

MOTOR COACH AGE

MARCH-APRIL 1990



Columbus by William T. Bownas

From the Editor

Columbus

Many U.S. cities have had trolley-coach systems over the years, but in only a few has the trolley-coach been the dominant mode of local transportation. Columbus streetcars were replaced one or two routes at a time between 1933 and 1948, and all the major lines were converted to trackless trolleys. In the 1950's there were three times as many trolley-coaches as motor buses on the property, and peak-hour headways along North High Street were as close as 30 seconds.

Most Columbus trolley-coach routes at the time they were established ran farther than streetcar tracks had gone. However, none were ever subsequently extended. Thus after 1950 the simultaneous decline in transit patronage and expansion of the city's area by annexation made the electric lines vulnerable. As elsewhere they slipped away gradually. With one exception the replacement diesel buses also go farther from the central business district than the trackless trolleys did.

The feature article in this issue chronicles the rise and fall of the trolley-coach in Columbus and fits into that history the parallel development of the city's motor bus operation. Work on the article was begun in the belief that the files of the Motor Bus Society already contained enough material to construct a reasonably complete overview. But when this was done, many gaps and inconsistencies became evident.

The late James Farkas, and Patricia Farkas, followed through with research at the Columbus Public Library and the Ohio Historical Society. Pat's inquiries led to William T. Bownas, who until his recent retirement was manager of MIS for the Central Ohio Transit Authority. Bill's interest in the project converted the history from an overview to a detailed account. Furthermore he provided virtually all of the material dealing with the period since 1974.

Along the way the Society's file was fortuitously enriched by the receipt of a package of handwritten notes and sketch maps prepared in the summer of 1950 by the late Robert James of Pittsburgh. His careful observations of the Columbus trackless operation formed the basis for an overhead system map.

Though the Columbus trolley-coaches have not been ignored by other writers, almost none of the material published here has previously appeared in print. Readers who are concerned about discrepancies between this article and other published information are assured that everything here can be documented, either from the company's own diaries (lent to Bill Bownas by Harold Lust) or from other first-hand sources.

On the Front Cover

The characteristic color of Columbus buses has been orange ever since the 1920's. Also characteristic until recent years was the absence of any identifying emblem or lettering, and an admirably restrained use of external advertising racks—tiny ones directed at boarding passengers, not huge ones intended to be seen by motorists. This view shows a trolley-coach ready for delivery to the Columbus & Southern Ohio Electric Co. in 1947. —Marmon-Herrington

Forthcoming MBS Meetings

Dates and locations for 1990 are April 21 and 22 (St Louis) and October 6 and 7 (Long Island).

MOTOR COACH AGE

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Founded in 1948 as the National Motor Bus Association, the Motor Bus Society has as its main purpose the collection and publication of information about the history and progress of the bus business in the United States and Canada. Its membership includes representatives of many phases of the industry as well as students and members of the general public with an interest in bus transportation. The Motor Bus Society is a not-for-profit New Jersey corporation with unpaid volunteer officers.

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LETTERS

Greyhound Fleet Numbers

Regarding Welton Cannon's question about Greyhound and Trailways buses in the September-October 1989 issue, Greyhound Lines painted some MC-9's red and white and some Trailways Eagles blue and white to show that the buses are owned by the same company, Greyhound Lines.

The 5100-series MC-9's are 1982 buses assigned to Greyhound Lines pool 047, an all-states qualified pool for buses with 47 seats.

Elizabeth P. Hale
Public Relations Manager
Greyhound Lines, Inc.

Trolley-Coaches in Mexico

Several of us were in Mexico City and Guadalajara during our week of Thanksgiving holiday. We were able to visit Tete-pilco Shops in Mexico City, where various ex-U.S. trolley-coaches are lined up in stages of disrepair, some long out of service. We were told that some might be rebuilt, especially the big St Louis-built coaches from New Orleans and San Francisco. All but one of the ex-Edmonton Flyers were also out of service because of electrical problems but were expected to be repaired.

The trolley-coaches now in service in Mexico City are either U.S.-built vehicles that have been rebodied and are now numbered in the 5000 series or else Mexican-built machines in the 4000 and 6000 series. Marmons are still easy to spot because the side panels with their characteristic windows have been retained.

From what we could observe, service was good on some lines, spotty on others, possibly because of traffic congestion. Many new lines have been built in the inner portions of Mexico City through narrow one-way streets, similar to some of the old streetcar routes, and carry heavy crowds.

Guadalajara's light rail line was opened in September 1989 and seemed to have attracted considerable patronage. Trolley-coach service in the city was seen to be sporadic. On the evening of our departure we saw for the first time three of the ex-Chicago Marmons operating on the crosstown line that runs on the south side of the city.

Ray DeGroote
Chicago

Eastern Michigan Motorbuses

Historians with their flickering lamps, to use Churchill's phrase, sometimes fail to see what is in front of them. More than once in the Eastern Michigan history (November-December issue) we suggested that Star Motor Coach Line (Detroit-Highland Park-Royal Oak-Birmingham-Pontiac) ran mostly automobiles. This was assumed because Star is known to have operated Mack buses, yet we were unable to find more than a few deliveries to Star in Mack records.

We have since found an article in the November 1924 issue of *Bus Transportation* reporting that Star Motor Coach had introduced extra-fare service with four Mack parlor coaches (of which one was pictured on page 6 of our issue) and that the company then had 16 other Macks and two Whites. Some of the Macks must have been acquired second-hand without being noted in Mack records.

The false assumption was ours and not Jack Schramm's.

—AEM

ANNOUNCEMENTS

Railroad book publisher Alvin Stauffer is working on a new title, *Pennsy Power III*. It will contain a large chapter on the Pennsylvania Railroad's bus operations.

Wanted by the publisher of the new book are photographs of buses lettered PENNSYLVANIA, or Pennsylvania Greyhound Lines, or just Greyhound Lines with P numbers. Also needed are reproductions of Greyhound advertisements for Pennsylvania Greyhound routes, photos of other vehicles (autos or trucks), and pictures of Transcontinental Air Transport planes used in the coast-to-coast rail-air service of 1929.

Mr. Stauffer expects publication of this book to greatly expand interest in buses, as the PRR to this day has the largest railfan following of any railroad in America. He will purchase photos, or if they are irreplaceable, will have copy prints made and return the originals. Photo credits will be given, and major contributors will receive a complimentary copy of the book, which will run to about 600 pages with a projected price of \$65.

Write or call Alvin F. Stauffer, 2244 Remsen Road, Medina, Ohio 44256 (216-239-1443).

* * *

On Saturday May 5 the Omnibus Society of America will operate a fantrip and inspection tour of the Belle Urban System in Racine. The trip includes a tour of the bus maintenance facility and photo stops at numerous locations throughout the Racine area. Fare \$20; children under 11 free when accompanied by an adult. A lunch stop will be scheduled. The trip will begin at Amtrak's Sturtevant station (2904 Wisconsin Street) at 10 A.M., returning there at 4:30 P.M. It will also meet scheduled Greyhound service upon request.

Write or call the Omnibus Society of America, 506 Fifth Street, Wilmette, Illinois 60091 (708-251-2262).

...MBS...MBS...MBS...MBS...MBS...MBS...MBS...

ANNUAL MEETING

Saturday and Sunday, April 21 and 22

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A block of rooms is being held for us
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of El Paso

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of New York

COLUMBUS

William T. Bownas

Unification of the street railway and electric utility companies in Columbus took place between 1903 and 1908, when the Columbus Railway & Light Co. took over by lease the Columbus Railway Co., Columbus Traction Co., Columbus Edison Co., and Columbus Light & Power Co. Public and political objections to the resulting electric power monopoly led the city to construct its own competitive electric power plant in 1910. Both the city and "the Rail-Light" relied on substantial nearby coal deposits as fuel and were able to price their electric power competitively. Both strung distribution lines throughout the city, and customers could choose to be connected to either system.

The "Rail-Light" was financed by E.W. Clark & Co., investment bankers of Philadelphia, who in 1914 carried out a restructuring in which Columbus Traction Co. was renamed Columbus Railway, Power & Light Co. and acquired the formerly leased companies outright. Several years later, after management of the company had passed into other hands, the financing of the reorganization gave rise to a lawsuit charging that almost \$4 million had been diverted from the assets of the acquired companies by the bankers.

In 1920, probably its peak year, Columbus Railway, Power & Light Co. transported 75 million revenue passengers plus about 17 million transfer passengers in a fleet of 254 streetcars operating on 149 miles of track. Most of the mileage was inside the city limits, but the company owned the 14-mile Westerville suburban trolley line as well, and all of its own tracks were laid to a 62½-inch gauge. The company also operated standard-gauge city cars over tracks within the city that were owned by interurban railways, and there were short stretches of dual-gauge track.

Interurbans

There were three major standard-gauge interurban railways radiating from the city: the Columbus, Delaware & Marion Railway Co. to the north, Ohio Electric Railway Co. eastward to Newark and Zanesville and west to Springfield and Dayton with a branch to Grove City and Orient, and Scioto Valley Traction Co. (a third-rail line) south to Lancaster and Chillicothe. After 1921, upon the dissolution of the Ohio Electric, its interurban lines were once again operated by its underlying companies (as before 1907), the Indiana, Columbus & Eastern Traction Co. and the Columbus, Newark & Zanesville Electric Railway Co. being the two that served Columbus.

Smaller independent electric railways were the Ohio & Southern Traction Co., the Columbus, Urbana & Western Electric Railway Co. (both of which purchased their power from "the Rail-Light"), and the Columbus, New Albany & Johnstown Traction Co., each less than 10 miles long. The last-named was also a broad-gauge line that ran along the Mount Vernon Avenue streetcar line and then on to East Columbus and Gahanna. It was acquired by Columbus Railway, Power & Light on February 1, 1924 and designated as the Ralston line because it served the Ralston Steel Car Works on the south side of Fifth Avenue east of Cassady Avenue; Ralston built railroad freight cars.

The Ohio & Southern ran down South High Street (also broad-gauge) to Hartman Farms, about seven miles south of downtown Columbus. Much of its business consisted of hauling dairy products and produce from Hartman Farms to the interur-

ban freight terminal at 3rd & Town Streets; it was abandoned in 1929. The standard-gauge Columbus, Urbana & Western had its line along Dublin Road to the northwest through sparsely populated territory to Fishinger Road. From early days a jitney bus ran from the end of the car line to Dublin, and in 1926 the rail service was replaced by two buses operated by the railway company's management.

The Columbus, Delaware & Marion ran out Summit Street and Arcadia Avenue to High Street, where the broad-gauge North High Street car line ended, thence north along High Street. In 1922 this company built a five-mile bypass on private right-of-way from just north of Arcadia Avenue to Worthington, and service from 3rd & Gay to Worthington was instituted over the bypassed track in High Street by Columbus Railway, Power & Light, which by the terms of its franchise held the right to do local business within the city limits, even though the track belonged to the interurban railway.

A New Franchise Brings New Service

The "Rail-Light" operated its streetcar lines under a 25-year franchise, the longest term then allowed by Ohio law, that had been granted in 1901. In 1924 control of the company passed to Continental Gas & Electric Co., headed by Cleveland industrialist Cyrus Eaton, which in turn was acquired in September 1924 by United Light & Power Co. Revenue from the streetcars had been about equal to electric power revenue in 1920, but electricity use increased rapidly while transit riding declined, so that by 1927 two-thirds of the company's revenue was derived from electric power sales.

In response to demands arising out of the negotiations that led to a new franchise in 1926, a crosstown motor bus line was inaugurated by Columbus Railway, Power & Light on December 24, 1926. This ran along Fifth Avenue from Cleveland Avenue west to Oakland Avenue (now North Star Road), a distance of 3 miles, and served to bring transportation to a newly developed area as well as to provide crosstown connections between streetcar routes. The buses purchased for the Fifth Avenue line were Mack gas-electrics, an unusual choice.

Improvements to streetcar service were also made after the new franchise was obtained. In 1924 new track had been laid from High Street west on Mound Street, single track across the Scioto River bridge, and continuing on West Mound Street to McDowell. From Town Street there had been single standard-gauge track south on McDowell and out West Mound to Central, which at one time had apparently been served by the interurban company (under its successive names) as a loop, returning via Central and Town. The city company's Cemeteries car line via West Broad, Sandusky, Sullivant, Glenwood, and Mound, broad-gauge of course, duplicated the standard-gauge track on West Mound from Glenwood to Central. By 1926 all of the standard-gauge track south of Town Street had been abandoned. West Mound was rebuilt with double broad-gauge track, and "Rail-Light" service was instituted on May 23, 1927, originally through-routed to Leonard Avenue and later to Arlington.

During 1925 "the Rail-Light" built new streetcar track along Spring Street from High to 4th and from 5th to Cleveland and rerouted the Cleveland, Leonard, and Mount Vernon car lines, abandoning track on 5th, Naghten, and Neilston Streets.

Heavily cropped and copied at least twice, this is the only photograph that has surfaced of the original Columbus Railway, Power & Light Co. gas-electric Macks of 1926, which were numbered 201-206. These were purchased for the company's first bus line, the Fifth Avenue Crosstown, inaugurated on December 24 of that year. —Collection of William T. Bownas



On June 15, 1927 a new standard-gauge shuttle car line was instituted along Indianola Avenue from Arcadia Avenue to Oakland Park Avenue, a distance of about a mile, connecting with the Summit Street line. Then on December 25, 1927 through service began to be operated over this branch, and the Summit Street cars were extended out North High Street all the way to Weisheimer Road, but were later cut back again to North High & Arcadia. The North High Street car line was extended from Arcadia Avenue to Oakland Park Avenue, also on December 25, 1927, using newly installed dual-gauge track. By 1940 the single track in High Street between Arcadia Avenue and Tulane Drive had been doubled.

The city car line that ran on Indiana, Columbus & Eastern track to the west via Town, Central, Sullivant, Hague, and West Broad to the New York Central ("Big Four") crossing was called the "Camp Chase" line. Camp Chase held Confederate prisoners during the Civil War, and part of it was later a cemetery for Confederate soldiers. By the late 1920's there was extensive new housing development in the district, which today is still known as Camp Chase.

The Indiana, Columbus & Eastern, having begun supplementary bus service between Columbus and Grove City in 1923, abandoned the interurban electric line to Orient on October 27,

1928 and sold the bus line, then called Columbus-Grove City Bus Co. The Ralston suburban car line was discontinued and Mount Vernon Avenue local streetcar service was extended to East Columbus effective November 1, 1928. The electric interurban line to Newark and Zanesville was abandoned on January 16, 1929, and so was the East Mound Street city car line.

Westerville and Minerva Park

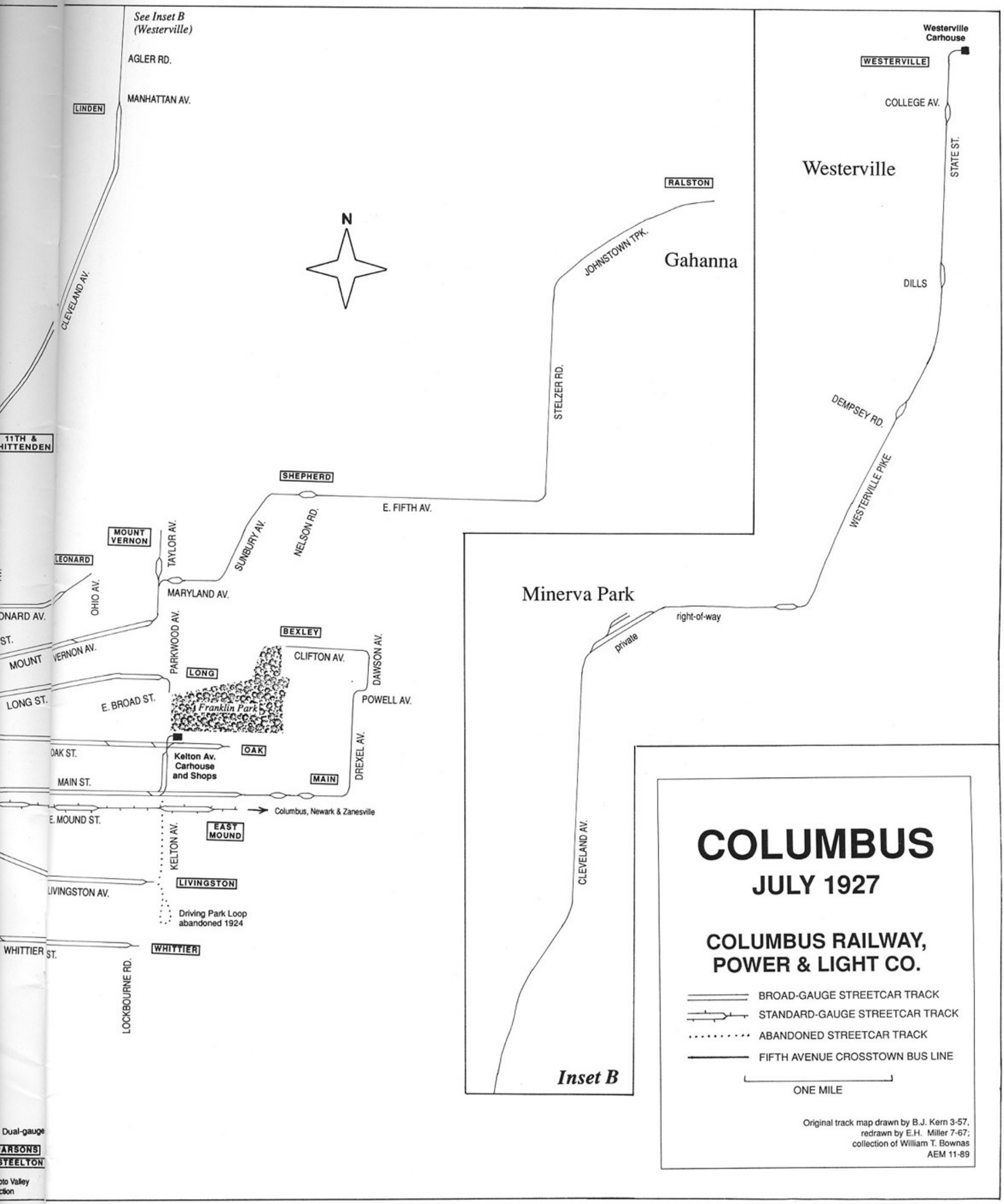
On December 1, 1929 Columbus Railway, Power & Light cut its Westerville suburban car line back to Minerva Park, then a tiny village, formerly an amusement park owned by "the Rail-Light" and operated by the Olentangy Park Co. The Westerville line and the amusement park, named for the wife of the railway company's president at the time, had been built in 1895. Though the local company applied to the PUC for permission to substitute buses, the Columbus-Westerville line was granted instead to Buckeye Stages, an intercity bus company formed in 1926 to consolidate many small operations in Ohio

On December 1, 1930 the Minerva Park car line, running through to downtown Columbus, was replaced by a shuttle streetcar operation from Agler Road, terminus of the Cleveland

The "Rail-Light" bought a Twin Coach model 19 in 1932 and used it to replace the East Columbus extension of the Mount Vernon Avenue car line (the remnant of a once independent suburban trolley line to Gahanna). Six more including 210 followed in 1933 and probably replaced the gas-electric Macks.

