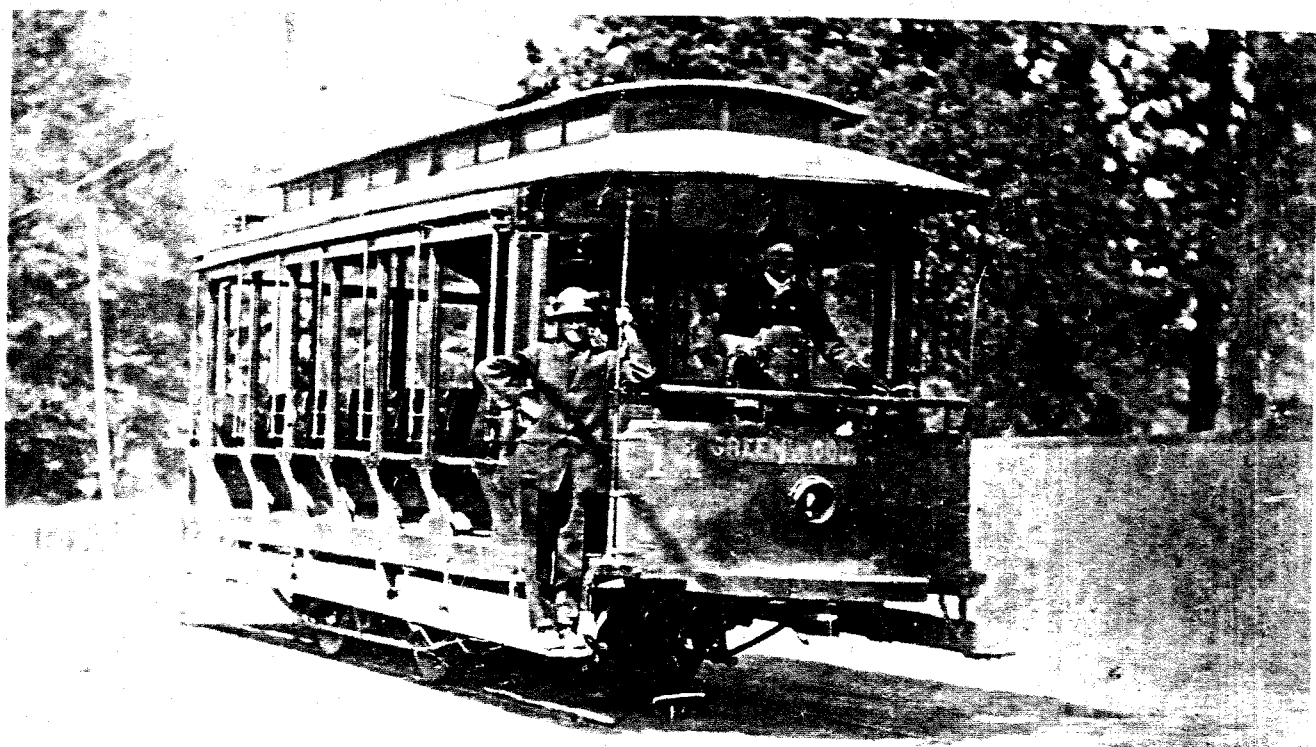


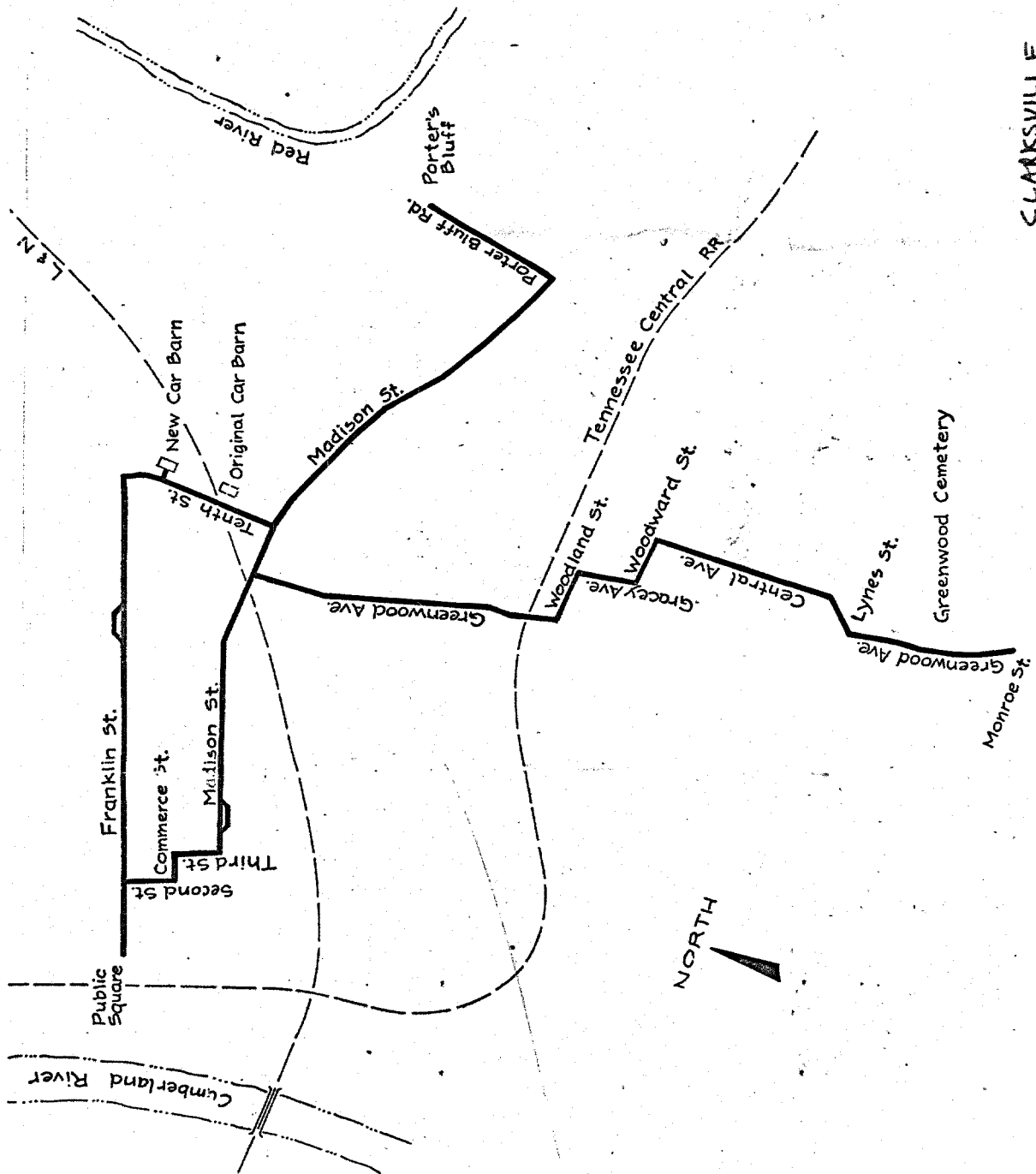
The Street Railways
Of
Clarksville, Tennessee
1885-1928



by David H. Steinberg

Cover Photo:

Jones Car Company-built
9-Bench Open Summer Car #14
is pictured on the Greenwood
Cemetery line



Thomas Bailey

By the year 1885, Clarksville, then a town over a century old, had grown to the extent, that prominent local citizens felt the time was ripe for the introduction of some kind of public transportation system.

To this end, on Wednesday, August 5th of that year, a charter was filed with the state of Tennessee for the creation and the construction of the Clarksville Street Railway Company. This was followed the next Monday, by the filing with the City of Clarksville for a franchise for the building of a line of animal-powered street railway. Incorporators in the venture were John F. Shelton, who it was understood was the real mover behind the undertaking. H.H. Tharpe, A. Howell, C.G. Smith and Ed T. Lucas.

An Organization

On Tuesday, September 8th, an organization of officers was effected and Messrs. Shelton and Tharpe became president and secretary/treasurer respectively. Capital stock was fixed at \$10,000 and when 50% of the stock had been subscribed for, the secretary was directed to immediately report same to the directors for evaluation. A suitable superintendent would then be secured for commencement of actual construction.

