hite Moody has written that the car stopped on Centerville Street at "Geach's", which today is the home of Nancy and Rob Drake. The interurban car, popularly called the "Cherry Valley Line", made the trip to Newark in seventeen minutes.

The interurban line operated until 1923. At 11:30 p.m. on March 10, the last car ran from Granville to Newark. Stories abound that many Granvillians rode the last trip on the interurban car to Newark. The car's whistle sounded mournfully all the way into Newark. The interurban car became the victim of a vastly improving network of roads and the advent of the personal automobile as a means of transportation.

THE COLUMBUS, NEWARK AND ZANESVILLE RAILWAY COMPANY

The ownership of the Newark-Granville line changed several times over the thirty-four year history of its operation. At one time, it was part of the Columbus, Newark and Zanesville Railway Company. This line came out of Columbus on the National Road going east to Hebron. There, turning northeast, it more or less followed present-day Route 79 along the then extant Ohio Canal to downtown Newark. At Hebron, a spur line travelled to Buckeye Lake, carrying crowds of summer pleasure seekers to the shores of the lake. In fact, for several years, the interurban line owned and operated a hotel and dance pavilion at the lake to serve its many patrons. It appears that the traction company also owned what today is Moundbuilders State Memorial, then called "Idlewilde Park." This was a permanent stop on the interurban line.

#ik



N. & G. E. R'y.

In effect May 23, 1881—Local Time.


LEAVE NEWARK

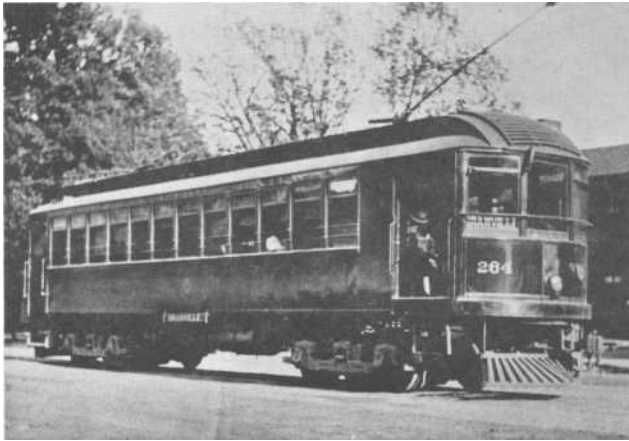
Train No. 1	leaves power house at	6 15 a m	
"	" 3	leaves Newark	7 30 a m
"	" 5		9 15 a m
"	" 7		10 30 a m
"	" 9		1 30 p m
"	" 11		3 00 p m
"	" 13		4 30 p m
"	" 17		7 30 p m
"	" 19	Saturday only	9 00 p m

LEAVES GRANVILLE.

Train No. 2		7 00 a m	
"	" 4	9 00 a m	
"	" 6	10 30 a m	
"	" 8	12 00 m	
"	" 10	2 30 a m	
"	" 12	4 30 p m	
"	" 14	6 00 p m	
"	" 16	7 30 p m	
"	" 18	8 30 p m	
"	" 20	Saturday only	10 00 p m

This schedule connects with all trains on the T. & O. C. railway at Granville.
 The Sunday schedule between Newark and Granville is as follows: Leave Newark at 9, 11 a m, 1, 2, 3, 4, 6, 7 and 8 p. m.
 Nos. 19 and 20 run Saturday only.
 Nos. 3 and 11 connects at Granville with T. & O. C. for Hebron, New Lexington, Athens, Charleston, W. Va., and all intermediate points.
 Nos. 5 and 13 connects at Granville with T. & O. C. for Alexander, Johnstown, Bucyrus and Toledo.
 Nos. 2, 8 and 14 makes connections at Newark with B. & O. and Pan Handle for all points east and west.
 For special train service or special excursion rates on reasonable terms apply or write to Wm. C. Christian, Secretary, Newark, O.
H. SCHEIDLER,
 Superintendent.