—Twin Coach





See Inset B
(Westerville)

AGLER RD.

MANHATTAN AV.

LINDEN

CLEVELAND AV.

N

RALSTON

Gahanna

JOHNSTOWN TPK.

STELZER RD.

WESTERVILLE

Westerville Carhouse

COLLEGE AV.

Westerville

STATE ST.

DILLS

DEMPSEY RD.

WESTERVILLE PIKE

11TH & HITTENDEN

SHEPHERD

E. FIFTH AV.

MOUNT VERNON

TAYLOR AV.

SUNBURY AV.

NELSON RD.

Minerva Park

right-of-way

private

CLEVELAND AV.

LEONARD

OHIO AV.

MARYLAND AV.

BEXLEY

DAWSON AV.

PARKWOOD AV.

CLIFTON AV.

E. BROAD ST.

LONG

POWELL AV.

Franklin Park

OAK

MAIN

DREXEL AV.

Kelton Av. Carhouse and Shops

OAK ST.

MOUNT VERNON AV.

LONG ST.

MAIN ST.

Columbus, Newark & Zanesville

E. MOUND ST.

EAST MOUND

KELTON AV.

LIVINGSTON

Driving Park Loop abandoned 1924

LIVINGSTON AV.

WHITTIER





WHITTIER ST.

LOCKBOURNE RD.

COLUMBUS

JULY 1927

COLUMBUS RAILWAY, POWER & LIGHT CO.

-  BROAD-GAUGE STREETCAR TRACK
-  STANDARD-GAUGE STREETCAR TRACK
-  ABANDONED STREETCAR TRACK
-  FIFTH AVENUE CROSTOWN BUS LINE

ONE MILE

Inset B

Original track map drawn by B.J. Kern 3-57,
redrawn by E.H. Miller 7-67;
collection of William T. Bownas
AEM 11-89

Dual-gauge
ARSONS
STEELTON

Photo Valley
Collection



Taken shortly after conversion of the Cleveland Avenue line, this photograph shows an extra set of wires installed to allow unimpeded operation of the new trolley-coaches while streetcar rails were being pulled up and the street repaved. The unusual overhead construction with its long, flexible hangers from the span wires was not used elsewhere in Columbus and was afterward replaced along Cleveland Avenue too. —Ohio Brass

Avenue or "Linden" car line, to Minerva Park. This was the first one-man car line to operate in Columbus, but it lasted only until October 13, 1931, when it was replaced by a shuttle bus. The bus line continued to operate until December 13, 1939, when it was absorbed into the Columbus-Westerville local line operated by Buckeye Stages.

Feeder Bus Routes

On September 8, 1930 the "Rail-Light" started another bus line called Cedarhurst, operating as a feeder to the Main car line at Drexel Road. The outer end was at Jewell Road, which no longer appears on Columbus maps, and the routing is not known. Possibly this was a replacement for the outer end of the Main car line within Bexley, which is known to have been discontinued in 1930. The Cedarhurst bus was discontinued on June 30, 1934.

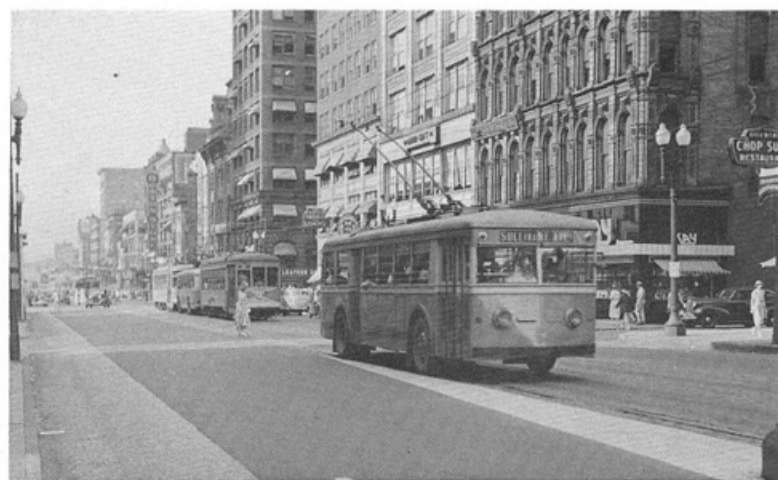
As of 1930 only the original six gas-electric Macks were on the Columbus bus roster; a small Reo was added in 1931 (probably for Minerva Park) and a Twin Coach model 19 in 1932, followed by six more of the same type in 1933. The first Twin was used on a new bus line that replaced the extension of the Mount Vernon Avenue car line between Nelson Road and East Columbus effective July 25, 1932. The group delivered in 1933 probably replaced the Macks.

First Trolley-Coaches

Streetcar patronage fell during the depression, making new investments in the system difficult, yet cars and tracks needed replacement. Meanwhile other midwestern cities had begun to turn to trolley-coaches, and the success of these in Indianapolis and Dayton in 1932 may have led the "Rail-Light" management to try them in Columbus. The presence of the competing munic-



The same trolley-coach as in the previous picture waiting for an assignment at Cleveland Avenue Coach Station on August 1, 1948. These Columbus coaches were the first 30-passenger Brills to use the streamlined style of body construction that persisted until the last such coaches were built for St Joseph in December 1937. —Robert S. Crockett



St Louis Car Co. trolley-coaches in operation. *Above*, 154 north-bound on High at Broad. *Top right*, 157 on High Street. *Right*, 150 on the Cleveland Avenue viaduct over the PRR and B&O. The railroad track angling across the viaduct was a B&O industrial spur.
—Ohio Brass

ipal electric power business made modernization with trolley-coaches even more attractive as a means of sustaining electricity usage and keeping rates low.

Selected as the first trolley-coach route was the Cleveland Avenue line from a loop downtown via 3rd, State, and High Streets along Spring Street and Cleveland Avenue to a new off-street loop at Mecca Road (now North Broadway), about 1000 feet beyond the end of the car tracks at Agler Road. All Columbus streetcars were double-ended and had not needed off-street loops. Brill supplied 20 of its 30-passenger trolley-coaches to operate this service, 10 with GE traction motors and controls and 10 with Westinghouse equipment. Following a ceremonial tour of the route for 200 civic and business leaders on the previous Friday, trolley-coach service on Cleveland Avenue began with the first scheduled morning runs on Sunday, December 3, 1933.

From the downtown loop to Buckingham Street & Cleveland Avenue existing positive overhead was used by the trolley-coaches, which also used streetcar safety islands as stops downtown. Altogether new overhead was erected along Cleveland Avenue, and there the coaches made curb stops. Grooved wire was used throughout. This first trackless installation in Columbus was covered extensively in the trade press, but the articles do not mention provision of a short-turn wye at Duxberry Avenue, which may have been put in later.

Part of Milo Carhouse at Cleveland & Reynolds Avenues was rebuilt to house the trolley-coaches. To simplify overhead construction within the station area, mechanical frogs were used and were moved by means of ropes. Each rope had a weight on the end, which when dropped into a pipe sunk in the ground moved the frogs to allow access to the barn from the ladder overhead. The early motor buses were also based at Milo, which was also called Cleveland Avenue Station.

Trolley-Coaches Add to Patronage

Though moderately busy, the Cleveland Avenue line was not one of the major transit routes in Columbus. Selection of 30-passenger coaches permitted close headways to be scheduled at reasonable cost. Initial peak headways were 3¼ minutes (requiring 17 coaches), with 8-minute service during midday and early evening hours and 10-minute intervals later at night and on Sundays. These schedules were soon superseded by a revised timetable with closer headways because traffic on the line increased as a result of the trolley-coach installation. By 1938 riding on the Cleveland Avenue line had increased 35 per cent over 1933.

Thus when it came time to specify equipment for the second trackless conversion, 40-passenger coaches were ordered from St Louis Car Co. These went into service on May 5, 1935, when the Sullivant Avenue (or Camp Chase) car line was replaced. Trolley-coaches ran via Town, Sandusky, and Sullivant to an off-street loop near Binns Blvd., about three blocks beyond Sullivant & Hague, where the streetcars had turned north. The trolley-coach route thus also replaced the Glenwood car line, the remnant of the old Cemeteries route that then ended at Sullivant & Glenwood. Feeder buses covered the outer end of the former Camp Chase car line along Hague Avenue and West Broad Street. The interurban line to Springfield and Dayton, by that time operated by the Cincinnati & Lake Erie Railroad, continued to run for three more years over the Sullivant Avenue track.

The two trolley-coach lines were through-routed, making a 10½-mile Cleveland & Sullivant route, and all 38 coaches were based at Cleveland Avenue Station. Cleveland & Sullivant coaches ran both ways on High Street between Spring and Town. The loop via 3rd and State Streets continued in use to turn inbound coaches from the Cleveland Avenue end of the line



Purchased for the conversion of the Leonard & West Mound car line, which took place on December 29, 1935, were eight Twin Coach 23-R's, the first Columbus buses with rear engines.
—Twin Coach

so that they could return to Cleveland Avenue Station. It is of interest that the property acquired for the trolley-coach loop at Binns Blvd. was quite small, as was the Mecca Road loop at the other end of the through-routed line—so tight, in fact, that all trolley-coaches except the original small Brills needed to back up within these loops in order to make the turn.

Also during the 1930's the broad-gauge cars were converted to one-man operation as a means of reducing costs. Five one-man cars were placed on the busy North & South High route as an experiment on November 20, 1932, and the other lines followed, the last to be changed to one-man being North 4th & Livingston on May 2, 1937. The standard-gauge cars were never rebuilt for one-man operation, so that the Summit & Steelton line survived as a two-man route even later.

Motor Buses Replace Streetcars

Upon the replacement of the Columbus, Delaware & Marion interurban by Buckeye Stages buses in 1933, the standard-gauge "Rail-Light" car line operating along North High Street to Worthington was discontinued as well. The single track from Oakland Park Avenue to Blenheim Road, about three-quarters of a mile, was relaid in broad gauge to permit extension of the North High Street car line. The track north of Blenheim Road was removed. On November 12, 1934 two feeder bus lines using new Twin Coach 23-S's were put on beyond Blenheim Road, the first giving a 15-minute headway as far as the city limits and the second running every hour to Worthington. The reason why there were two separate bus lines is that the Worthington line

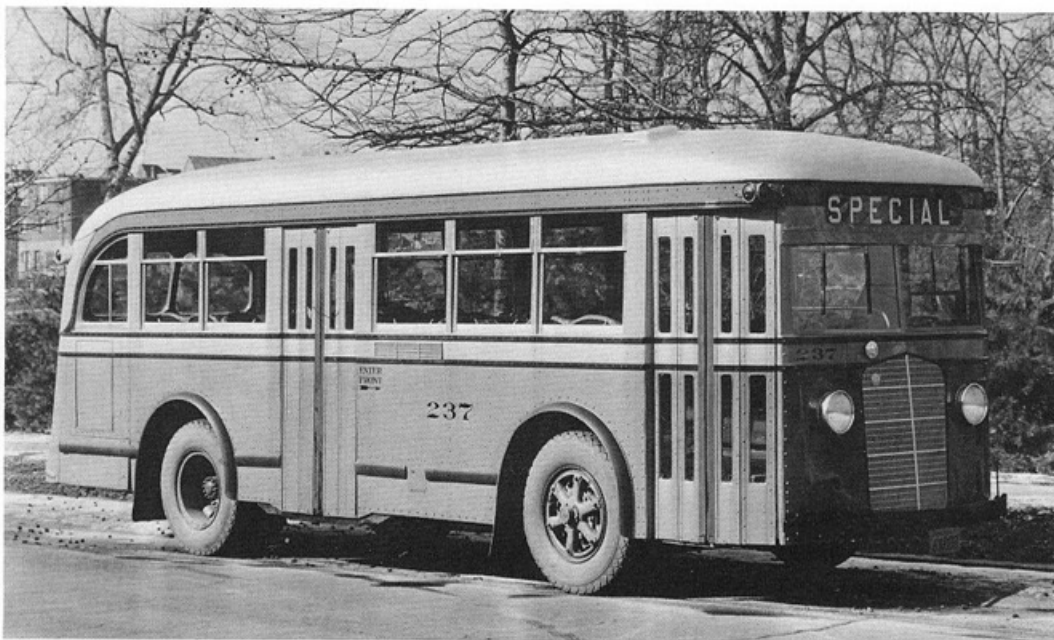
came under the jurisdiction of the Public Utilities Commission of Ohio, which regulated its fare (the same as the city fare in the beginning) and certificated specific buses assigned to the route.

Shuttle streetcars operating along Chittenden Avenue, Grant Avenue, and 11th Avenue were replaced by buses in 1934. The car tracks remained in place and continued to be used during events at the Ohio State Fairgrounds.

Two more of the system's lesser car lines went over to motor buses on December 29, 1935, when the Leonard-West Mound bus line was instituted using eight more Twin Coach buses, these of the new 23-R type. This was the first gas bus route in Columbus that ran downtown. Leonard Avenue streetcars had been through-routed with Livingston Avenue in the owl period, when West Mound was not served, and the Leonard-Livingston owl cars were replaced by motor buses.

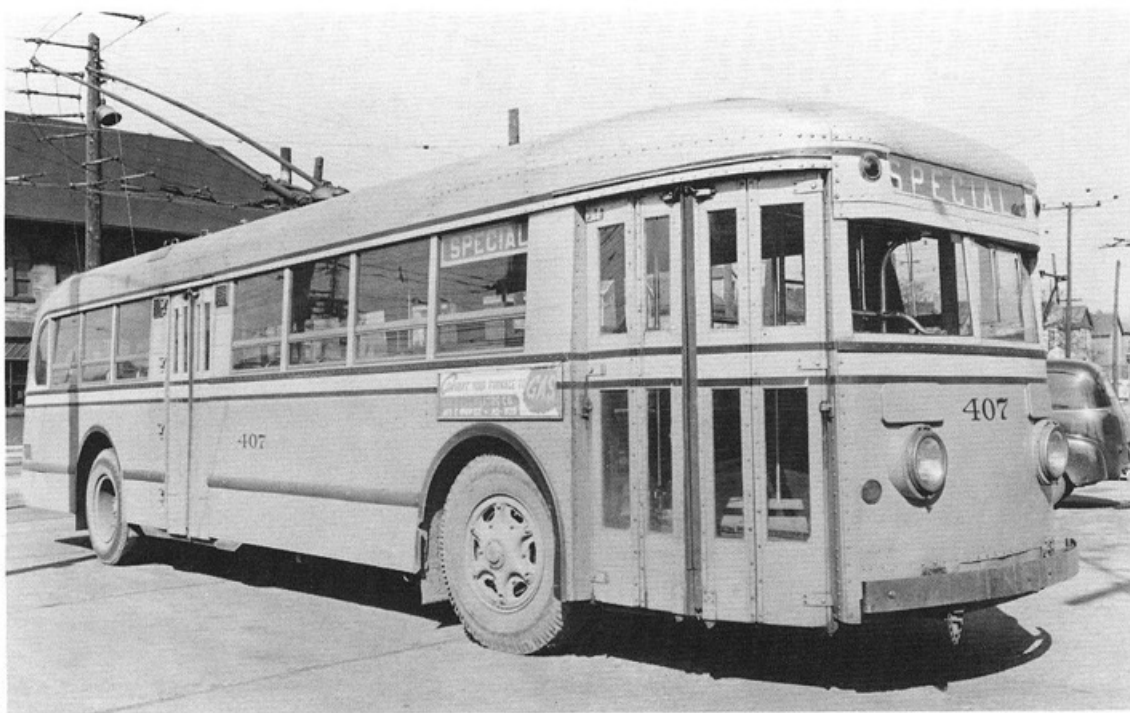
The new bus line began at Ohio Avenue and followed the car tracks via Leonard Avenue, Jefferson Avenue, Buckingham Street, and Cleveland Avenue, then ran via Naghten, 5th, Long, Front and West Mound Streets to Central Avenue. In 1938 the routing via Naghten and 5th was given up and the bus ran via Grant and Long. The East Columbus feeder bus was replaced by extending the Leonard Avenue bus line to East Columbus (Sterling Road) via Fifth Avenue effective April 26, 1936.