By September 26th, the stock had been subscribed for and downtown Franklin Street began to be graded in anticipation of the rail. Two days prior, Nashvillian W.H. Lanier, described as an experienced street railway man, had been appointed the superintendent to oversee the project to completion.

On Friday afternoon, October 2nd, a permanent organization of officers was chosen. The full list of stockholders were enumerated as H.H. Tharpe, F.P. Gracey, D.

Kincannon, Ben Gill, George Cook, John Shelton and John W. Faxon, all of Clarksville, and Superintendent Lanier of Nashville. Elected permanent president was John F. Shelton, while Mr. Faxon became secretary and treasurer. Comprising the board of directors were Messrs. Gracey, Tharpe, Kincannon, Faxon and Shelton. At that time, it was determined that the initial line would be built from the downtown Public Square via Franklin Street to 10th Street and eastward along 10th to the Louisville & Nashville (L&N) Railroad passenger depot.

Construction is Underway

By the first week of October, a considerable amount of iron rails had already arrived and preparatory work for actual track laying was underway. On October 9th, the two turntables to be used at the lines' termini were on hand, by October 16th, some 26 tons of 16-lb. rail had been secured from a New Albany, Indiana firm and two St. Louis-built Brownell Car Company cars were on order at that time. In addition, a passing track was also being built at 7th and Franklin to enable two cars to operate simultaneously. With favorable weather, the line was being rushed to immediate completion and by November 7th, was reported to have already had track laid along Franklin Street the distance to a Dr. Bailey's office. At the same time, the car barn and stables were undergoing construction in the vicinity of the brickyard near the L&N depot, at what today would be the corner of 10th and Coulter Streets.

From available accounts, it would appear that the line was readied for service by the end of November, but the tardy arrival of the streetcars themselves prevented the line from going into immediate service.

This, however, changed on December 14th, when the two cars had been received.

The Line Is Opened

The very next day, Tuesday, December 15th, 1885, became a day to remember in Clarksville history! It was recorded that the first car came down Franklin Street from the depot to the Public Square with a load of schoolgirls and a band of musicians aboard. The car was decorated with U.S. flags and drawn by four "fine" mules. The people on the street cheered and waved their hats while the band played for all it was worth and the street gamins brought up a large and noisy rear guard. Car No. 2 followed shortly in its wake and both made quite a procession. The Weekly Chronicle proclaimed it a gala occasion, "an epoch in the history of the town, and everybody caught the inspiration." The service was reported to initially being offered every half hour from early in the morning until 10 o'clock at night. Car No. 1 was painted red, while Car No. 2 was blue. It was noted that the mules were changed every two and one-half hours.

Of interest is the fact, that December 16th was the first days any fares were collected on the line, service on the initial day being given for gratis. It was recorded that for that first revenue day, the company took in, at a nickel a head, a total of \$37.07. Lost eternally in history is the question as to whether 741 passengers rode and the company came ahead two cents, which is doubtful, or whether 742 rode and the company had been gypped the three cents instead!

The First of Many Complaints

As it turned out, the local newspaper would begin a virtual non-stop lambasting of

the Clarksville Street Railway Company for its entire existence. On January 9th, 1886, the editor of the Weekly Chronicle, who just weeks before had had only praise for the street railway, wrote a blistering article against the company. The editor remarked how he had always opposed the idea of a railroad commission until the Clarksville Street Railway had appeared and had become "a very Dagon among these Philistines." Specifically, he was opposed to the charging of the same fare for a long or a short ride and he was also upset with President Shelton's remarks of the previous evening. When approached by a reporter, Mr. Shelton advised that despite the suggestion by the editor that free rides ought to be furnished members of the State Legislature and the Clarksville Board of Aldermen, Mr. Shelton it was "all wrong and no better than bribery. I have told the boys to collect all the fares, legislators, aldermen, everyone else. Every nickel! That settles it."

An Extension

The newspaper could not complain about the announcement made in the April 3rd, 1886 edition. On that date, the Clarksville Railway reported that an extension was to be immediately undertaken from the L&N Railroad passenger depot, south along 10th to Madison Street, via Madison to 3rd Street, to Commerce, to 2nd Street and over to Franklin Street to intersect and thereby form a belt line with the existing line at the Northern Bank corner. The circuitous route via 3rd and Commerce was necessary to avoid the street grade at the corner of 2nd and Madison Streets.

