

The Street Car and Interurban

Today's energy crisis, brought on for the most part by Man's insatiable fascination with automobiles, may hasten the return to popularity of public transportation of the local variety. If so, Guernsey Countians may have a celebration similar to the one which took place on Thursday evening, April 24, 1902.

The occasion was the first run by a Cambridge street car, and it took place on Wheeling Avenue when two of the then-popular modes of conveyance, decked with flags, bunting, and the Cambridge Band, hauled Cambridge's most distinguished professional and business men from the corner of Sixth Street to Eleventh Street and back again.

After that round trip, the general public got its chance, and it was well past midnight before all the curious could be satisfied with gratis trips on the new fangled trolleys.

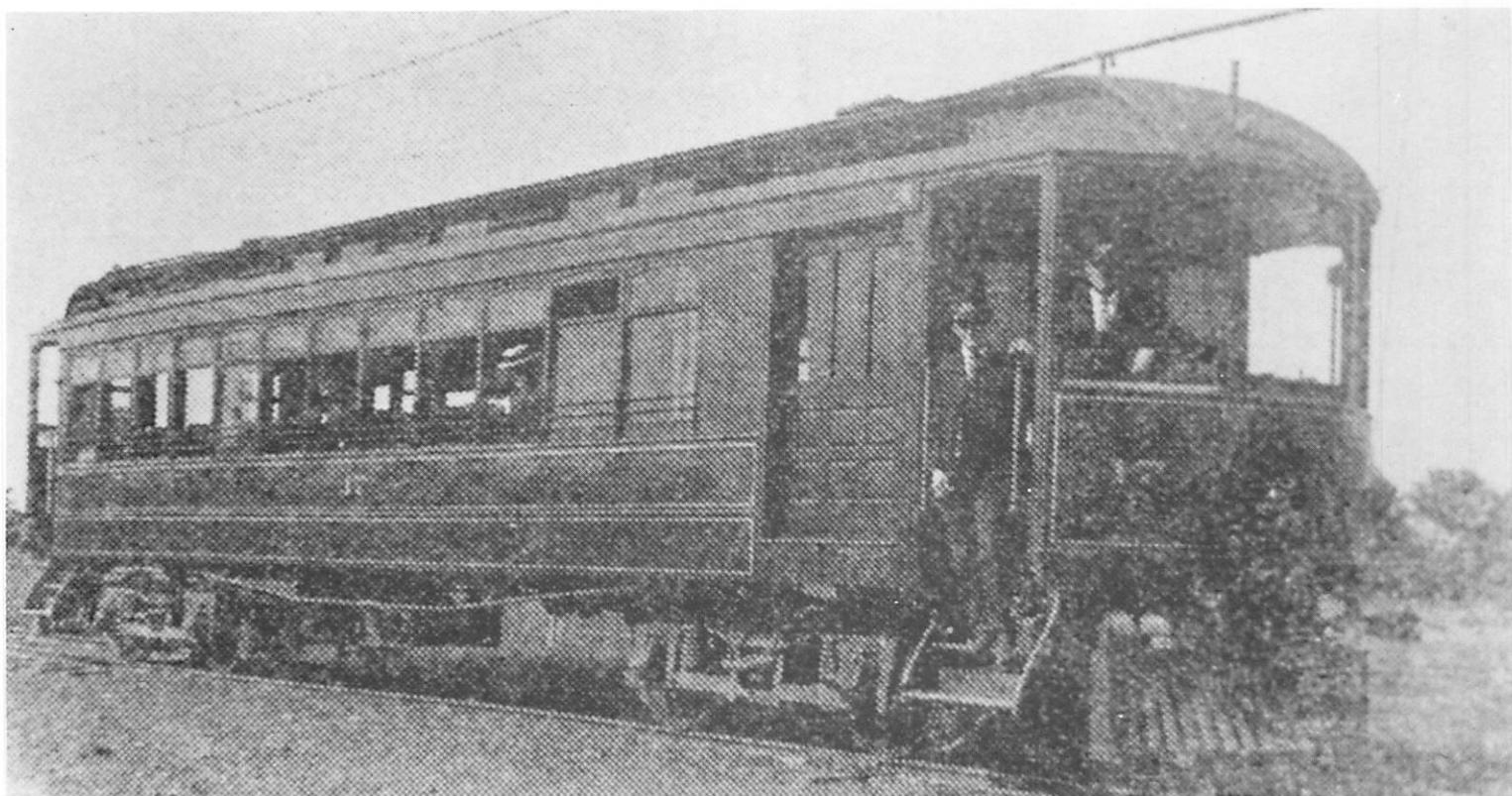
Street cars became so well accepted that it was necessary to expand service to East Cambridge and then from the other

end of the line from the old covered bridge through Cambridge's southside. Expansion continued with lines extended to Northwood Cemetery and also to the northwest part of the city to Electric Park.

Interurban service followed shortly, first to Byesville and then in 1910 to Derwent, then on to Pleasant City.

In the heydey of the coal mines in Guernsey County, this type of transport flourished. A common sight was 200 miners and others crowded onto a car designed for 42 passengers. Mornings and evenings saw extra cars attached to accommodate the hordes of workers. The interurban trains hauled much freight as well, but automobile inroads cut deeper and deeper into these profitable enterprises, and Monday, Jan. 31, 1927 saw the last run on the lines.

Anyone want to prophesy the date when they or their equivalents return?



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