Comfort, Recreation and Amusement
 FOR EVERYBODY AT
Idlewilde Park!
 "Nature's Beauty Spot."
 Summer Theatre, Boating, Bathing, Tobogganing, Bowling Alleys, Switchback Coaster and Bicycle Tracks, Swings, Rustic Chairs Summer Houses, Tables, etc. Good Orchestra and Band. No intoxicating liquors sold or permitted on the grounds.

Nature's Interurban Charms

As reached by modern service, combining convenience and luxury in city and country, to charming scenery, beautiful lakes and majestic rivers, via:

The Columbus, Newark and Zanesville El. Ry.,
 (The Scenic Way)

The Columbus Buckeye Lake and Newark Traction,
 (The Pleasure Line)

Newark and Granville Street Ry. Co.,
 owned and controlled by
The Tucker-Anthony Traction Syndicate;
 Boston, Mass.

GENERAL OFFICES.

No. 12 North Park Place, Newark, O., J. R. Harri-
 gan, General Manager; F. A. Boutelle, Supt. Transpor-
 tation; F. L. Mowry, Supt. Newark and Granville St.
 Ry.; Will D. Harris, Manager Parks, Columbus office,
 No. 1 Ruggery Bldg.; Zanesville, Cor. Sixth and Main
 streets.



The Interurban tracks on East Broadway in Granville.

From Newark, the interurban line went east on Main Street heading towards Black Hand Gorge. A tunnel was dug through a large hill near the gorge which the interurban tracks used instead of going around the hill. One author writes that this was the only such interurban tunnel in the United States. The route followed a southeasterly path on into downtown Zanesville. Much of the right of way from Black Hand Gorge to Zanesville is now buried beneath the waters of the Dillon Reservoir. The Columbus to Zanesville trip was sixty-four miles in length. It took two hours and twenty-five minutes to complete the trip.

A pamphlet in the Newark Public Library written before 1905 indicates that there were three names for the different lines, all under the same corporate umbrella, the Tucker-Anthony Traction Syndicate located in Boston. The three lines were: The Columbus, Buckeye Lake and Newark Traction Line (which was called "The Pleasure Line"); The Columbus, Newark and Zanesville Electric Railway Company (which was called "The Scenic Way") and the Newark and Granville Electric Street Railway Company. later, these lines were part of what was called the "Ohio Electric" Company.

The Columbus to Newark service stopped on January 15, 1929 and on February 15 of the same winter, the last interurban car left Zanesville for Newark.



The tunnel at Black Hand Gorge.
Photo: Ohio Historical Society

LITTLE GRANVILLE SUPPORT

Granville appears to have done very little to support the original concept or the early financing of the interurban from the village into Newark. Merchants feared that they would lose too much business to the county seat. The railway car had "N-G" painted on its side -- which some disgruntled merchants suggested really meant "No Good"! In fact, Professor Utter suggests that the closing of the Hotel Granville was due to the interurban car. Travelling sales representatives no longer needed to stay overnight in Granville.

Many Granvillians did spend more time in Newark, so the economic aspects of the line probably helped Newark more than Granville. In the late 1890's, at least twenty-five Granville residents commuted daily by the interurban car to their jobs in Newark. Denison students frequently used the interurban for travel. The "owl" car -- the last one to leave Newark for Granville on a Saturday -- was at times known for the less than sober condition of some of its passengers. During the summer months, an open air car -- "Number 9" -- was used and it served an almost recreational purpose for its many travellers, especially in the evening. Later, a faster motor was put on this car and it could make the trip to Newark in fourteen minutes! In the early 1900's, the Jewett Car Company of Newark produced some of the new cars used on the Newark-Granville line. About this time, the entire line, fifteen miles in length, was reconstructed.