By May 15th, active preparations were begun for the building of the new Madison Street line. Bonds for that purpose had met with ready sale, the rails had been ordered and work was immediately underway. Just



CV-2 The initial line of the Clarksville Street Railway Co.

over two months later, by July 17th, the extension had been completed and only the turntable at the corner of 2nd and Franklin remained to be positioned. (The paper constantly used the word "turntable" at this corner, which may have been the case, although possibly the proper term is a "turnout" or "switch" was located at that point. Either could have been utilized; a turnout would surely have been more economical than the special trackwork required by a switch, albeit more time-consuming, and the newspaper layman may possibly have been correct in the description indeed). That final action took place the Monday night of July 19th, and although the newspaper surprisingly does not record the event specifically, it is believed that the line went into immediate operation. At that time, a third car, No. 3, had arrived, to complement the fleet, although it was noted to be somewhat smaller than the two original cars already in use. The Clarksville Street Railway could now boast of a two-mile operation, with sixteen mules to complement its three pieces of equipment. By late that summer 1886, it was reported, that the street railway had added a "number" of cars, although whether this was merely conjecture on the journal's part or reality, is left to anyone's imagination.

A Change in the Madison Street Line

Although from the time the Madison Street line had been constructed, it would appear that cars had been operated in a belt line fashion in both directions via the circuit from town to and from the L&N depot, on November 26th, 1886, an ad appeared in the Weekly Chronicle advising that each car outbound would thereafter return via the same street from the train station. Why the change was effected can be attributed to several different reasons, but most probably, the Madison Street segment was not handling

the amount of passengers the original Franklin Street line was. Nonetheless, it is apparent, that immediate public outcry over the change, prompted the re-institution of the original belt fashion routing on December 11th. On that date, the following notice appeared in the journal:

CHANGE IN SCHEDULE OF CLARKSVILLE STREET CAR COMPANY

No. 3 will run regular on Madison Street from this date.
Nos. 1 and 2 will run on Franklin Street.

All cars go to the depot. Each car will make 28 round trips a day, making a car leave the Hotels every 7½ minutes.

In mid-1887, the editor of the paper was again on the warpath. In a July 30th editorial, he wanted to know why the system had not yet been electrified. Despite the journals' continued vexation with the street railway, on September 3rd, it reported, that since the line's inception, a respectable 212,000 patrons had been transported. On October 15th, the paper wanted to know why a line of track was not being constructed into South Clarksville, and on November 25th, the complaint was lodged that the Madison Street bridge across the L&N Railroad was "a rattletrap" that needed to be replaced and that the streetcar track there taking up half the bridge, "should at least be filled to a level with the road." On February 7th, 1888, when at long last major repairs were done to the bridge in question, the temporarily suspended streetcar service over the span was also deplored.

The most colorful scolding of the Clarksville Railway appeared in the paper on February 14th. Said the paper, "Franklin Street these nights presents quite a fanciful aspect. The powerful light thrown upon it by electricity makes the mud and the water holes shine and glisten resplendently. Imbedded in this slushy mass are the rails of the street railway, which remind one of two great long serpents reaching far away in



CV-3

The new extension along
Madison Street completed July
of 1886.

gloom. Taken all in all, the streets look better by night, picturesquely considered, than by day. There is some consolation in the fact that after the flowers that bloom in the spring, tra la, will come the summer sun to dry it all up, tra la! Again, on March 16th, the paper advised the street railway management to put down more gravel and not so much sand so that the streets would not so quickly become a "loblolly" after rains.