The Upper Arlington-Grandview Heights car line was replaced on March 22, 1936 by the Arlington bus line running from downtown Columbus (3rd & Long) via Front Street, Goodale Blvd., Northwest Blvd., First Avenue, Cambridge Blvd., and Arlington Avenue, and the Fifth Avenue crosstown bus was extended to Cambridge Blvd.



The only ACF buses in the Columbus fleet were 12 H-13-S's built in 1936, some of which survived through the Columbus & Southern Ohio years and into Columbus Transit Co. ownership. Apart from these, a few Yellow Coaches, and a single Beaver, the bus lines in Columbus were operated with Twin Coaches during the late 1930's and early 1940's.
—ACF

The Columbus & Southern Ohio Electric Co. bought the first Brill 44-SMT trolley-coaches in 1938 for the Indianola & Oak line, operated from Cleveland Avenue Station, where 407 was posed for an official portrait in 1950. The photographer's choice of a wide-angle lens makes the double front door appear even wider. Note the split sash, specified as well on Twin gas buses of the same period.



A feeder bus along Livingston Avenue from Kelton Avenue to Bulen Avenue was started on November 1, 1936, and a short loop feeder called Bexley South (from Drexel Avenue via Main, Vernon, Livingston, College, and Main) began on October 1, 1937. This line was extended east on Main Street to Maplewood Avenue on March 14, 1938. The West Broad feeder bus, running from Sylvan Avenue to Hague Avenue, was extended north on Hague to Ridge and renamed North Hague on May 1, 1938. Development of the north side of Columbus led to institution of a crosstown feeder bus line on Hudson Street from High Street to Cleveland Avenue, also on May 1, 1938, but after a 90-day trial period this service was discontinued.

Columbus Railway, Power & Light Co. had expanded its electric power business by purchase of several smaller utilities and in 1932 bought the Southern Ohio Electric Co., its most significant acquisition. Effective May 14, 1937, when the Southern Ohio and another small electric utility were merged, the name of the company was changed to the Columbus & Southern Ohio Electric Co. By that time too the system's motor bus fleet was growing, so in 1937 a new garage was built behind Cleveland

Avenue Station, fronting on 9th Street. Considered part of the Cleveland Avenue Station complex, the bus garage was referred to as 9th Street Garage.

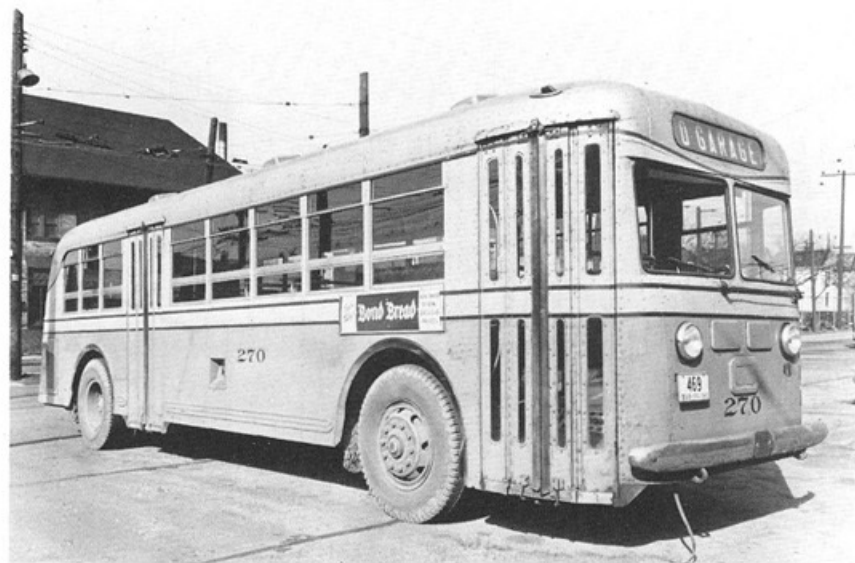
Conversion of Summit, North 4th, and Oak

The St Louis coaches for Columbus were among the last dual-motor trackless trolleys to be built, as both GE and Westinghouse introduced new traction motors designed especially for trolley-coaches during 1936. Management considered both Brill and Pullman single-motor coaches for the next trackless conversion, but with traffic still increasing wanted even more capacity. Brill agreed to build 44-passenger coaches and received an order for 40 of them.

The new Indianola & Oak trolley-coach line was established in two stages. On October 16, 1938 Indianola coaches replaced both the standard-gauge Summit Street and broad-gauge North 4th Street car lines. The coaches ran north from downtown via High Street, Goodale Street, 4th Street, Chittenden Avenue, Summit Street, Hudson Street, and Indianola Avenue to a new

Finished for the day, workers board 403 outside the Timken bearing plant on Cleveland Avenue at East Fifth Avenue. Several Columbus trolley-coach lines had substantial reverse-direction traffic in peak hours to and from businesses, industries, and Ohio State University. —Ohio Brass





Two types of prewar Twins: 262 was a 31-R built in 1938, and 270 was a 35-G of 1941. In Twin Coach nomenclature "R" meant rear engine and "G" meant gravity suspension, a torsion bar arrangement used in place of leaf springs.

loop at Torrence Road, three blocks beyond Oakland Park Avenue, where the Summit Street car line had ended. This conversion included the stringing of negative wire along 11th Avenue so that coaches could reach Cleveland Avenue Station, and around the Fairgrounds loop.

Oak Street, converted on November 13, 1938, was the Columbus trackless line with the lowest total patronage, but it was quite short and actually had per-mile traffic and revenue as high as any line in the system. It was the only one of the eventual 15 trolley-coach lines in Columbus to have its full-time outer terminus in an on-street wye. Finally, it was the access route to Kelton Avenue Shops for trolley-coaches needing work; these must have been towed to and from the shop prior to 1938. Access to the shops for streetcars thereafter was over tracks laid in Kelton Avenue from Oak to Main (a remnant of the one-time outer end of the Livingston Avenue line), and the carhouse on the same property remained in use.

The last standard-gauge remnant of a former interurban line disappeared on October 30, 1938, when the Steelton car line was replaced by the Frebis Avenue bus. From the same downtown loop as that used by the Arlington line, namely 3rd, Town, Front, and Broad, the Frebis Avenue bus ran via 3rd, Livingston, Mohawk, Reinhard, Jaeger, Hanford, Parsons, and Frebis to Champion Avenue.

With general business conditions improving and patronage increasing, and with the busy trolley-coach lines added to the flow of streetcars north and south along High Street through the central business district, either the company or the city must have decided that some service needed to be rerouted. A notice of city authorization for several downtown route changes affecting both streetcars and trolley-coaches was published in the local papers on December 22, 1938; the exact date of the change is not known. Cleveland & Sullivant trolley-coaches continued to run north on High but were sent southward through downtown via Spring, 3rd, and Town. Indianola & Oak coaches similarly stayed on High Street northbound but ran southbound via High, Chestnut, 3rd, and State. By 1940 southbound Cleveland & Sullivant coaches had been moved to Front Street.

As the Columbus streetcar network diminished, so too did the obligations of the Columbus & Southern Ohio with respect to street maintenance along transit lines. In compensation the city

levied a 2 per cent gross receipts tax beginning in 1939, thus recovering from the transit company at least some of the cost of maintaining streets now being served by trolley-coaches.

West Broad & Mount Vernon Trolley-Coaches

There were then 78 trolley-coaches on the property, all based at Cleveland Avenue Station. For the next phase of the program a second operating base was required. In February 1940 the West Broad & Mount Vernon and Long & Livingston car lines were moved from West Broad Carhouse (also known as Glenwood Carhouse) to Kelton Avenue Carhouse. Glenwood was reconstructed in time for conversion of the West Broad & Mount Vernon through route on April 14, 1940, using 25 more 44-SMT Brills. Either at that time or later, part of the Glenwood property began to be used to house and maintain the electric company's service trucks.

Overhead construction for the West Broad & Mount Vernon trackless line included a connecting link on Glenwood Avenue from the coach station to Sullivant Avenue. There was also a two-way loop via Sullivant, Central, Mound, and Glenwood to Sullivant serving Redbird Stadium, a minor league baseball park built in 1937 to replace Neil Park, an old ballpark that had been located on Cleveland Avenue across from Fort Hayes.

The West Broad trolley-coach line continued beyond the former end of broad-gauge streetcar track at Hague Avenue as far as Southampton Avenue, and the Hague-West Broad feeder bus lines were revised to run only along Hague Avenue. At the eastern end of the new trackless route, service continued along Mount Vernon Avenue to a loop east of Woodland Avenue. The Eastgate feeder bus was instituted as a loop from Woodland & Greenway via Woodland, Maryland, Nelson, Long, Parkwood, Clifton, and Woodland, partly replacing streetcar service along Maryland Avenue and partly serving new territory.

Wartime Activities

Ten streetcar lines remained, operated as five through routes. In order from least to most important they were Pennsylvania & Parsons (northwest to south), Long & Livingston (with both ends in the densely populated eastern part of Columbus), Main



Left, Almost certainly ex-New York City Omnibus Corp., this is a Yellow 728 acquired during World War II for service to the Columbus Army Depot. Right, One of 10 GM TG-3609's (1944).

—555, Edward T. Gibbs



& Neil (from Bexley in the east through downtown and out to Ohio State University), High & Whittier (north to southeast), and North & South High, the backbone of the Columbus transit system. Had the war not intervened it is likely that conversion to trolley-coaches would have proceeded at the rate of one route about every two years. Probably the Long & Livingston line would have been the next to be converted.

Extensions to trolley-coach systems were impossible during World War II because of the war effort. Columbus & Southern Ohio ordered 15 Pullman coaches for 1943 delivery to help handle increased traffic. The War Production Board allowed Pullman to build these and other coaches on order for which materials were on hand, but the Office of Defense Transportation decided where they were to go. Seattle Transit System received the Pullmans ordered for Columbus, and they continued to run in Seattle for many years after the Columbus trackless lines had all been replaced by diesel buses.

An important traffic generator for the Columbus & Southern Ohio during World War II was the U.S. Army Columbus General Depot, locally called "U.S. Depot," located to the south of the B&O tracks paralleling East Fifth Avenue east of James Road. Transport of employees to this installation made the formerly minor Leonard Avenue bus line into an important service during peak hours. At first a feeder bus was put on between Leonard & Krumm and the Depot (November 10, 1941). Then effective December 1, 1941 a new route was started from downtown Columbus to the Army Depot and on to the Naval Air Station at Port Columbus, basically following the Leonard Avenue line but operated separately, and on September 27, 1942 service was speeded by rerouting the buses via Cleveland Avenue instead of Grant Avenue. Early in 1944 a new entrance to the Army Depot was established by way of a new road called Stelzer Highway near Sterling Road, and the Leonard Avenue buses were extended over that road.

The original airfield at Port Columbus may be remembered as the location of a transfer station that was used by Transcontinental Air Transport to establish coast-to-coast service in 1929. The city of Columbus built a railroad station there so that passengers could take a Pennsylvania Railroad overnight train from New York and change to TAT's airplanes, which at that time were able to fly only in daylight.

Curtiss-Wright had established a plant at Port Columbus in 1941. With the increase in war activity and the start of gasoline rationing, transport to the plant was established over several routes during 1943 using tractor-trailer buses allocated to the service by the ODT. The tractor-trailers were operated by the Columbus & Southern Ohio, but were not owned by the transit company, and all of the Curtiss-Wright routes were discontinued on August 16, 1945. The Curtiss-Wright plant was later sold to Lustron Corp., a postwar manufacturer of prefabricated houses, then to North American Aviation, which built F-86 Sabrejets there during the Korean War. It was last used to build subassemblies for the B-1B and has recently been sold to McDonnell Douglas.

In October 1943, at the request of the Office of Defense Transportation, the Arlington bus line was rerouted via Front, Spring, Dennison, and Goodale to serve an industrial area around West Spring Street & Dublin Avenue that had previously been without direct transit service.

New motor buses were also difficult to get during the war, but the Columbus & Southern Ohio was able to find a small number of Yellow Coach 728's on the second-hand market and then to take delivery of 10 new GM TG-3609's in 1944. Also in that year the city made another move to collect additional street maintenance money from the transit company by instituting a license to use the streets. The license was sold to the company for a five-year period, payment to be \$500,000 in 1944 and diminishing amounts in each year thereafter until 1948. Its coffers swollen with wartime receipts, the Columbus & Southern Ohio complied, and probably during this time the idea of splitting off the transit operation as a separate company first took form.

Transit service was interrupted by a strike from October 1 to October 25, 1946, the most lengthy strike in the modern history of transit in Columbus.

Postwar Trolley-Coach Conversions

Replacement of streetcars by trolley-coaches was resumed once the war was over, but with some modifications to the earlier plans. It was decided to convert the Pennsylvania Avenue car line to motor buses instead of trolley-coaches. Also, instead of



Several feeder routes continued to operate after trolley-coaches took over on main lines, and for these the Columbus & Southern Ohio chose Fords. As in many places these lasted into the mid 1950's.

ROSTER OF BUSES

Columbus Railway, Power & Light Co. (1926-1937)
 Columbus & Southern Ohio Electric Co. (1937-1949)
 Columbus Transit Co. (1949-1973)
 Central Ohio Transit Authority (since 1974)

MOTOR BUSES

201-206	Mack	AB	5092768,5092771,5092773, 5092774,5092776,5092784	29 1926	Gas-electric
207	Reo	?	?	20 1931	Superior body
208	Twin	19	?	19 1932	
209-214	Twin	19	?	20 1933	
215-219	Twin	23-S	?	23 1934	
220-223	Twin	23-S	?	23 1935	
224-231	Twin	23-R	?	23 1935	
232-243	ACF	H-13-S	108-119	30 1936	
244-246	Twin	23-R	?	23 1936	
247	Beaver	203	A105	21 1936	
248-252	Twin	23-R	?	23 1937	
253-254	Yellow	733	?	21 1937	
255-263	Twin	31-R	?	31 1938	
264-265	Twin	35-RL	?	35 1939	
266-267	Twin	35-G	?	35 1939	
268-270	Twin	35-G	?	35 1941	
271-277	Twin	31-G	?	31 1941	
278-279	?	?	?	?	?
?	Yellow	728	?	?	(1942)
280-289	GM	TG-3609	343-352	32	?
290-306	Ford	79-B	1301912,1406001,1421204,1265704,1302705, 1302701,1437408,1441405,1435205,1441410, 1504834,1515005,1515003,1512604,1512610, 1639405,1639408	36	1944
307-328	Twin	38-S	583B-604B	27	1947
329-332	Ford	79-B	1747204,1807209,1774610,1805202	37	1947
341-350	Twin	FL-30	24-33	27	1947
351-375	GM	TDH-4512	180-204	36	1952
201-205	GM	TGH-3102	350-354	45	1953
376-382	GM	TDH-4512	600-606	31	1954
383-398	GM	TDH-4512	1976-1989,2043-2044	45	1954
701-736	GM	TDH-5105	2515-2526,3080-3103	45	1956
				51	1957

Delivered between February and August 1947, the Columbus 500-series TC-44's constituted Marmon-Herrington's largest early trolley-coach order. Here are the first five ready for shipment from the builder's Indianapolis plant. They went by rail to a B&O siding across First Avenue from Cleveland Avenue Station. On August 17, 1947 some of them replaced streetcars on the Long & Livingston route, and on September 7 streetcars on High Street were also replaced.