Toledo & Ohio Central R. R.	
Trains leave Granville as follows:	
South Bound... 7:34 a.m.	North Bound... 9:22 a.m.
" " ... 5:22 p.m.	" " ... 7:16 p.m.
" Local ... 1:45 p.m.	" Local ... 10:30 a.m.
T. & O. C. trains daily except Sunday.	

N. & G. Electric Road.	
Lv. Newark.	Lv. Granville.
No. 1... 5:50 a.m.	No. 2... 6:30 a.m.
No. 3... 6:45 a.m.	No. 4... 7:45 a.m.
No. 5... 8:30 a.m.	No. 6... 9:30 a.m.
No. 7... 10:40 a.m.	No. 8... 11:30 a.m.
No. 9... 12:45 p.m.	No. 10... 1:30 p.m.
No. 11... 2:15 p.m.	No. 12... 3:00 p.m.
No. 13... 4:15 p.m.	No. 14... 5:30 p.m.
No. 15... 6:15 p.m.	No. 16... 7:20 p.m.
No. 17... 7:30 p.m.	No. 18... 8:15 p.m.
No. 19... 8:00 p.m.	No. 20... 8:45 p.m.

Nos. 17 and 18 Saturdays only.
Nos. 19 and 20 leave one hour later on Saturdays.

Nos. 3 and 7, 4 and 8, will take freight.
Nos. 3 and 13 connect with south bound T. & O. C. trains.
Nos. 5 and 15 connect with north bound T. & O. C. trains.

SUNDAY SCHEDULE.	
Lv. Newark.	Lv. Granville.
8:30 a.m.... 3:30 p.m.	9:15 a.m.... 4:15 p.m.
10:35 a.m.... 6:00 p.m.	11:30 a.m.... 6:45 p.m.
12:30 p.m.... 8:00 p.m.	1:15 p.m.... 8:45 p.m.
2:00 p.m.....	2:45 p.m.....

WAS THIS THE FIRST INTERURBAN LINE?

The questions arises -- was the Newark-Granville line the first interurban service in the United States? This, of course, is not a question about the first trolley car, but rather about the first electric car to travel between two cities or towns. The name "interurban" is derived from the Latin meaning "between cities". Utter in his *History of Granville* suggests that the Newark-Granville line was the third such line in Ohio. He refers, however to the September, 1890, date as the time the line reached downtown Granville. In his *Ohio Trolley Trails* (1971), a comprehensive account of interurban travel in Ohio, Henry Christiansen writes that this line was the first in the United States. Christiansen uses the date of December 28, 1889. Of course, this was the date when the line reached some spot east of Granville on Centerville Road. An advertising brochure published sometime before 1910 for the Columbus, Newark and Zanesville line also notes that the Newark-Granville interurban service "...is one of the first electric street railways in America and the first to connect two towns -- Newark and Granville." An early 1900's booklet for the Columbus, Buckeye Lake and Newark Traction Company makes the same claim.

It may be that both dates suggested by Utter and Christiansen are correct. The answer may depend on whether one asks about the terminus being in Granville (in 1890, as Utter does) or on Centerville Road (in 1889, as Christiansen does). Other documentation is needed to provide a resolution for the original question posed in the title of this article.

HISTORICAL DIFFICULTIES

The published history of the interurban system is replete with errors. For example, in his extensive treatment of trolley travel, *The Interurban Era* (1961), William Middleton writes that the first interurban car ran between Minneapolis and St. Paul in 1891. Since this was but a short run with no intervening country space, Middleton then suggests that in reality the first authentic interurban line was between Portland and Oregon City, which opened in 1893. Current research indicates that Middleton is incorrect on both counts, as the Newark-Granville Electric Street Railway Company was running, at least as far as Centerville Street, in 1889.