The Greenwood Avenue Street Railroad Company

On July 10th, 1888, it was reported, that H.H. Tharpe, John H. Pettus and John F. Shelton had recently purchased some 60 acres of land at the King Place and the grove beyond, and planned to form a stock company to be known as the Clarksville Land Company. Envisioned were a public park and a streetcar line to tap the property, and a charter from the state was immediately requested for the construction of the line and the undertaking of the company. On August 6th, the charter for the Greenwood Avenue Street Railroad Company was in the promoters' hands. Included in the incorporators, were many of the original Clarksville Street Railway investors; H.H. Tharpe, John H. Pettus, John F. Shelton, R. Ledbetter, J.C. Kindrick, T.H. Marable and F.P. Gracey. Although the charter provided for the building of a line from Madison Street over Greenwood Avenue, or any other parallel or intersecting streets the distance to the Cumberland River, in actuality, the line was destined to only be built as far as the Greenwood Cemetery.

Although from its inception, the Greenwood Avenue Street Railroad and the original Clarksville Street Railway Company were two separate entities, because many of the stockholders and officers in both organizations were one and the same, it came

as no surprise, that an agreement was soon worked out between the two firms, to allow for Greenwood Avenue cars to operate with trackage rights over the original line the full distance to downtown Clarksville. With no change of cars needed at Greenwood Junction at Madison Street, and only a nickel fare required the entire distance, the success of the venture was greatly increased. This agreement was effected for a 3-year period until September 15th, 1891.

On May 17th, 1889, W.H. Lanier, who had been the contractor for the original Clarksville Street Railway Company, was reported to be the man chosen to head construction of the new Greenwood Avenue venture. He boasted that until such time as steam dummy equipment could be secured, horsecars would be used for the interim, and work would be undertaken within in the next two months. Unbeknownst at that time, was the fact that well over a year would be required to bring the project to fruition and steam dummies would never operate in Clarksville.

On Monday, July 1st, the Montgomery County Court formed a committee to come to terms with the company on the building of the line outside the Clarksville city limits with respect to rights-of-way and exactly where the rails were going to be laid along the chosen route. Two days thereafter, the county court granted the Greenwood concern the right to use either animal or electric power, but stipulated that the right-of-way was granted only on condition that it could be secured from the property owners either by purchase or by donation. At least 15 feet had to remain for the general roadway from the carline's outside rail to the opposite sidewalk curbing and track had to be laid to one side of the street and not in the middle of the thoroughfare.

Beginning in late November 1889, complaints again were heard about the original Clarksville Street Railway Company, and as in the past, it was due to the condition of the rails in the street. Relations between company president John Shelton and city fathers were reported badly deteriorated, when reputedly, Mr. Shelton had disregarded orders of the Board of Aldermen to raise the street inside the track to proper grade. On two occasions the street railway had been fined and at a recent board meeting, the city attorney had been directed, if necessary, to file a suit in Chancery Court to annul the Clarksville Street Railway charter.

To alleviate some of the complaints, on Wednesday, January 8th, 1890, a street railway force was sent down to work on Franklin Street. Instead of raising the tracks to the level of the existing street, however, the workmen had dug the street down to the track level and had taken the stone from that point and hauled it away to 2nd Street to place between the rails at that point! This method of evening up grades obviously did not suit the city and when President Shelton paid no attention to orders that this be stopped, he was consequently arrested and fined. When this still did not check him from his actions, the city council passed an ordinance making it unlawful, punishable by fine and with the right of recovery for damages sustained, for one to dig, remove or carry away, any stone, dirt or earth from a street, alley or public ground of the city. With this move, peace returned for a duration. On March 10th, Clarksville Street Railway officials appeared before the city to petition for the company to be released from its obligations towards the upkeep of the streets. Instead, the street railway wished to be charged some kind of privilege tax for the operation of its equipment. Although the proposal was received favorably and a committee was appointed to examine the company's books,

nothing was ever again heard about the proposition. On May 5th, city attorney John J. West was ordered to immediately file a bill to have the Clarksville Railway's charter revoked. By then, however, the building of the new Greenwood Avenue Street Railway Company was about to begin. City fathers for the time being backed off from their demands on the original line, not wishing to jeopardize the building of the new extension.

In late April of that year 1890, the Clarksville Land Company, developers of the property on and about Greenwood Avenue and the street railway, announced that arrangements had about been completed for the grading of streets in the area, after which lots would be put up for sale and the carline would be undertaken. Indeed, on the morning of Wednesday, April 30th, one Pat Sullivan and his force of men began grading off the new streets planned for the property.