—Marmon-Herrington



737-748	GM	TDH-5105	3147-3149,3228-3236	51	1958	
801-812	GM	TDH-5301	393-404	53	1959	
813-828	GM	TDH-5301	1500-1514,1519	53	1960	
829-836	GM	TDH-5301	2873-2880	53	1961	AC
837-841	GM	TDH-5301	3490-3494	53	1962	AC
842-857	GM	TDH-5303	452-467	53	1963	AC
858-888	GM	TDH-5303	1744-1759,2314-2328	53	1964	AC
401-415	GM	TDH-4519	593-607	45	1965	AC
901-935	GM	TDH-5303	2783-2817	53	1965	AC
749-756	GM	TDH-5105	985,987,998,1010, 1019,1022,1026,1028	51	1954	(1965) NOPSI 1785,1787,1798,1810, 1819,1822,1826,1828
936-961	GM	TDH-5303	4210-4222,4833-4842,4973-4975	53	1966	AC
416-433	GM	TDH-4519	1589-1597,1913-1921	45	1967	AC
962-969	GM	TDH-5303	5970-5976,6205	53	1967	AC
101-118	GM	T6H-5305A	088-105	53	1968	
501-508	GM	T6H-4521A	056-063	45	1968	
1	Leyland	?	?	53	1950	(1969) London Transport "RT" type
119-130	GM	T6H-5305A	387-395,399-401	53	1969	
131-148	GM	T6H-5305A	469-486	53	1970	
509-514	GM	T6H-4521A	740-745	45	1971	
550-580	GM	T6H-5307A	196-226	47	1975	
8101-8199	Flxible	40102-8-1	93674-93708,93428-93491	48	1982	
8201-8265	Flxible	40102-6T	94903-94967	48	1983	
8301-8320	Flxible	35096-6T	95400-95419	40	1983	
8401-8432	Flxible	40102-6T	96215-96246	48	1984	
8451-8468	Flxible	35096-6T	96247-96264	40	1984	
8490-8499	Skillcraft	?	074-083	21	1985	
8501-8543	GM	T8J-206	824902-824944	45	1987	
8601-8624	GM	T7J-606	824878-824901	36	1987	

TROLLEY-COACHES

101-110	Brill-GE	—	—	30	1933	Order No. 23071
111-120	Brill-WH	—	—	30	1933	Order No. 23072
141-158	St Louis-GE	—	—	40	1935	Job No. 1581
401-440	Brill-GE	44-SMT	001-040	44	1938	
441-465	Brill-GE	44-SMT	041-065	44	1940	
501-583	Marmon-GE	TC-44	10042-10106,10108-10125	44	1947	
601-615	Marmon-GE	TC-48	10396-10402,10404-10411	48	1948	
616-655	Marmon-GE	TC-48	10460-10499	48	1948	



Left, In Columbus, short-turn wyes were used by scheduled trips as well as in emergencies. Even so, neither electric nor mechanical frogs were provided, and only the correct positioning of the poles guided the shoes to the proper wire. Right, 555 lays over on Tenth Avenue at Neil, near Ohio State University. —Ohio Brass

rebuilding the North High Street Carhouse, a new trolley-coach station was constructed at West Broad & Starling to hold about 100 coaches. West Broad Station was mostly open storage space with small buildings for washing and maintaining the coaches.

Soon after the Marmon-Herrington trolley-coach came onto the market in 1946, promising economical operation because of lightweight construction, the Columbus & Southern Ohio ordered 83 TC-44's. With these on hand and West Broad Station ready, the Long & Livingston car line was changed over to trolley-coaches on August 17, 1947. At each end of the line trolley-coaches ran about half a mile farther than the streetcars had. The North & South High and High & Whittier routes followed on September 7. North High Street Carhouse was closed.

At that time the North & South High and High & Whittier lines taken together averaged about 67,000 passengers per day and were by far the busiest transit routes in Columbus. The mid-day headway was 4 minutes on each line, giving service every 2 minutes on High Street, and peak-hour intervals were as close as 1 minute on each line, though not over the entire route. Again trolley-coach service extended beyond the former ends of the streetcar lines. North High coaches ran to a new loop at Jeffrey Place, more than a mile beyond Blenheim Road Loop, and South High ran about as far south as before but via South 4th Street beyond Hanford Street. The High & Whittier trolley-

coach line ran to Blenheim Road, whereas the streetcars had turned back at Oakland Park Avenue, and to Whittier & Seymour, half a mile past the end of track at Lockbourne Road.

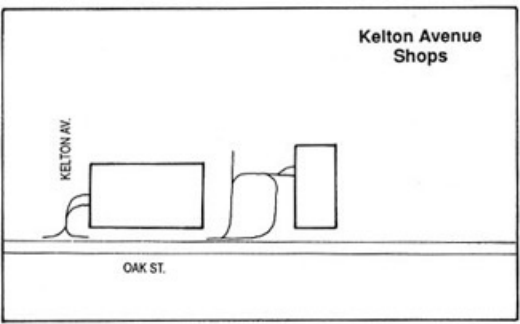
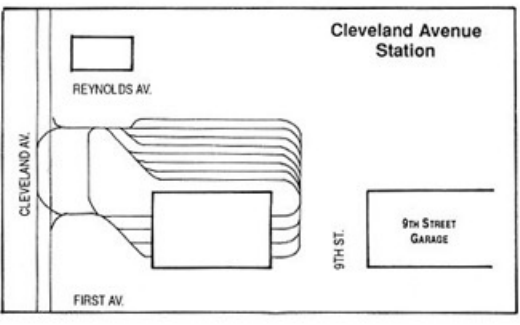
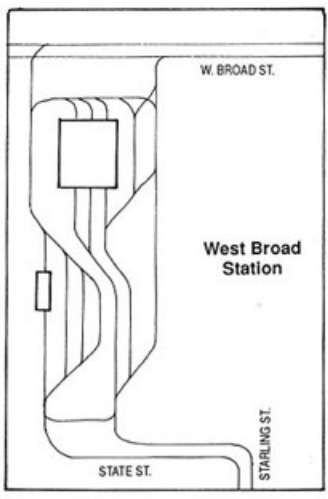
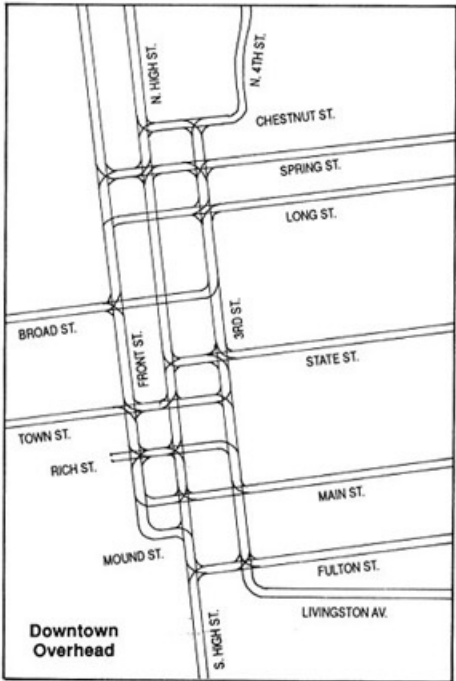
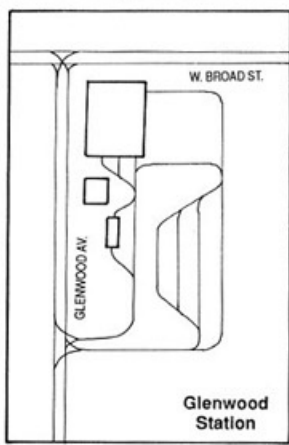
For the last year of streetcar operation in Columbus the busy Main Street line ended downtown and Neil and Parsons were through-routed. Meantime Marmon introduced a 48-passenger trolley-coach, the first rubber-tired transit vehicle longer than 35 feet to be put into general production as opposed to special orders. The Columbus & Southern Ohio placed an early order for 15 TC-48's and then increased the quantity to 55 coaches.

The final full day of streetcar operation in Columbus was September 4, 1948. On the following morning trolley-coaches appeared on the Neil & Parsons line and on a new Main & Indianola through route, leaving the short Oak Street line to terminate downtown. Trackless overhead on Main Street extended more than a mile east from the streetcar terminus at Drexel Avenue to a loop at Weyant Avenue, but most trips ended at Remington Road in Bexley. The Neil & Parsons trolley-coach route was almost identical to the former car line except for loops. Also it ran northbound through downtown on 3rd Street instead of Front.

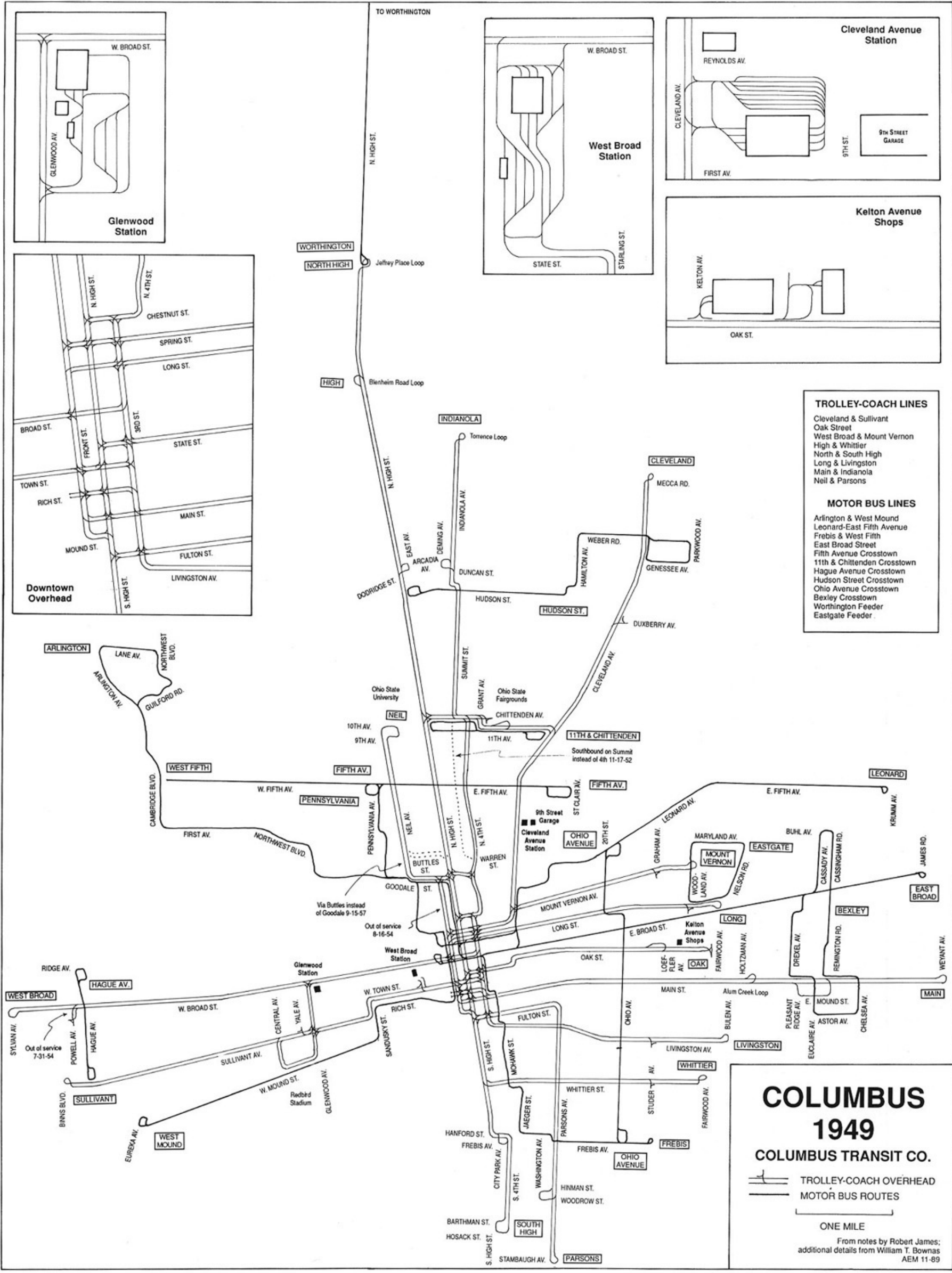
Operation of the Oak Street line was shifted from Cleveland Avenue Station to Glenwood, so that the assignment of the routes and coaches was then as follows: Cleveland Avenue



Ohio State University has long been a major generator of Columbus transit traffic. In this view Marmon 558 swallows a campus crowd while southbound on the North & South High route, the busiest line in the system. —Ohio Brass



- TROLLEY-COACH LINES**
- Cleveland & Sullivant
 - Oak Street
 - West Broad & Mount Vernon
 - High & Whittier
 - North & South High
 - Long & Livingston
 - Main & Indianola
 - Neil & Parsons
- MOTOR BUS LINES**
- Arlington & West Mound
 - Leonard-East Fifth Avenue
 - Frebis & West Fifth
 - East Broad Street
 - Fifth Avenue Crosstown
 - Hague Avenue Crosstown
 - Hudson Street Crosstown
 - Ohio Avenue Crosstown
 - Bexley Crosstown
 - Worthington Feeder
 - Eastgate Feeder



COLUMBUS 1949

COLUMBUS TRANSIT CO.

TROLLEY-COACH OVERHEAD

MOTOR BUS ROUTES

ONE MILE

From notes by Robert James;
additional details from William T. Bownas
AEM 11-89



On a sunny summer afternoon in 1949, during the heyday of the Columbus trolley-coach, 603 is southbound on High Street at Broad. The big Marmons were mostly used on the High Street routes, operating out of West Broad Station. —Ohio Brass

housed the Cleveland & Sullivant and Main & Indianola routes, served by the original Brill coaches 101-120, the St Louis coaches 141-158, Brill 44-SMT's 401-432, and Marmon TC-44's 514-537; trolley-coaches 433-465 and 501-513 were based at Glenwood Coach Station for Oak Street and West Broad & Mount Vernon; and West Broad Coach Station had all the rest of the Marmons (538-583 and 601-655) and the North & South High, High & Whittier, Long & Livingston, and Neil & Parsons routes. All gas buses were based at 9th Street.

Postwar Motor Bus Changes

The Columbus & Southern Ohio received 43 new Ford and Twin Coach gas buses in 1947 and started four new routes:

- East Broad Street — from the Federal Building at Gay Street & Marconi Blvd. downtown via East Broad Street to James Road, started May 19, 1947 to provide additional transit service to the east side and new service beyond Alum Creek.
- Hudson Street Crosstown — from High Street to Cleveland Avenue, started May 26, 1947 over a somewhat different routing than had been tried unsuccessfully in 1938.
- Ohio Avenue Crosstown — a north-south connector from

Leonard Avenue to Frebis & Champion, started June 9, 1947.

- Frebis-West Fifth Avenue — in place of the Pennsylvania Avenue car line, through-routed with the existing Frebis Avenue bus and extended out Fifth Avenue to Cambridge Blvd. The Fifth Avenue crosstown bus was cut back to Perry Street. These changes took place on August 3, 1947.

In addition the West Mound Street bus was extended from Central Avenue to Eureka Avenue. In December 1950 this line was further extended to Binns Blvd., where buses at first wyeed around but later looped via Binns, Eakin, and Wiltshire.

A new crosstown loop route on the far north side was inaugurated on February 13, 1950, operating from Cleveland Avenue west on Oakland Park Avenue, south on Indianola Avenue, east on Weber Road, and north on Cleveland Avenue. Effective November 16, 1953 a second bus was put on the route, making the loop in the opposite direction.

Service to Port Columbus, suspended in 1946, was resumed on August 11, 1952, when the Leonard Avenue bus line was extended there from Krumm Avenue. There was a zone fare beyond Stelzer Road, and Twin Coach "Fageoliner" buses were assigned to the route, the first new motor buses for Columbus since 1947. Also a new feeder bus line called Beechwold was



The 600's took over on the High Street lines as they were delivered, releasing smaller 500's to convert Main, Neil, and Parsons to trolley-coach in September 1948. The picture shows that the front doors of the Columbus Marmons could be operated individually. —Robert S. Crockett

Satisfied with its prewar Twins, the Columbus & Southern Ohio bought a fleet of 38-S Twins in 1947 for the East Broad Street, Arlington & West Mound, Leonard Avenue, and Frebis & West Fifth routes. The last of them were retired in 1962. —Robert S. Crockett



started on November 1, 1952, linking Torrence Loop with Jeffrey Place Loop via Indianola Avenue, Beechwold Blvd., and High Street.

Trolley-Coach Reroutings

The Columbus Transit Co. was formed in June 1949 as a wholly owned subsidiary of the Columbus & Southern Ohio Electric Co. and took over operation of the transit system on November 1. The subsidiary took title to all of the rolling stock and most of the real estate and buildings used in transit service, but the electric company retained ownership of substations furnishing traction power and of some of the off-street loops.

Meanwhile the city put through an ordinance attempting to fix the cash fare at 6 cents with five tokens for 25 cents and free transfers, the rate that had been charged since 1920. Faced with postwar labor and material cost increases, Columbus Transit Co. took the city to court and succeeded in having the ordinance voided as confiscatory; an 8-cent fare with seven tickets for 50 cents was authorized and put into effect on November 23, 1949.