SOURCES

Two fascinating documents, *A Sketch of the Columbus, Newark and Buckeye Lake Traction Company* and *The Buckeye Lake Route* are very important historical sources. Wally Chessman loaned the former from his collection and a copy of the latter is in the Newark Public Library. Professor Chessman also loaned several copies from microfilm of *The Newark Advocate* articles on the Newark-Granville line. Minnie Hite Moody's *The Old Interurban and Other Pieces*, originally published in the *Advocate* in 1964, contains important recollections of local interurban travel. Mrs. Moody's informative articles helped confirm the exact location of the tracks in Granville. Henry Christiansen's *Ohio Trolley Trails* is a vast assortment of interurban fact with a quite detailed account of the electric railway system in Licking County.

Anthony J. Lisska
Granville Historical Society

The Columbus, Buckeye Lake and Newark Traction Co. TIME CARD.

East Bound.						West Bound.					
STATIONS	A. M.		Fare	Round Trip	Miles from Columbus	STATIONS	A. M.		Fare	Round Trip	Miles from Newark
Lv. Columbus	6 00	There- after every hour until 10 P. M. Running Time be- tween Columbus and Newark, 1:50				Lv. Newark	6 00	There- after every hour until 10 P. M. Running Time be- tween Newark and Columbus, 1:50			
Capital University	6 25		5c	10c	4.2	* Hebron	6 30		15c	25c	9.3
Doneys	6 30		10c	20c	6.9	Kirkersville	6 45		25c	40c	15.
Reynoldsburg	6 40		15c	25c	11.1	Etna	7 00		35c	55c	19.6
Wagram	6 50		20c	35c	14.9	Wagram	7 10		40c	65c	22.
Etna	7 00		25c	45c	17.3	Reynoldsburg	7 20		45c	75c	25.8
Kirkersville	7 15		35c	60c	21.9	Doneys	7 30		50c	85c	30.
* Hebron	7 30		45c	75c	27.6	Capital University	7 35		55c	95c	32.7
Ar. Newark	7 50		60c	1 00	36.9	Ar. Columbus	7 50		60c	1 00	36.9

*Connections at Hebron for Buckeye Lake with every car from Columbus and Newark.
During theatre season cars will leave both Columbus and Newark at 11:00 P. M.

**Cars Run on Central Standard Time.
All Cars Have Smoking Compartments.
Special Rates to Picnic Parties.**

**Visit the Great Summer Resort
BUCKEYE LAKE.**



**GRANVILLE HISTORICAL SOCIETY
BOARD OF MANAGEMENT**

President:	Eric Jones
Vice President:	Richard Shiels
Secretary:	Jeane Randolph
Treasurer:	David B. Neel