While appealing the decision, the city passed another ordinance fixing the transit fare at the new rate for no specified time period. Again the company sued in federal District Court and again the ordinance was voided, and on May 23, 1951 the fare was increased to 10 cents. As a convenience tickets were sold at five for 50 cents, until the city forced a temporary reduction in the ticket rate to five for 45 cents, which was in effect only from

July 19 to October 1, 1951. The fare on the Worthington bus line, regulated not by the city but by the Public Utilities Commission of Ohio, remained at 6 cents, five tickets for a quarter, until November 1, 1952, when Columbus Transit succeeded in getting it increased to 10 cents. Transfers were not good between the city routes and the Worthington line.

When it was established the Columbus Transit Co. operated 241 trolley-coaches over eight main-line routes totaling 64 route miles and 79 gas buses on 12 routes covering 46 route miles. For many years a rigorous program of preventive maintenance had kept both coaches and overhead in good condition. The intensively used downtown wire was inspected twice a month, that in outlying areas every four to six weeks, and the trolley-coaches underwent inspection every 2000 miles.

The large and busy trolley-coach network did not remain stable for long. Rapidly increasing automobile use and consequent traffic and parking problems led to a series of changes. Restrictions on parking and installation of parking meters had already begun in 1948, as did a change to far-side stops for the routes along High Street downtown.

On July 26, 1950 traffic engineers made 3rd Street one-way south and 4th Street one-way north between Chestnut and Mound. Northbound Neil & Parsons trolley-coaches were rerouted via Fulton, High, Mound, and Front (instead of Fulton, 3rd, Spring, and Front), and eastbound West Broad & Mount Vernon coaches went via Broad, Front, Long, and Cleveland (instead of Broad, 3rd, Spring, and Cleveland). Both of these

The company went back again to Twin in 1952 for 10 "Fageoliner" FL-30's, the first new motor buses for Columbus since 1947 and among the very last Twin Coaches made. These took over on Leonard Avenue when that route was extended to Port Columbus. —Twin Coach





After 1953 Columbus Transit Co. purchased GM diesel buses almost exclusively, starting with TDH-4512's, one of which is bound for the Great Southern shopping center via South High Street in this 1963 view.
—Gerald L. Squier

reroutings involved overhead already in place. A connecting curve from north on 3rd to west on Fulton was installed to route northbound Long & Livingston coaches via 3rd, Fulton, High, Mound, Front, and Long (instead of 3rd, Rich, Front, and Long).

Then in November 1950 Spring Street became one-way westbound and Long Street one-way eastbound. Outbound Cleveland Avenue and Mount Vernon Avenue coaches ran via Long Street as far as Cleveland Avenue, while coaches inbound from Long Street were diverted over Grant to Spring, then turned west via a new curve.

Many downtown Columbus streets are quite wide. Trolley-coaches were enabled to make left-hand turns from wide one-way streets by the installation of what amounted to crossover wires. Just beyond the far-side stop in a block at the end of which a left turn had to be made, an overhead switch was installed. New overhead angled gradually across the street, joining the "wrong way" wire, which was left in place for a while because the city considered the one-way street program to be experimental. In fact it was permanent, and the unused wire was taken down.

Fulton Street became one-way eastbound on January 28, 1952, requiring northbound Parsons coaches to run west on Livingston. One-way traffic was also instituted on Summit Street (southbound) and 4th Street (northbound) from Warren Street, just north of the 4th Street Viaduct, all the way to Chittenden Avenue on November 17, 1952. More than a mile of new overhead was put up on Summit Street, and as matters turned out was used for less than five years.

Another trolley-coach rerouting was put into effect on August 16, 1954, when the city instituted what was termed a "tempo-

rary" five-ton weight limit on the Front Street Bridge over the PRR and B&O between Maple and Vine Streets. Northbound Neil Avenue coaches thereafter ran via High Street, and the Front Street routing was never restored.

The first GM diesel buses to run in Columbus were placed in service on November 17, 1953, and on the same day the East Broad Street bus line was extended from the Town & Country Shopping Center east to Hamilton Road and then south to Fairway Blvd. Later that same month the 11th & Chittenden crosstown bus line was discontinued, its route partly replaced by a new through line from downtown to Hamilton & Oakland Park Avenues, designated Hamilton Avenue. Also there was a new feeder bus from Livingston & Bulen Avenues east to James Road.

Columbus Transit in the 1950's

The postwar investment in the trolley-coach system resulted in a thoroughly modern and well maintained transit property that carried 80 million revenue riders in 1949, an all-time record and an exceptional figure for a city of under 400,000. By far the majority of the business was done by the trolley-coaches, which served all the major routes.

Prosperity did not last long. Besides the adverse effects on transit travel of the automobile and television, the city limits of Columbus expanded greatly by annexation after 1950. Columbus Transit Co. had added feeder bus routes into lightly settled areas and extended existing motor bus lines, which added to expense but contributed little to revenue at a time when business on the core routes was declining. Perhaps because of that



Exceptions to the diesel rule were five Hydramatics delivered in 1954 for feeder service; but most Columbus feeder routes were absorbed into the main lines when diesels replaced trolley-coaches. The scene is Jeffrey Place Loop, where High Street buses met Worthington shuttles, in 1965.

—Edward T. Gibbs

COLUMBUS TRANSIT CO.
APPROXIMATE AVERAGE HEADWAYS, FALL 1956

Route	Service	AM	Base	PM	Evg	Sat	Sun
<u>TROLLEY-COACH ROUTES</u>							
Cleveland & Sullivant	North Broadway to Binns Blvd. North Broadway to Town & High	3 ³ / ₄ 3 ¹ / ₄	8	3 ¹ / ₄	15	6	15
Oak Street	Fairwood Avenue to Long & High Loeffler Street to Long & High	6 3 ¹ / ₂	8	6 ¹ / ₂ 4 ¹ / ₄	20	6 ¹ / ₂	20
West Broad & Mount Vernon	Southampton Avenue to Woodland Avenue Southampton Avenue to 3rd & Long	6 2 ³ / ₄	8 ¹ / ₂	5 ¹ / ₄ 2 ¹ / ₂	15	6	12
High & Whittier	Blenheim Road to Seymour Avenue Blenheim Road to Studer Street	10 5	10	10 5	20	10	20
North & South High	Jeffrey Place to South High & Hosack Jeffrey Place to Mound & High Arcadia Avenue to Mound & High	7 ¹ / ₂ 5 3	10	6 ³ / ₄ 2 ³ / ₄	20	10	20
Long & Livingston	Nelson Road to Bulen Avenue 3rd & Long to Bulen Avenue	6 4 ¹ / ₂	12	5 ¹ / ₂ 4 ¹ / ₄	20	10	20
Main & Indianola	Torrence Loop to Weyant Avenue Torrence Loop to Remington Road Arcadia Avenue to Alum Creek Torrence Loop to Mound & High	16 6 3 ¹ / ₄ 2 ¹ / ₂	21 7	10 5 3 ¹ / ₄ 3	30 15	18 6	30 15
Neil & Parsons	Tenth Avenue to Groveport Pike	5 ¹ / ₄	10	5 ¹ / ₂	20	9	20
<u>MOTOR BUS ROUTES</u>							
Arlington & West Mound	Upper Arlington to Dexter & Sullivant Fifth Avenue & Cambridge Blvd. to Front & Rich	15 6 ³ / ₄	20	10	30	15	30
Leonard-Port Columbus	Front & Broad to Port Columbus Front & Broad to Fifth Avenue & Krumm	12 4 ¹ / ₂	30 15	30 4 ¹ / ₄	— 30	30 10	— 20
Frebis & West Fifth Avenue	Fifth Av. & Cambridge Blvd. to Frebis & Studer	6	15	6	20	12	20
East Broad Street	Gay Street & Riverside Drive to Hamilton Road Gay & Riverside to Town and Country Shop. Ctr.	15 8 ¹ / ₂	20	12 7 ¹ / ₂	30	20	30
Fifth Avenue	Perry Street to Cleveland Avenue	8 ¹ / ₂	15	8	15	15	15
Hamilton Avenue	3rd & Town to Piedmont & Karl	10	20	10	30	20	30
Hague Avenue	Dibblee Avenue to Mound Street	20	20	20	20	20	20
Hudson Street	High Street to Cleveland Avenue	15	20	11	20	20	20
Ohio Avenue	Leonard Avenue to Frebis Avenue	20	20	20	20	20	20
Bexley	Main Street to Livingston Avenue	30	30	30	30	30	30
Worthington	Jeffrey Place Loop to Worthington	30	30	30	—	30	60
Eastgate	loop route	15	15	15	—	15	—
Oakland-Weber	loop route operated in both directions	20	30	20	30	30	30
Beechwold	Torrence Loop to Jeffrey Place Loop	30	30	30	—	30	60
Livingston Avenue	Bulen Avenue to James Road	10	20	10	30	20	30

decline, the company never extended any of its trolley-coach routes beyond their original outer terminal points.

By 1955 the revenue passenger count had fallen to 45 million. Seeking a revised franchise, the company commissioned Simpson & Curtin, transportation engineers of Philadelphia, to evaluate the operation and make recommendations. The Simpson & Curtin report is a thorough and carefully done study that allows close examination of the daily workings of a major trolley-coach operator while its system was still intact.

Simpson & Curtin recommended abandonment of two lightly traveled feeder bus routes and the institution of a system of express motor bus routes on peak-hour headways of 7 to 20 minutes in order to attract business by providing faster and more direct service to outlying areas. With these routes in place, the consultants thought trolley-coach service could be reduced somewhat, though not severely, and believed that the trackless system could be operated with just the postwar Marmon coaches. A number of specific but relatively minor bus route changes

COLUMBUS TRANSIT CO.
P.M. PEAK VEHICLE REQUIREMENTS, FALL 1956

TROLLEY-COACHES

Route	Station	TC-48	TC-44	Brill	St Louis	Total
Cleveland & Sullivant	Cleveland Avenue	—	22	7	7	36
Oak Street	Glenwood	—	2	8	—	10
West Broad & Mount Vernon	Glenwood	—	14	16	—	30
High & Whittier, and North & South High	West Broad	43	—	12	—	55
Long & Livingston	West Broad	6	10	3	—	19
Main & Indianola	Cleveland Avenue	—	20	14	7	41
Neil & Parsons	West Broad	5	11	—	—	16
Total		54	79	60	14	207
Total coaches available		55	83	65	18	221

MOTOR BUSES

Route	4512	38-S	3609	FL-30	Ford	3102	Total
Arlington & West Mound	9	3	—	—	—	—	12
Leonard-Port Columbus	2	—	6	7	—	—	15
Frebis & West Fifth	7	7	—	2	—	—	16
East Broad Street	7	—	2	—	—	—	9
Fifth Avenue	—	2	—	—	2	—	4
Hamilton Avenue	5	4	—	—	—	—	9
Hague Avenue	—	—	—	—	1	—	1
Hudson Street	—	2	—	—	2	—	4
Ohio Avenue	—	—	—	—	2	—	2
Bexley	—	1	—	—	—	—	1
Worthington	—	—	—	—	—	1	1
Eastgate	—	—	—	—	1	—	1
Oakland Park-Weber	—	—	—	—	—	3	3
Beechwold	—	—	—	—	1	—	1
Livingston Avenue	—	—	—	—	2	—	2
Total	30	19	8	9	11	4	81
Total buses available	32	21	10	10	12	5	90

were also recommended, as were many ways to improve traffic flow at congested intersections.

Events overtook the consultants. Because of the steady post-war development to the north of downtown Columbus, the city had been annexing territory in that region, and High Street had become overloaded with traffic. It was decided to construct a new 3rd Street Viaduct over the railroad tracks and make 3rd and 4th Streets into one-way arterial streets all the way from Hudson Street to Fulton and Livingston.

Because of the disruption expected to be caused by this work, Columbus Transit Co. substituted diesel buses for most trolley-coaches on the Indianola Avenue line effective January 19, 1957. Peak-hour tripper trolley-coaches remained until February 20, when delivery of 12 GM TDH-5105's permitted their withdrawal. As a motor bus line, Indianola Avenue was extended to Jeffrey Place Loop via Morse Road. Later in 1957 a limited-stop service was added at a 25-cent fare, known as Beechwold Express. The St Louis-built trolley-coaches of 1935 were withdrawn when Indianola was converted; the original Brills were all gone by 1956, some having been retired as early as 1950, though not immediately scrapped.

Main Street trolley-coaches, which had previously run through to Indianola Avenue, now terminated downtown. A lay-over point was provided on Chestnut Street between High and 3rd, and the loop was Main, High, Chestnut, 3rd, Spring, High, and Main. Effective August 5 operation of Main Street coaches was transferred from Cleveland Avenue Station to Glenwood Station in order to make room at Cleveland Avenue for another 24 TDH-5105's that had just been ordered. Simpson & Curtin had been aware of the first order for 5105's and had recommended use of such buses on the proposed express routes, but only the Beechwold Express was instituted. Columbus Transit Co. liked the big diesels but used them in a different way.

By 1957 as well the federal Interstate highway program was underway, and the north side of the planned inner loop for Columbus was to run approximately along Goodale Street. Columbus Transit Co. shifted the Neil Avenue trolley-coach line to Buttles Avenue, on the other side of Goodale Park, on September 15, 1957. This was the last trolley-coach rerouting in Columbus that involved construction of new overhead, though minor changes downtown were still to come in order to provide appropriate loops and layover points.

With the 40-foot air-suspension diesel bus, such as this TDH-5105, Columbus Transit had a vehicle suitable not only for new express routes as had been recommended but also to supersede the trolley-coaches on the existing lines when this became necessary because of street and highway construction beginning in 1957. The trackless routes had taken 15 years to change from streetcars, but with a seven-year interruption; their conversion to diesels took eight years.

—Gerald L. Squier



The Slow Demise of the Trolley-Coach

Effective July 1, 1956 a so-called "cost of service" franchise took effect for a 10-year term. Fares were allowed to be adjusted on January 1 and July 1 of each year in order to maintain the company's net profit at between 6³/₄ and 8¹/₂ per cent of its rate base. The cash fare had reached 15 cents on August 22, 1953 and was increased to 20 cents (five tickets for 80 cents) on January 1, 1957. Patronage continued to fall, to 42 million in 1956, 37 million in 1957, and 33 million in 1958, a drop of about 60 per cent in 10 years. While the cash fare remained the same, ticket rates were adjusted upward twice during 1958.

All owl service was discontinued on April 7, 1958. Six motor buses had previously been on the street all night, on South High & Neil, Livingston & Leonard, Main & Long, West Broad, Parsons, and Indianola, and there had been three owl trolley-coaches, one on North High and two on Cleveland & Sullivant. Two late round trips were added to the North High schedule, so that the last inbound coach left Jeffrey Place at 1:50 A.M. Owl service in Columbus had traditionally been operated at a premium fare, a ride requiring two tickets or twice the regular cash fare.

On the same day, in preparation for conversion of the Sullivant Avenue line to motor buses, the Cleveland and Sullivant routes were separated. Both terminated downtown, and the Cleveland Avenue coaches were reassigned to West Broad Station. Expressway construction was the reason for the conversion; the west side of the planned inner loop was to obliterate Sandusky Street and involved an interchange at Town Street. Sullivant Avenue became a diesel bus route on July 21, 1958, using some of the new 5105's and running beyond Binns Blvd. to Demorest Road, an area already served by the West Mound Street bus line. With that change, Cleveland Avenue Station became a motor bus operating base exclusively.

Columbus Transit management had clearly decided not to do any more rewiring in order to maintain trolley-coach operation. Another reason for doing away with trolley-coaches was the continuing expansion of the incorporated area of Columbus, which naturally resulted in demands for improved transit service. Development of the territory southeast of Bexley and its annexation by the city resulted in conversion and extension of the Livingston Avenue trolley-coach line on December 7, 1959. Using the first 12 GM TDH-5301 "new-look" buses delivered to Columbus Transit Co., the Livingston Avenue diesel bus line ran twice as far from the central business district as the trackless line had, some trips going east as far as Country Club Road

while others turned back at James Road. The Long Street trolley-coach line thereafter terminated downtown, via Long, Grant, Spring, High, Mound, Front, Main, High, and Long.

A postwar conversion, the Livingston Avenue line was the shortest-lived of all Columbus trolley-coach routes, lasting a few months more than 12 years. (Oak Street lasted longest—26 years and 6 months.) The Sullivant and Livingston conversions to diesel buses plus riding declines in general allowed Columbus Transit Co. to withdraw all of the prewar Brill 44-SMT coaches, leaving only the Marmons.

Effective January 4, 1960 operation of the Long Street coaches was shifted from West Broad Station to Glenwood Station; the Main Street line moved the other way and was through-routed with Cleveland Avenue. On the same day the West Broad & Mount Vernon and Oak Street trolley-coach lines were combined into a single route. This was not simply a matter of sending alternate West Broad coaches through to Mount Vernon and to Oak Street, as might be thought. Rather, the result was a true Y-shaped route, coaches from West Broad running to Mount Vernon, then to Oak Street, then to West Broad, and then the reverse, or the other way around (West Broad to Oak to Mount Vernon to West Broad).

Highways Force Conversions

Construction of an Interstate highway interchange near Fort Hayes doomed the Mount Vernon Avenue line, which was converted to diesel buses and rerouted around the construction zone on May 29, 1961. The Leonard Avenue bus line was discontinued because of the rerouting of the Mount Vernon Avenue line, which was through-routed with the Livingston Avenue bus. In place of the Mount Vernon Avenue trolley-coaches the Long Street line was hooked to West Broad & Oak in the same kind of arrangement as before.

Similarly the Cleveland Avenue line succumbed to the highway engineers on July 31, 1961, after which Main Street coaches looped downtown as they had from 1957 to 1960. Conversion of the Cleveland Avenue line to diesel buses (based as were all Columbus Transit motor buses then at Cleveland Avenue Station) freed up space at West Broad Station for the only remaining trolley-coach route based at Glenwood, which was the West Broad-Oak-Long line, and coaches pulling in from this line on July 30 (Sunday) finished their runs at West Broad Station. Of the 51 operators stationed at Glenwood at the end, 45 elected to stay with trolley-coaches at West Broad while six were transferred to Cleveland Avenue. By the end of 1961



Gas buses as well as trolley-coaches were phased out as new-look GM's were received in steady succession during the early 1960's. This is 832, a TDH-5301, laying over at the Federal Building on June 19, 1963.

—Gerald L. Squier

Columbus Transit Co. had retired 35 of its 138 postwar Marmon trolley-coaches.

Opening of the Great Southern Shopping Center far out on South High Street brought about the next series of changes on the trolley-coach lines. On September 18, 1961 a new Parsons Avenue motor bus line to the shopping center was inaugurated, and alternate Neil & Parsons trolley-coaches were turned back via 3rd and Livingston to High during daytime hours Mondays through Saturdays. In those days outlying shopping centers had hours similar to those of downtown stores, and the bus line did not operate evenings or Sundays.

Effective May 7, 1962 the trackless routes were reorganized as follows: North High became a separate route looping via Fulton, 3rd, and Livingston; Long Street was through-routed with South High-South 4th; West Broad & Oak and High & Whittier continued as through routes; Main and Neil were through-routed; and Parsons became a separate route looping via High, Chestnut, 3rd, and Spring. From August 6, 1962 Parsons Avenue and South High-South 4th coaches were not operated middays or Saturdays as the Indianola Avenue bus line was extended to Great Southern Shopping Center with alternate trips over Parsons and South High-South 4th. Still the shopping center did not demand evening or Sunday service, and at those times the Indianola Avenue bus still ended downtown and Long Street trolley-coaches were through-routed alternately with Parsons and with South High-South 4th.

Continuing deliveries of new-look GM's had resulted in the withdrawal of most gas buses by the end of 1962, and when 16 TDH-5303's came in May 1963 Columbus Transit Co. was able to end part-time trolley-coach operation on Parsons Avenue and South High-South 4th as well as to convert and through-route the Long Street and Whittier Street lines effective June 3, 1963. This left only North High Street, West Broad & Oak Street, and Main & Neil as trolley-coach routes, with the North High coaches looping via Mound, Front, Main, and High.

The Last Columbus Trolley-Coaches

The next delivery of new buses was scheduled for April 1964, and in anticipation of their use on Neil Avenue the Main and North High trackless lines were through-routed on March 30, 1964. Neil Avenue coaches were replaced by diesels on May 4. Next it was the turn of the West Broad line, converted to buses and through-routed with East Broad (always a motor bus

line) on January 4, 1965. Finally 50 new buses, 35 TDH-5303's and 15 TDH-4519's, were received during March and April 1965 to complete the conversion of the trolley-coach lines.

Cleveland Avenue Station was already at capacity, so arrangements were made to fuel and house diesel buses at West Broad Street. On Sunday, May 30, 1965 all morning runs on the Main & North High and Oak Street routes were filled as usual with trolley-coaches. Then when the time came for the operators to be relieved, diesel buses were dispatched from West Broad to cut in behind the trolley-coaches. Coaches southbound from High Street displayed MAIN STREET signs as far as Union Station, then changed to TOWN & HIGH ONLY. Diesels cut in at Chestnut & High behind the coaches whose operators were scheduled to be relieved at Gay & High in order to complete the day's assignments. In a similar manner trolley-coaches inbound from Main Street carried HIGH STREET signs to 3rd & Main, then changed to CHESTNUT & HIGH; diesel buses cut in at 3rd & Main. Oak Street trolley-coaches displayed OAK STREET as far as 3rd & State, where diesels cut in behind them, then changed to BROAD & HIGH ONLY.

The last trolley-coach to carry revenue passengers in Columbus was 618, which left Fairwood & Oak at 5:48 P.M. on that day; this trip was not replaced by a motor bus, as the run was scheduled to finish downtown. Following this from Fairwood Avenue was a chartered coach and then 637 carrying company officials on a ceremonial last ride.

Conversion of the Oak Street line required resolution of an old problem: how to turn around at Fairwood Avenue. Trolley-coaches had wyeed around, protected by traffic signals which they actuated, and this arrangement persisted in spite of its inconvenience and in spite of efforts by the transit company to secure a loop. Motor buses (TDH-4512's at first) could not actuate traffic signals, and backing them up in public streets was bound to be hazardous, so at last an acceptable loop was found via Fairwood, Franklin Park South, Morrison, and Oak.

Elimination of trolley-coaches also relieved pressure on space at Cleveland Avenue Station, as the Broad Street, Neil Avenue, Arlington, and Hague Avenue bus lines were transferred to West Broad Station on May 31, 1965. There were then about 160 buses and 230 operators assigned to Cleveland Avenue, about 90 buses and 140 operators at West Broad. The Kelton Avenue Shops continued to be used for heavy overhauls.

Columbus Transit Co. purchased eight TDH-5105's from New Orleans Public Service in the summer of 1965 to replace

At some time in the 1960's a Columbus Transit logo was at last applied to the buses and is visible on these three TDH-5303's northbound on High Street, April 16, 1969.



the 1952 Twins. Perhaps not measuring up to Columbus Transit's high maintenance standards, the New Orleans buses were sold (to Garfield Heights Coach Line) a year later.

In spite of its well-deserved reputation for excellent maintenance, Columbus Transit Co. did not sell many of its trolley-coaches for service elsewhere, though City Transit Co., Dayton, bought 32 Columbus TC-48's in 1967, not all of which ever ran in Dayton. Because the Columbus trackless system was reduced in scope gradually rather than suddenly, the Marmons that were withdrawn beginning in 1961 were mostly used for spare parts instead of being offered for sale.

Motor Bus Changes

This review of the gradual conversion of the Columbus trackless lines, which took place over an eight-year period, has ignored most motor bus route changes during the same time, for purposes of clarity. Besides the innumerable temporary diversions for one reason or another, major changes were as follows:

April 7, 1958 — Frebis Avenue through-routed with Arlington instead of West Fifth Avenue, and West Fifth through-routed with West Mound, in an effort to better balance loads on both ends of the through-routed lines.

August 20, 1958 — One-way traffic on Summit Street southbound from Hudson to Chittenden and on 4th Street northbound from Chittenden to Hudson, affecting the Indianola Avenue line.

December 15, 1959 — 3rd Street Viaduct opened to traffic, and Indianola Avenue buses rerouted over the viaduct and 3rd to Spring southbound.

April 25, 1960 — West Mound Street route extended to new off-street loop on Wedgewood Drive south of Sullivant Avenue.

June 20, 1960 — East Broad Street route extended on Hamilton Road from Fairway Blvd. to Main Street.

September 18, 1961 — Ohio Avenue route extended to Southgate Manor; Frebis Avenue through-routed with Hamilton Avenue and extended to Southfield. Arlington became a separate route terminating downtown.

April 2, 1962 — Because of expressway construction, Mount Vernon Avenue was closed between Jefferson and Hamilton Avenues, and buses ran via Long, Hamilton, and Mount Vernon.

May 6, 1962 — Last Sunday operation on Hudson Street and Frebis Avenue lines.

September 3, 1962 — Some East Broad Street buses via Pinewood, Yearling, Mayflower, Beechwood, Seigman, Yearling, Mound, Pierce, and Main to Bernhard.

September 4, 1962 — Hamilton-Frebis line extended north to Shanley Drive & Maize Road.

October 20, 1963 — One-way operation on Spring and Long Streets extended east to Hamilton Avenue, affecting Long & Whittier and Livingston & Mount Vernon lines.

December 30, 1963 — Hamilton-Frebis line extended to Northland Shopping Center.

Last Years of Columbus Transit Co.

By 1966 the fare was up to 30 cents and revenue patronage had fallen to 24 million a year or about 85,000 per day. Main & North High riders still had a 3-minute peak-hour headway on the busiest part of the route, which was by far the system's most important, carrying about 18,000 passengers per day. Far behind at about 10,000 per day were East & West Broad, Indianola-Parsons-South High, Livingston & Mount Vernon, and Cleveland & Sullivant. When the company's 10-year franchise expired on June 30, 1966, it was extended to December 31, 1969 under the same terms as before, and then another extension to June 30, 1973 was granted.

A portion of the old Leonard Avenue bus line, unserved since 1961, was again covered by buses when a new Leonard Avenue line was initiated on May 23, 1966 between State & High and 20th Street. In 1967 some service was extended north on Brentnell Avenue to Myrtle, bringing bus service to a recently developed residential district.

The Cleveland Avenue Viaduct over the railroads north of Fort Hayes was declared to be in unsafe condition for buses effective June 15, 1967, and Cleveland Avenue buses inbound from North Broadway (Mecca Road) turned west on Second Avenue to Summit Street in order to get downtown; outbound service used 4th Street and Second Avenue. On March 18, 1968 this same routing was used by a new Westerville bus line, replacing the Greyhound local service between Columbus and that town that had operated for almost 40 years.

Hours of service were reduced on most crosstown and feeder lines effective August 19, 1968. The Bexley and Hague Avenue lines and the Colonial Hills branch of the North High line were cut back to peak hours only, while night and Sunday operation was eliminated on the Fifth Avenue, Ohio Avenue, Hudson Street, and Oakland Park-Weber Road routes. Up until that time, the single bus assigned to the Worthington route on Sundays also covered the Beechwold feeder to Torrence Loop, when through service from Indianola Avenue over the Beechwold line



Columbus Transit Co. 416, a TDH-4519, completes an afternoon trip, crossing Broad Street southbound on High, in 1969. The transit authority has continued to use 35-foot buses on its less heavily traveled routes.

did not operate, but this Sunday operation was also discontinued.

Some North High Street buses ran through to Caren Avenue, Worthington, beginning September 30, 1968. The separate Worthington route was discontinued. Revised through-routing arrangements were made effective July 28, 1969. Sullivant Avenue buses ran through to Mount Vernon Avenue, Long Street ran to South High, Cleveland ran to Livingston, and Whittier was through-routed with Neil.

Columbus Transit Co. instituted three new routes in the northwest area on September 8, 1969 in place of Columbus Suburban Coach Lines and revised its own Fifth Avenue crosstown and Arlington routes as well. The new West Fifth Avenue line ran from 3rd & Rich Streets downtown via West Fifth Avenue, Arlington Avenue, and Tremont Road to a neighborhood loop ending at Cranford Road & Kioka Avenue. The Northwest Blvd. route ran via Goodale Street, Northwest Blvd., Zollinger Road, North Star Road, and Fishinger Road to two different terminal loops in Upper Arlington. The West Third Avenue line ran principally via that street, Northwest Blvd., King Avenue, North Star Road, Northwest Blvd., and Lane Avenue; this was through-routed with the West Mound line on May 4, 1970. Some notes on Columbus Suburban and its predecessors are on pages 32 and 33.

A modified exact-fare plan was instituted on August 9, 1969, under which paper currency was not accepted but operators carried small amounts of change so that passengers could deposit exact 30-cent fares. Since the most recent fare increase, on January 1, 1969, tickets had cost the same as cash fares and had been sold only at the company's main office downtown. Beginning September 23, 1971 riders had to have exact fares after 7 P.M.

Public Ownership

In 1961 the Columbus & Southern Ohio had proposed to swap its transit subsidiary for the city-owned electric power plant and distribution system; no action was taken. Three years later a Citizens Transit Study Committee recommended public ownership and private management as the best way to ensure a future for public transit. Still nothing was done.

The Ohio General Assembly authorized the formation of Regional Transit Authorities in 1970. These authorities, empowered to raise funds by property taxes or sales taxes, subject to

voter approval, were each to be governed by a board of trustees representing the citizens of the area served.

The Central Ohio Transit Authority (COTA) was formed on February 17, 1971 by agreement of the Franklin County Commissioners and the councils of all 11 cities in the county. Initially COTA consisted of a single office with an executive director, R. Keith Armstrong, and a secretary. Thirteen trustees were appointed, seven by the city, two by the county, and four by the suburban towns.

COTA's first years were difficult. Two tax levies were defeated, prompting Columbus Transit Co. to declare that it would close down at the end of 1973. Sunday service was discontinued effective January 1, 1973, as were weeknight trips leaving downtown after 9:40 P.M. The company's ultimatum and the service reductions, coupled with genuine community concern for continued transit service at a reasonable cost, led to the "Last Chance Campaign." Local news media and a well orchestrated public relations effort implored voters to preserve transit in Columbus. At issue was an 0.8-mill property tax levy for three years, estimated to generate \$2,592,000 in 1974. Placed on the May 1973 primary ballot in Franklin County, the measure was approved by a large margin.

Anticipating victory, COTA had submitted an application to UMTA for a \$4,463,333 capital grant on March 27, 1973. This grant provided for the acquisition of all assets of Columbus Transit Co., the purchase of 31 new buses, the installation of 50 bus shelters, and the establishment of a transit information system. UMTA responded eventually, but in the meantime COTA issued tax revenue bonds. On December 31, 1973 COTA purchased the assets of the Columbus Transit Co., and at 4 o'clock in the morning of New Year's Day 1974 the first COTA buses pulled out on their scheduled runs. Fares were stabilized at 50 cents (local and express), zone fares were eliminated, transfers were valid for an hour, and senior citizens were offered 25-cent fares. Anticipating the bicentennial, COTA plugged the "revolutionary" theme. The information center telephone number became 228-1776, and the Stars and Stripes were prominently displayed in advertising.

Herb Flint of Burkholder/Flint Public Relations in Columbus began a long career of service to COTA when his firm was awarded a contract to handle the authority's advertising. Mr. Flint and his staff designed the "Happy Bus" logo, a cartoon-style picture of a new-look GM that became a familiar sight to central Ohio residents. The Burkholder/Flint organization put

There were 48 GM T6H-5305A's in the Columbus Transit fleet, purchased between 1968 and 1970. One is seen pulling in to West Broad Station. COTA retired the last of these in 1987, but some still run in Cleveland.



together a "What's Your Reason to Ride" campaign that won an award from the Advertising Federation.

Service Expansion

Coupled with the strong public relations campaign were improvements in service. On May 6, 1974 COTA instituted 11 new routes, reroutings, and extensions. Express service was initiated from Reynoldsburg, Westerville (adding to service provided by Columbus Transit), the Tamarack area in north Columbus, Eastland, and Karl Road. A Gahanna commuter line began service, as did an extension to the Fifth Avenue crosstown line along St Clair Avenue to connect with the Ohio Avenue bus, and a Hamilton Road crosstown was added on the east side. The Oak Street line was revised to run inbound on Bryden Road, and an OSU-Battelle crosstown was started. The East Broad Street line was extended to Mount Carmel Hospital on the far east side of Columbus, also serving a nearby Western Electric plant.

In July 1974 Lincoln Village Transit Co. discontinued service to Grove City, and COTA took over the line immediately. This took some doing, for COTA like Columbus Transit Co. has three operator sign-ups a year, for service beginning in early January, early May, and early September. Intermediate service starts wreak havoc with the extra board or else require partial or full sign-ups, at considerable expense.

By December 1974 COTA was ready to extend West Broad Street bus service to the Great Western Shopping Center, Westland Mall, Lincoln Village, and New Rome. By March 1975 the 31 new buses were on the street. New routes were Arlington Express, Kenny Road Express, crosstown service from Arlington to Ohio State University, a south side crosstown along Refugee Road from High Street to Lockbourne Road, a Fisher Road crosstown on the far west side, and an express route to Hilliard, a northwest suburb originally served by Scioto Bus Co., later by Greenlawn Transit Lines.

COTA continued its advertising and public relations efforts, calling itself "Big Orange Aid," a reference to the orange color scheme that had been a hallmark for half a century. Impressed by the authority's accomplishments, 67 per cent of the voters in Franklin County elected to renew the property tax levy, now reduced to 0.6 mills to compensate for real estate value increases, for five years.

During 1976 COTA added the Agler-Cassady Express, serving a northeastern suburban area, and the Agler-Cassady

Crosstown, providing midday service between the Northern Lights Shopping Center and the Town and Country shopping center on East Broad Street near the U.S. Army Depot. In October 1976 the West Mound route was extended to Demorest Road during peak hours. Frebis Avenue service was extended farther down into the Southfield area, and a midday shopper route was implemented from Northland Shopping Center to the Karl Road-Tamarack areas served already by peak-hour express buses.