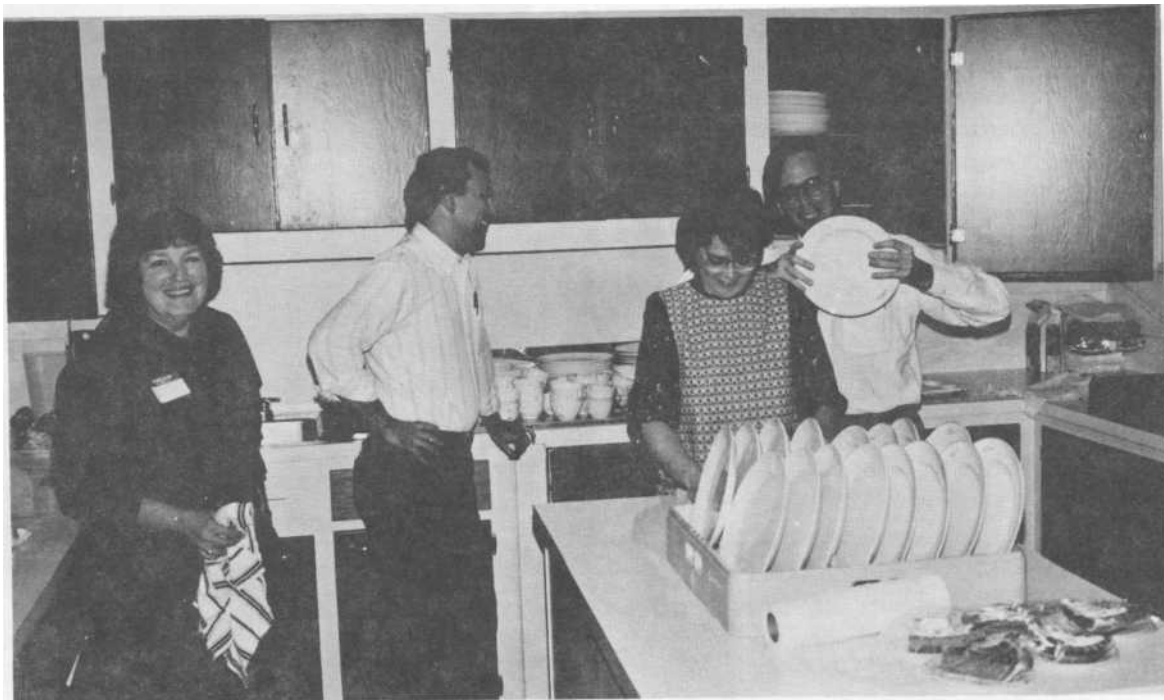
TRUSTEES

<u>Class of 1991:</u>	Mary Ann Malcuit John Rugg Ann Stout
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<u>Class of 1992:</u>	Irvine Chotlos Daniel Freytag Thomas Gallant
-----------------------	--

<u>Class of 1993:</u>	Florence Hoffman Anthony Lisska Harold Sargent
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The Board of Management assisted with the arrangements
for the Annual Banquet of the Society





PROGRAM COMMITTEE

"Frontier Spirit 1799" will be the title of the program scheduled for February 25 at 7:30 p.m. in the Old Academy Building. Five members of the Frontier Players, a group which performs every summer in the Alley Park in Lancaster, will be in costume and in character. They will take us back to the Ohio frontier, especially the trails such as the Zane Trace. The program is sponsored by the Granville Historical Society and is open to the public. Audience participation is desired.

NEW MEMBERS WELCOME

One benefit of membership in The Granville Historical Society is the receipt of this publication. Any reader knowing of an individual who might wish to become a member and receive *The Historical Times* is invited to contact any Board member or the membership chairman, Dan Freytag (349-9122/587-2556). A membership application and explanatory letter will be promptly forwarded. Gift memberships are also available. Membership dues, including receipt of *The Historical Times*, are \$5.00 per year.

MEMBERSHIP RENEWAL NOTICE

It is time to renew your membership to the Granville Historical Society. Dues continue to be \$5.00 per person. If you have not renewed your membership for 1991, please send your check to the Secretary, Box 129, Granville, OH 43023. The 1991 current membership list, from which *The Historical Times* takes its mailing list, will be in effect beginning April 1.

ANNUAL BANQUET

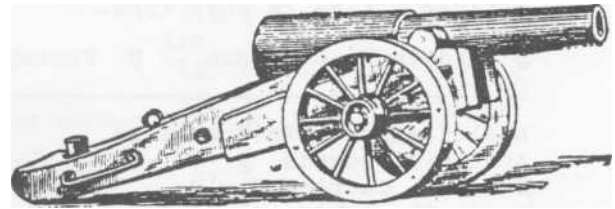
The Annual Banquet for the Society was held on November 13, 1990, in the Fellowship Room of the Presbyterian Church. The room was filled with members dining together. Norm Kennedy was presented with the "Historian of the Year" award for his work on the computerized data base for the Granville cemeteries. Following the dinner, Tom and Mary Hankins and their children presented an interpretation of a day in the life of a surgeon during the Civil War.



The Thomas Hankins Family

ANNUAL MEETING

The annual meeting of the society will take place in late April in the Old Academy Building. The President of the Society, Eric Jones, will present the annual report indicating the many activities undertaken by the Society during the last year. During this meeting, the Nomination Committee will present a slate and election of new officers and new members of the Board of Management will be held.