Worthington Limited buses began operating between downtown Columbus and Worthington Square Mall at Wilson Bridge Road, which was now the northern terminus of the North High Street local route as well. Reynoldsburg on the eastern border of Franklin County got a midday shopper to and from the Hamilton Road strip. The Beechwold Express, a peak-hour limited-stop service that followed the Indianola Avenue local route, was rerouted into Graceland Shopping Center, four blocks north of Jeffrey Place Loop. The Indianola Avenue line and some North High Street short-turns also terminated at Graceland. At this point in COTA's history some shopping center owners, cautiously optimistic that convenient bus service might help their business and willing to do some public service, permitted COTA to establish layover points in their parking lots. A few even encouraged the development of park-and-ride operations using their lots. The owners of Graceland pioneered this effort.

McKinley Avenue Garage

The transit authority urgently needed a new operating and maintenance facility and had searched since its inception for a good location, meaning easy access to freeways, to major thoroughfares, and, of course, to downtown. The ill-advised demolition of Columbus's architecturally unique Union Station disqualified that site as a location for new administrative offices. Plans were well along for an UMTA-funded transportation complex to be combined with a new convention center being built on the site of the station when it was decided that the quaint arches along High Street were not worth saving.

The transit authority also considered building its maintenance facility on the site of Redbird Stadium, the minor league ballpark on West Mound Street, long abandoned and neglected. The threat of this development spurred the county commissioners to action, and they soon rallied support for revival of minor league baseball. Not wishing to be blamed for the demise of baseball in



New construction abounds in downtown Columbus these days, as seen in this view at Ohio Center. COTA 8301 is outbound to Ohio State University on the Neil Avenue line.

Columbus, COTA dropped the idea of using the West Mound Street site, as convenient as it was.

COTA eventually bought a 22-acre site on the west side, once the location of the Toledo & Ohio Central Railroad yards and roundhouse. The T&OC, part of the New York Central System, had been a major line between Columbus and Toledo for many years. The roundhouse and yards were an anachronism by 1970, however, and the bankrupt Penn Central disposed of the land. The location was not COTA's first, second, or even third choice, but it did offer reasonably good access to the freeway system in an area that was zoned for commercial and light manufacturing use. The transit authority was nonetheless pleased to have a new administrative, operating, and maintenance base under construction to replace the 90-year-old Kelton Avenue shop, the Cleveland Avenue Station (the newest part of which was built in 1937), and the West Broad Station.

Sales Tax Support

The Central Ohio Transit Authority had operated since 1974 with a management team furnished by National City Management. The board decided in 1976 to hire its own general manager, who would hire and direct all other staff members. In February 1977 the board selected James E. Reading from a field of several candidates. With an extensive public transit background, Mr. Reading set about building a strong in-house staff, developing the service potential, improving the fleet, and improving the marketing program. The next few years were spent developing the organization and building the new McKinley Avenue garage. The 1975 property tax levy was bringing in about \$2.6 million per year at a time when expenses and demands for service were rising rapidly.

State legislation enabling the formation of regional transit authorities specifically restricted local tax support to property taxes (which are increasingly unpopular) or "a sales tax, to be levied at the rate of 0.5 per cent, 1 per cent, or 1.5 per cent." COTA's board and management agreed that the property tax was no longer a viable way to fund COTA, but the alternative was to ask the voters to approve at least a half-percent sales tax, estimated to generate at least \$22 million per year. After a hard-fought campaign in 1979, the sales tax levy was defeated at the polls by a thin margin.

COTA regrouped and announced a program called "Transit 80," which showed the voters how the money provided by a

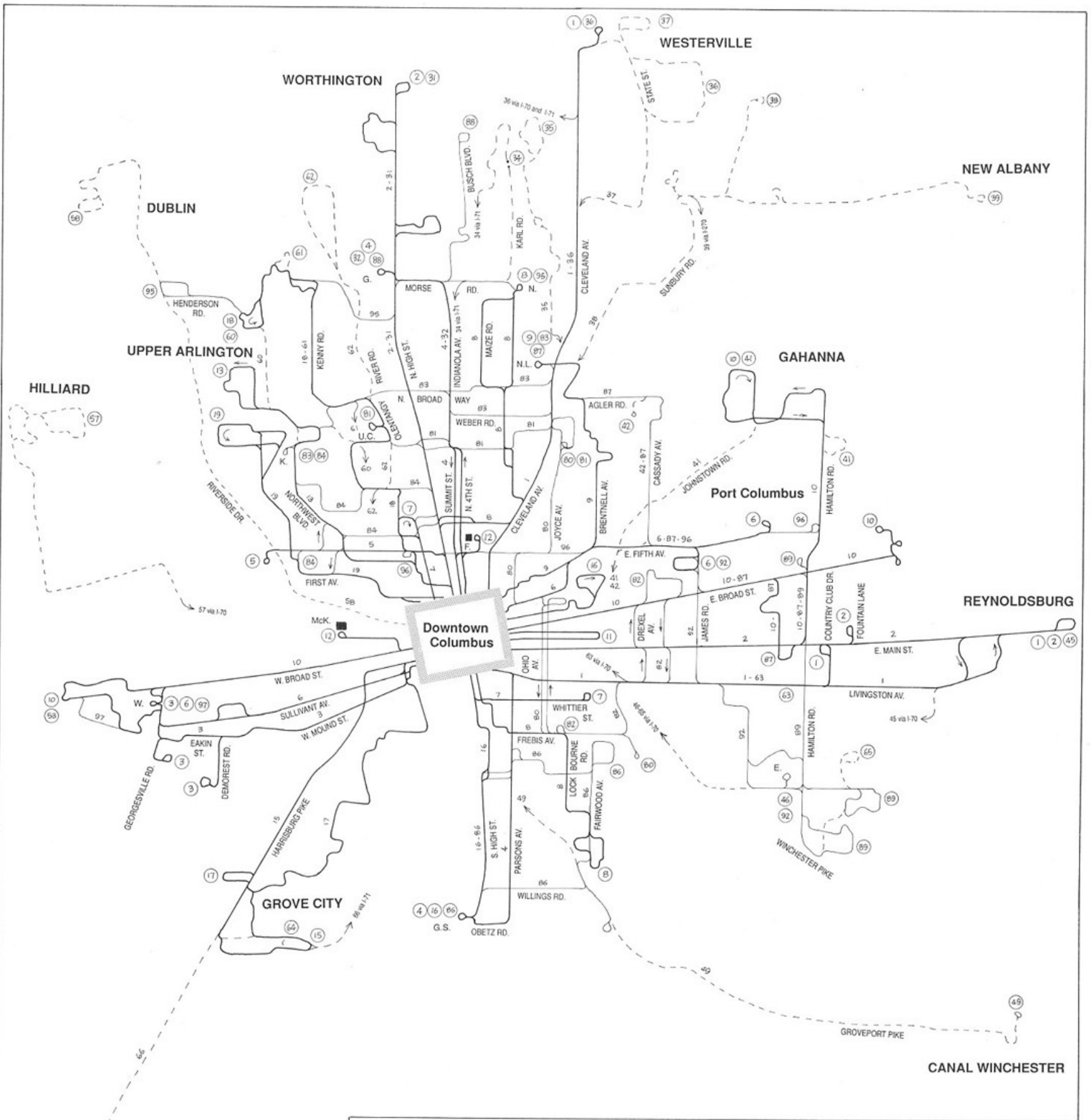
five-year half-percent sales tax would be spent. In June 1980 the sales tax was approved, and over the succeeding years COTA was in the top rank of financially secure transit authorities.

Meanwhile, maintenance crews moved from Kelton Avenue to McKinley Avenue in May 1980, and administrative and operations people followed in June. The two biggest drawbacks to the McKinley Avenue location were poor surface roads, requiring difficult bus maneuvers to gain access to the garage, and no regular bus service to the neighborhood. COTA, like Columbus Transit before, requires relief operators to register on at the operating station, then ride a bus to the relief point. It was necessary for COTA to establish a shuttle bus service between the new garage and downtown, which is operated as a regular route with a public timetable and which has service all day and evening, even when operators are not making relief.

New Buses and More New Services

Early in 1982 the Central Ohio Transit Authority took delivery of 99 Flxible 870's, said to be the first ones built with improved underframes to avoid the problems encountered in New York. These were the first Columbus buses to have 8V-71 engines, providing enough power to keep up with fast-moving traffic. The 50 oldest new-looks were retired. Headways were improved on several lines, and the following new routes were started: Greenlawn, Kenny Road, OSU-Ohio Dominican College (crosstown), OSU-Grandview (crosstown), Morse-Henderson (crosstown), and Dublin Express. Another new line linked the Rockwell plant at Port Columbus with the Battelle Institute on West Fifth Avenue, overlapping with the Fifth Avenue line, and in 1983 service on the Fifth Avenue line was discontinued when the new line began to run all day. Fifth Avenue had been the first Columbus bus route back in 1926.

Also in 1982 COTA introduced a bold and controversial new concept. Until that time nearly all of the system's local and express bus routes through downtown had plied the north-south High Street thoroughfare, the traditional transit trunk since 1863. With increased bus service and heavy auto traffic, maintaining schedules was becoming a major problem. Rerouting express buses onto one-way streets paralleling High Street was considered, but the decision was to eliminate all express stops on High Street downtown in favor of two new off-street terminals, one on Spring Street between High and Front and the other on Rich Street between High and 3rd.



LOCAL ROUTES	EXPRESS ROUTES	CROSTOWN ROUTES
1 Cleveland-Livingston	31 Worthington	80 Ohio
2 Main-North High	32 Beechwood	81 Hudson
3 West Mound	34 Karl	82 Bexley
4 InSanna-Parsons	35 Tamarack	83 Oakland-Weber
5 West Fifth	36 Annehurst	84 OSU-Arlington
6 Sullivant-Mount Vernon	37 Westerville	86 South Columbus
7 Neil-Whittier	38 East Westerville	87 Cassidy
8 Hamilton-Frebis	39 New Albany	88 Busch
9 Leonard	41 Gahanna	89 Hamilton Road
10 Broad	42 Agler-Cassady	92 James-Stelzer
11 Oak-Bryden	45 Reynoldsburg	95 Morse-Henderson
12 McKinley-Fields	46 Eastland	96 Rockwell-Battelle
13 Northwest Blvd.	49 Southeast	97 Lincoln Village-Westland
15 Grove City	53 Lincoln Village-New Rome	
16 Long-South High	57 Hilliard	
17 Greenlawn	58 Dublin	
18 Kenny Road	60 Arlington	
19 Arlington-Grandview	61 Kenny	
	62 Olentangy	
	63 Livingston	
	64 Grove City	
	65 Berwick	
	66 Orient	

Abbreviations

E.	Eastland Mall
F.	Fields Avenue Garage
G.	Graceland Shopping Center
G.S.	Great Southern Shopping Center
K.	Kingsdale Park-and-Ride
N.	Northland Mall
N.L.	Northern Lights Shopping Center
McK.	McKinley Avenue Garage
U.C.	University City Shopping Center
W.	Westland Mall

COLUMBUS

1985

CENTRAL OHIO TRANSIT AUTHORITY

MILES

AEM 1-90
Redrawn for one-color reproduction from
COTA's 1985 system map.
The current map and timetables are available
at COTA's Customer Service Center, 177 S.
High Street. When requesting such items by
mail it is a courtesy to enclose \$1 for postage.



Left, Outlying shopping centers are increasingly important sources of COTA traffic, as here at Northland Shopping Center, Morse & Karl Roads. Right, High Street is still the main stem; 8526 passes the State Capitol. Photos taken in 1989.

Many express bus riders protested, some by abandoning the buses, because they could no longer ride to and from stops convenient to their jobs. Many state employees work near Broad & High, three blocks from either express terminal, and as in most state capitals these people are important to the transit system. Nonetheless, the new terminals have become a permanent part of COTA's express system, and passengers have either adjusted to the inconvenience or gone back to their cars. The terminals have achieved their objective. Bus traffic on High Street now moves much more efficiently than in 1980.

In 1983 another 85 new Flxibles were delivered, all powered by 6V-92T engines. They were intended as replacements for aging new-look GM's, but three new express routes were added to New Albany, Berwick, and Lincoln Village. Several routes were extended or revised: Ohio Avenue ran north to Joyce Avenue; the Hilliard Express was diverted along Wilson Road; the Main Street local was extended to Reynoldsburg in place of the midday shopper; Hudson Street ran west from High Street to University City Shopping Center; Oakland-Weber was extended to Kingsdale Shopping Center in Arlington and to Northern Lights Shopping Center (now a major bus terminal); and the Livingston Express was extended to Hamilton Road. The Flags Center Express from downtown to Cleveland & Schrock, begun in 1979, was extended to a new park-and-ride lot on the west side of Westerville and renamed Annehurst Express, some trips using Cleveland Avenue and some I-71 and I-270. Cleveland Avenue local trips were extended to Annehurst to provide mid-day service.

Route Numbers

The Central Ohio Transit Authority introduced route numbers in 1975. Local routes were numbered up from 1, approximately in sequence by passenger volume. Express routes were in the 20's and low 30's, and crosstown and feeder routes were in the high 30's. With the subsequent increase in the number of routes, particularly express routes, COTA set up a committee in 1980 to develop a revised scheme and to work out a consistent pattern of destination signs. The author was chairman of the committee.

Most local route numbers were left as they had been, except that West Third-West Mound (formerly Rt 5) became Rt 3, West

Fifth was changed from 10 to 5, and East & West Broad, which had been Rt 3, became Rt 10. Express routes were numbered from 31 to 62 beginning on the north side and proceeding clockwise. Crosstown and feeder routes took numbers from 80 up without much attempt at logic, although Fifth Avenue was 85 and Ohio Avenue 80.

By 1980 there was a long-range plan for additional routes, so these were included on the new Mylar curtains installed in all COTA buses at that time. On these curtains local route signs had black backgrounds, express routes red, and crosstowns green. Several express routes were later started that had not been anticipated, and these were numbered upward from 63 without regard to geography.

Reference to the map on page 29 will show that COTA operates several different kinds of services that are all called "express." Some are supplementary to heavily traveled local routes such as North High, West Broad, and Livingston. They run on the same streets but make fewer stops and are thus "limiteds" in traditional terminology. Some reach the same outer terminal points as local lines but travel by more direct routes. Most of the express routes link outlying residential areas not served by local buses with the central business district and have only rush-direction trips, some using expressways.

As part of its 1986 capital improvement plan COTA replaced the Mylar sign curtains with Vultron electronic signs. The planning committee had anticipated this possibility back in 1980 and had already prepared lists of signs laid out to fit the 15 letter spaces provided. The route number and name are shown on one display and the destination (or the word EXPRESS) on another, with a cycle time of about 4 seconds.

Fields Avenue Garage

The McKinley Avenue Garage had been designed to accommodate 240 buses, roughly the size of the fleet at that time. Service expansion made possible by the 1980 sales tax had resulted in an increase of almost 100 buses by 1984, when COTA received a third group of Flxibles. It was decided not to enlarge the McKinley garage, so a second operating station was built in 1984 on Fields Avenue near the Fairgrounds. The "operators' shuttle" was extended to link the garages via downtown.

Also in 1984 new GFI electronic fareboxes replaced the manual Johnson boxes that had served for half a century. A two-way radio system was installed as well. The last ex-Columbus Transit buses were replaced in 1987 with GM RTS buses, except for some in special paint schemes, including two Zoo buses and three Christmas buses. COTA also kept a TDH-5303, No. 843, restored to its original condition.

Recent new projects include a High Street corridor improvement to enhance the appearance of the street, relocation of the south express terminal to the new City Center Mall at Main & High, establishment of a security force, and several cooperative ventures with the city to improve access to jobs and recreation.

Financial Problems Solved

When the five-year sales tax levy ended in 1985, the transit authority had a surplus of \$76 million. At that time the Franklin County commissioners instituted a new sales tax at the same percentage, leading to a widespread public perception that COTA's tax had been "stolen" and that the county should undertake to subsidize the transit system. In part because of this belief, a proposed 0.25 per cent sales tax to be levied for 10 years was defeated by the voters in 1986 and again in 1988. (The legislature had meanwhile authorized a rate lower than 0.5 per cent over opposition from merchants, who thought such a rate would be difficult to calculate and collect.)

Cost control measures instituted by new general manager Richard J. Simonetta enabled COTA to operate with its surplus funds and no new tax until 1989. When accumulated surplus funds began to run out, the transit authority's first step, effective February 1, 1989, was to eliminate its 25-cent midday fare and to increase the price of monthly passes from \$24 to \$28 (local) and from \$32 to \$37 (express), while the normal 75-cent local and \$1 express cash fares remained unchanged. These fares had been increased on January 1, 1988 from 60 cents and 75 cents.