CALL FOR VOLUNTEERS

The Society has constituted several committees over the last year. If you would like to serve on any of these committees, please be in touch with the Chair of the committee.

Committee Chairs:

Archives: Florence Hoffman
Civil War Roundtable: Anthony Lisska
Membership: Daniel Freytag
Museum: Fanchion Lewis
Old Colony Burying Ground: Carl Frazier and Florence Hoffman
Programs: Richard Shiels
Properties: Harold Sargent
Publications: Anthony Lisska
Publicity: Thomas Gallant

The Historical Times is included with membership and is sent to all members of the Society. Questions or comments may be sent to:

Editors
The Historical Times
P. O. Box 129
Granville, Ohio 43023

Editorial Board: Florence Hoffman, Anthony Lisska, Mary Ann Malcuit, Samuel Schaff.

CIVIL WAR ROUNDTABLE

The Society's Civil War Roundtable continues to meet monthly on the third Tuesday at 7:00 p.m. in Lamson Lodge on the Denison University Campus. Meetings and discussions are open to all members of the Society.

The schedule of meetings for the first half of this calendar year is as follows:

January 15: "Civil War Photos of the Common Soldier: The Forgotten Photography of Tim O'Sullivan" -- Tony Lisska

February 19: "A. P. Hill" -- Keith Piper

March 12: "George Armstrong Custer: The Civil War Years" -- Clarke Wilhelm

April 11: Joint meeting with the Columbus Roundtable at Lamson Lodge.

May 21: "The Town That Started the Civil War: Oberlin, Ohio" -- Keith Hoover

June 25: Carl Beamer, topic to be announced

Mitchell Snay from the Denison University History Department presented a paper at the December meeting on "The Religious Context of the Civil War."

The Historical Times
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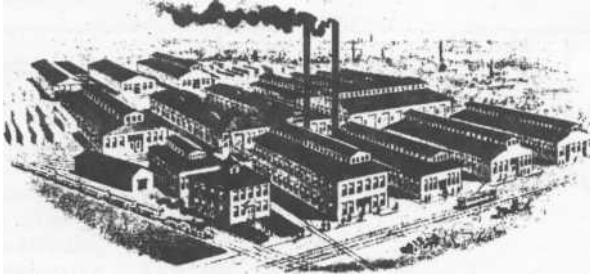
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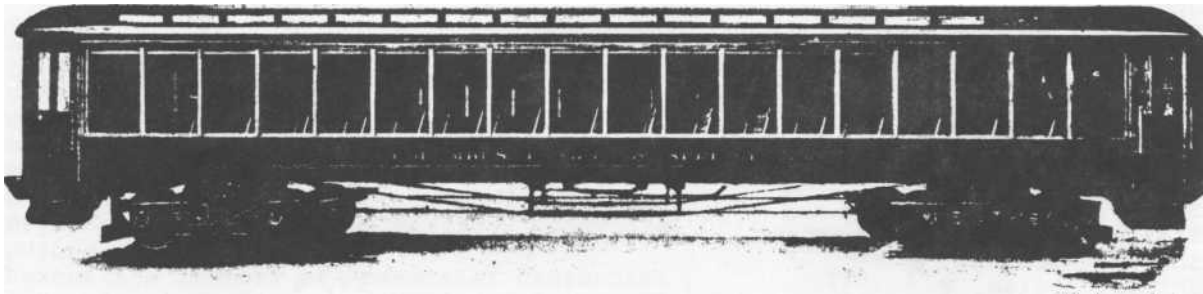


THE JEWETT CAR COMPANY

Manufacturers of

**ELECTRIC
SUBURBAN &
ELEVATED and
SUBWAY CARS**

Newark, Ohio,



From the Archives--

Some of the cars used on the Newark-Granville line were made in this plant in Newark.

*Granville Historical Society
115 East Broadway
Post Office Box 129
Granville, Ohio 43023-0129*