On May 1, 1989 service was discontinued on the Beechwold, Annehurst, Southfield, Briggs-Clime, and Livingston express routes and on the Northland, Morse-Henderson, and Lincoln Village crosstowns. Saturday service ended on the Westerville Express, Port Columbus-Battelle crosstown, Grove City, and Arlington lines, and Sunday service was eliminated on the Neil & Whittier, Leonard-Brentnell, and Long & South High routes. Hours of service were also cut back system-wide, with the last evening trips departing downtown Columbus at 9 P.M. instead of 10:45 and early and late buses on weekends eliminated. Overall there was about a 12 per cent reduction in service, and both operators and office people were laid off.

The transit authority, the Chamber of Commerce, and concerned citizens worked to secure passage of the 10-year quarter-per cent sales tax in 1989. COTA began to use its capital reserves to pay operating costs and said that by November there would be only enough money left to cover the cost of shutting the system down. The tax was approved last November 7 by 76 per cent to 24 per cent, and most of the evening and weekend service that had been eliminated in May was promptly restored.

For the near future, COTA plans to begin buying regular-route buses with wheelchair lifts, to restore midday and Saturday service to Grove City, and to route northeast side express routes over I-670 when that highway is completed in 1991. Farther away are new express lines to communities more distant from Columbus. Possibly COTA might revive an unfinished plan to build a light rail line to Worthington along Conrail right-of-way, which could restore electric rail service where "Redbird" interurbans last rolled almost 60 years ago.

CENTRAL OHIO TRANSIT AUTHORITY APPROXIMATE AVERAGE HEADWAYS, FEBRUARY 1989

Route Number and Name	AM	Base	PM	Evg	Sat	Sun
1 Cleveland-Livingston	7½	15	7½	10	15	30
2 Main-North High	5	7½	4½	20	20	30
3 West Third-West Mound	12½	27	12½	30	27	60
4 Indianola-Parsons	6	20	8	30	20	30
5 West Fifth	20	30	20	40	35	60
6 Mount Vernon-Sullivant	12½	25	12½	40	30	30
7 Neil-Whittier	18	30	18	40	30	60
8 Hamilton-Frebis	15	30	15	30	30	60
9 Leonard	25	35	25	60	35	60
10 East & West Broad	5	15	5	30	20	30
11 Oak-Bryden	20	30	20	40	30	30
12 McKinley-Fields	22½	22½	22½	22½	30	-
15 Grove City	30	40	20	-	70	-
16 Long-South High	15	35	15	30	35	60
17 Greenlawn	85	85	85	-	-	-
18 Kenny	60	60	60	-	-	-
19 Arlington-Grandview	15	35	15	35	35	-
	AM	Base	PM		Sat	Sun
30 Smoky Row Express	2 in			2 out		
31 Worthington Express	8 in			7 out		
32 Beechwold Express	3 in			4 out		
33 North Central Express	2 in			2 out		
34 Karl Express	8 in, 2 out			8 out, 1 in		
35 Tamarack Express	6 in, 1 out			7 out, 1 in		
36 Annehurst Express	4 in, 2 out			4 out, 2 in		
37 Westerville Express	9 in, 6 out		1 tr	9 out, 5 in		5 tr
38 East Westerville Express	2 in			2 out		
39 New Albany Express	2 in			2 out		
41 Gahanna Express	2 in, 2 out			2 out, 2 in		
42 Agler-Cassady Express	2 in			2 out		
43 East Broad Express	2 in, 2 out			2 out		
44 North Reynoldsburg Exp.	2 in			2 out		
45 Reynoldsburg Express	9 in, 8 out			9 out, 9 in		
46 Eastland Express	6 in, 1 out			6 out, 6 in		
47 Brice Road Express	2 in			2 out		
48 Southfield Express	1 in, 1 out			1 out, 1 in		
49 Southeast Express	2 in			2 out		
52 Briggs-Clime Express	2 in			2 out		
53 Lincoln Village-New Rome	1 in			2 out		
57 Hilliard Express	2 in			2 out		
58 Dublin Express	4 in, 2 out			2 out, 2 in		
60 Arlington Express	3 in			4 out, 1 in		
61 Kenny Express	4 in, 1 out			4 out, 1 in		
62 Olentangy Express	4 in, 2 out			3 out, 1 in		
63 Livingston Express	2 in			2 out		
64 Grove City Express	5 in, 3 out			4 out, 2 in		
65 Berwick Express	2 in			2 out		
66 Orient Express	1 in, 1 out			1 out, 1 in		
67 East Hilliard Express	3 in, 3 out			3 out, 3 in		
	AM	Base	PM	Evg	Sat	Sun
80 Ohio	35	52	35	60	52	-
81 Hudson	30	30	30	-	60	-
82 Bexley	60	4 tr	70	-	-	-
83 Oakland-Weber	30	35	35	-	30	-
84 OSU-Arlington-Grandview	45	45	45	-	-	-
86 South Columbus	30	60	60	-	-	-
88 Busch Blvd.-Graceland	50	-	50	-	-	-
89 Hamilton Road	25	30	25	40	30	60
91 Northland Orbit	-	60	-	-	60	-
92 James-Stelzer	30	30	30	-	60	-
94 Westerville Orbit	-	45	-	-	-	-
95 Morse-Henderson	40	40	40	-	90	-
96 Port Columbus-Battelle	40	40	40	-	80	-
97 Lincoln Village-Westland	40	40	40	-	40	-



Columbus Suburban Operators

Columbus-Celina Coach Co. received two Aerocoach EFI buses in August 1941; one was No. 10, seen at the General American Aerocoach plant in East Chicago, Indiana. Did someone put up SIDNEY on the sign knowing it was the home of rival Beck? The driver's side sign says FORT WAYNE, but passengers would have to change buses and carriers to get that far. —Aerocoach



Columbus-Marysville's wartime buses had numbers in the 30's and 40's, and Columbus-Celina fleet numbers seem to have jumped over these. After at least 10 Fords for the suburban routes came Flexibles including three 25-passenger Chevrolet-powered buses in 1948, one of which was 67. —Flexible



After 1951 most buses of the combined Columbus-Celina and Columbus-Marysville fleet were GM diesels, starting with TDH-3612's. No. 101 was delivered in 1952 and was still in the fleet when Columbus Suburban Coach Lines was formed to succeed the old companies in 1967. —GM



Columbus-Marysville Flexibles of two eras. *Left*, A 19-passenger Airway on a 1935 Chevrolet chassis. *Right*, One of two 1954 Visicoaches numbered 107-108 in the same sequence as Columbus-Celina buses. —Flexible

Columbus-Marysville Bus Co., Inc. began service in 1922 along Dublin Road in Columbus and over what is now U.S. 33 to Marysville (30 miles), using two Duplex chassis with 21-passenger Hoover bodies. The Marysville line reached Bellefontaine by 1925, with branches from Halls Corners to Plain City and from Marysville to Milford Center, both points on the PRR. Eventually it went to Lima, and there was a branch from Marysville north to Kenton, but the branch had been discontinued by the time the route was sold to Lake Shore System, Inc. in 1965.

Columbus-Celina Coach Lines appears to have inaugurated its route between the cities named in its title during the late 1930's. Buses left Columbus via West Broad Street (U.S. 40) and followed mostly secondary roads through Piqua and Sidney to Celina, not far from the Indiana state line. After World War II Columbus-Celina was transformed into a suburban operation with several trips in each rush hour along the original route as far as Georgesville Road (about a mile beyond Southampton Avenue), where GM's Ternstedt Division had built a large new plant, and with a new route southeast to Lockbourne Air Force Base. At some time in the 1950's service through to Celina was given up.

Arlington Bus Co. succeeded the Columbus, Urbana & Western between Columbus and Upper Arlington in 1928; how

long this company lasted is not known. Columbus-Celina Coach Lines was running some amount of local service into the area by the late 1930's and expanded this after the war. By 1950, and probably earlier, Columbus-Celina and Columbus-Marysville had the same owners.

The Indiana, Columbus & Eastern Traction Co. began to run buses along its Columbus-Grove City-Orient line in 1923, but after abandoning the interurban in 1928 sold the bus line to one of its employees, who operated as Columbus-Grove City Bus Co. Subsequently Columbus-Celina Coach Lines acquired and merged this company. In 1967 Columbus Suburban Coach Lines was formed by merger of Columbus-Marysville Bus Co., Inc. and Columbus-Celina Coach Lines.

In early September 1969 the company's buses were ordered off the streets of Upper Arlington as unsafe. They were replaced by new and revised routes of Columbus Transit Co., as recounted in the main article in this issue. Then the Columbus Suburban employees struck the company in a wage dispute, causing abandonment of the Lockbourne Air Base and GM routes. This left only the Columbus-Grove City route, which was abandoned after the close of business on January 1, 1970. Lincoln Village Transit Co. bought Columbus Suburban's two newest buses and restarted the Grove City line, but in turn gave it up in 1974.

Because of an early emphasis on intrastate charters the Columbus-Grove City Bus Co. operated better equipment than might be supposed, considering its short route, including in the prewar years a White 706-M with a rooftop luggage rack and an Aerocoach.

—Left, White; right, Aerocoach





Ohio State University

ROSTER OF BUSES

Had "some buses" in 1966 according to a Simpson & Curtin report on Columbus made in that year.

2	Flxible	571KE-F6-1	FX154-FX155	1967	
2	Flxible	571KE-F8	FX169-FX170	1968	
1	Flxible	F2D6V-401-1	51943	1964	(1968) Demo
6	Flxible	111CC-D5	54029-54034	53	1969 54031 was 217
9	Flxible	111CD-D5	54439-54447	53	1970
1	Flxible	511KE-F11-71	FX335		1970
3	Flxible	111CD-D5	55002-55004	53	1971 55004 was 240
1	Flxible	572KE-F73-91	FX488	23	1973
297-298	TMC	T-30	748-749		1981
299-300	Flxible	40102-8	94175-94176		1982 Lifts
301-303	Flxible	40102-8	94217-94219		1982
319-322	Flxible	40102-6T	96350-96353		1984
218, 220, 238, 239 240	Flxible	40102-6T Flxette	98207-98210		1987
243-244	MAN	22-280	EV100010, EV120012		1985? 40-foot three-axle intercity type
343, 345, 399, 400	Ford	van			

Like many other campus bus services, that of Ohio State University consists of a heavily traveled two-way loop, in this case called Scarlet in one direction and Gray in the other, plus other services operated less often, all converging at a common transfer point. At night and on weekends the Scarlet and Gray line is extended over the West Campus route. OSU buses do not quite come out onto High Street but run parallel to it and a block away; there is a closer connection with COTA at Ninth & Neil Avenues. Photos: *Top left*, One of six 40-foot Flxible transits delivered in 1969; *top right*, the last of several Flxettes, still around but out of service a year ago. License plate numbers are used as fleet numbers and are reused as buses are withdrawn. *Bottom left*, OSU's two TMC T-30 Citycruisers. *Bottom right*, Flxible 319 on the weekend Scarlet West service in March 1989. —Top left, Flxible



NEWS & NOTES

South Jersey Routes Renumbered

Effective January 6, N.J. Transit assigned a uniform series of three-digit numbers to its Southern Division bus routes. The change was made necessary because forthcoming electronic fareboxes and two-way radios will require a standardized route numbering system. The electronic destination signs on recent buses have three-digit route number sections already, and earlier MCI's have had their electronic signs revised. On older Flxible suburbans with curtains the superseded route letters and numbers have simply been blanked out. At about the same time additional 3000-series Flxibles were moved to South Jersey from elsewhere. Between these and new Eagles on order, it seems that the days of the 7000-series Flxibles (built in 1976) are now numbered. The revised route numbers are as follows:

Old	New	Route Name
A	450	Camden-Audubon-Cherry Hill Mall
B	451	Camden-Echelon Mall
C	452	Camden-Pennsauken
E	453	Camden-Woodlynne
F	400	Sicklerville-Blackwood-Philadelphia
G	401	Salem-Philadelphia
J	402	Pennsville-Philadelphia
K	454	Haddonfield-Lindenwold
L	403	Turnersville-Lindenwold-Philadelphia
P	406	Medford Lakes-Philadelphia
R	455	Cherry Hill Mall-Deptford Mall
S	410	Bridgeton-Philadelphia
T	408	Millville-Philadelphia
U	459	Echelon Mall-Camden County College
V	457	Camden-Moorestown Mall
W	412	Glassboro-Philadelphia
X	458	Burlington-Mount Holly
6	456	Camden-Cherry Hill Mall
7	407	Moorestown-Philadelphia
9	419	Burlington-Philadelphia
9A	409	Trenton-Willingboro-Philadelphia
71	413	Mount Holly-Philadelphia
101	551	Atlantic City-Philadelphia
102	552	Atlantic City-Cape May
103	553	Atlantic City-Upper Deerfield
104	554	Atlantic City-Lindenwold
109	559	Atlantic City-Lakewood
111	555	Ocean City-Philadelphia
113	313	Cape May-Vineland-Philadelphia
115	315	Cape May-Mays Landing-Philadelphia
115X	316	Cape May-Wildwood-Philadelphia Express
117	317	Asbury Park-Philadelphia
117G	318	Great Adventure-Philadelphia
319	319	Cape May-Atlantic City-New York
404	404	Cherry Hill Mall-Philadelphia
423	423	Penns Grove-Pennsville-Wilmington
A1	501	Atlantic City-Brigantine
A2	502	Atlantic City-Atlantic Community College
A4	504	Bungalow Park-Ventnor Plaza
A5	505	Atlantic City-Margate-Longport
A7	507	Atlantic City-Ocean City
A8	508	Atlantic City-Stockton State College
A9	509	Atlantic City-Somers Point

—Bob Wright

New Management Company in Springfield

The Pioneer Valley Transit Authority, prohibited by state law from operating its own buses and under federal orders to allow competitive bidding on its management contract, has given a five-year contract worth over \$8 million to a new company formed by John J. Herlihy's Longueil Transportation. Until now, Springfield buses have been run by Springfield Transit Management, owned by Peter Picknelly, of Peter Pan Bus Lines, and Picknelly will continue as a consultant to Herlihy's new Transit Express, Inc.

—Union-News

Historic Streetcars May Run in Memphis

City Council has authorized the design and engineering of 4 miles of a recently proposed 5-mile downtown streetcar loop along Main Street between Mill and Calhoun Avenues. The cost of the approved portion is estimated at \$33 million, not including the acquisition and renovation of up to 10 old streetcars, which is expected to be accomplished with private funds.

—MATA

Stamford Commuter Express Discontinued

The peak-hour Stamford-Trumbull route inaugurated in September and operated by Fitzgerald Bus Co. was discontinued after the last outbound trip on November 10 because of poor patronage. Connecticut Transit's two Stamford commuter lines are doing well and have been included on a new Stamford bus system map.

—Ed Wadhams

Brockton Area Transit Scales Back

Reductions in state funding for transit systems in Massachusetts affect not only the big MBTA, of course, but also smaller agencies. Brockton Area Transit suffered a reduction of \$250,000 in state subsidy for the fiscal year ended June 30, 1989 and only received the money that it did get in January. Last August the system abolished Sunday service and opened up some headways in order to live within its smaller income. For the current fiscal year BAT anticipates another \$150,000 drop. Under consideration are consolidation of Pearl Street Rts 9 and 9A into one route and of Rts 7-Lisa & Howard Streets, 10-North Quincy via Court Street, and 11-Cary Hill into two routes, increasing Dial-a-BAT fares, and ending evening service to the MBTA's Ashmont Station. The MBTA offers its own bus service between Ashmont and Avon Square. BAT carries about 14,000 people a day.

—Brockton Enterprise

Seattle Excursion Schedule

The Metro Employees Historic Vehicle Association has an extensive schedule of trolley-coach and motor bus trips, too lengthy to include here; for details call 206-633-4590 or write the association at Mail Stop 51, Metro, 821 Second Avenue, Seattle, Washington 98104.

Among the outings on the agenda are trolley-coach trips on April 28, July 7, August 18, and September 15, the last being the scheduled opening day of the new tunnel. Bus trips are planned for June 2, July 14, August 11, and September 22.



California Camera View

New, old, and in between are the buses in these recent photographs. *Top left*, San Diego Transit 217 is one of 25 Ikarus 416 transit buses placed in service at the beginning of the year. These replaced GM's more than 20 years old and are the first new buses for San Diego since 1984. The system schedules 210 buses at the peak. *Top right*, Gillig has a new 27-foot bus called the Spirit, built at Hillsboro, Texas. Body framing and paneling is all aluminum, put together with fasteners, European style. A Caterpillar 3208 is the standard engine. *Right, above*, Ex Queens Surface Corp. 844 working the Southwest Coaches 901-Strand route between San Diego and Coronado. —Pat Hardie



Right, below, Ex Seattle Metro 704, now Peerless Stages 356, a T8H-5305. *Bottom*, Peninsula Charter Lines of East Palo Alto is one of very few operators still running buses built in the 1950's, including (*left*) 315, which is TDH-3714-286, and (*right*) 306, TDH-3612-752. Peerless and Peninsula used these buses during the Christmas shopping season for employee shuttle runs under contract to shopping centers. —Jim Husing