A Change of the Helm

On May 15th, the city council at long last granted the Greenwood Avenue company a right-of-way down Greenwood Avenue within the city's corporate limits. As had been expected, the local newspaper vehemently opposed the franchise, claiming the street to be too narrow for both private and streetcar traffic.

By this late date, Clarksville Street Railway President John F. Shelton had apparently had all he could take in Clarksville Street Railway matters. On Monday night, May 19th, the father of street railways in Clarksville sold his entire interest in the company to W.M. Daniel for \$2,000, twice the value of the stock he had paid into the concern. John J. West, also affiliated with the company, similarly sold his \$750 block of stock to Mr. Daniel for \$1,500, showing that the company's original value had exactly

doubled since the line's inception some five years before. The general consensus at that time was that Messrs. Daniel, F.P. Gracey and one W.H. Woodward, an iron magnate from Birmingham, Alabama, were attempting to gain controlling interest in both the old Clarksville Street Railway and the new Greenwood line then in the building stage. This was borne out by the fact that at the past May 15th city council meeting, the signatures on the petition for the building of the Greenwood Avenue line were none other than the aforementioned gentlemen. Speculation was also high, although incorrect, that with new ownership, would also come an immediate electrification of the system.

A Strike....But A Brief One

With new management came new directives, one of which was that in the future, less time would be given the streetcar drivers for their break. On the morning of May 27th, 1890, the cars were returned to their stables on 10th Street and the men declared themselves on strike. This did not bother Superintendent Black in the least and within hours he had rounded up a corps of new drivers more than happy to have a job. Service was immediately returned to normal, although on that date, one of the new inexperienced men accidentally hurt a patron by slamming the car door on her hand.

Greenwood Avenue Problems

Early in the morning of Wednesday, June 18th, 1890, ties were distributed along Greenwood Avenue in anticipation of the actual line construction, but two days thereafter, property owners along the right-of-way met to discuss the donation of their land to the carline so actual track laying could begin. Trouble began when Greenwood Avenue residents decided if they were kind

enough to donate land to the street railway, the street railway should obligate itself to the setting back of the owners' fences, the building of sidewalks and the paving of the street in front of their property. On June 26th, street railway management announced that in no way could it comply with these demands and if Greenwood Avenue residents persisted with this attitude, the company was prepared to build along other routes. In particular, a proposition had been received from M.H. Clarke & Company, to the effect, that if a line were to be built through their property, they were prepared to lay off a wide avenue from Madison Street through to Clark Avenue in the new sub-division they were planning. By July, however, the Greenwood Avenue residents had come to their senses and after meeting once again, they backed off from all of their demands. Additionally, they approached the County Court three days later to advise them of their decision so that work could at long last begin. Even the critical local newspaper noted its satisfaction that the matter had been amicably settled. "This carline is needed on that street and we believe the city will profit from it," they said.

A Proposed Electric Operation

Even as grading was underway for the Greenwood line, a charter for yet another independent electric street railway was filed in early July of 1890 for the Clarksville & Dunbar Electric Railway Company. This line was the dream of incorporators H.C. Merritt, H. Howell, Dr. N.L. Varney, H.N. Leech, M. Savage and James M. Bowling. Messrs. Savage and Merritt appeared before the Clarksville city fathers the evening of Monday, July 3rd, to petition that body for a right-of-way. Specifically, they were asking for a franchise to build from 3rd Street through Commerce, Main and College Streets to the city limits and thereafter, on

July 7th, they were poised to approach the Montgomery County Court for a franchise to build on to Dunbar's Cave. On July 3rd, on first reading, the company had its city franchise in hand. This was followed on July 7th by the unanimous granting of a franchise from the county. In total, the line was free to build from the junction of College Street at Franklin at the city-county line, via Franklin Street continued in the county the distance to Dunbar's Cave. Also granted was the right, if desired, to build across from College, "by Slattery's Grocery to Commerce Street, east along Commerce through Glenn's property to Reynolds Street and north on Reynolds to Franklin near the bridge."

Nothing, however, would ever be heard again from this proposed Clarksville & Dunbar undertaking.

Greenwood Work Begins

On the morning of July 10th, 1890, a large force of hands with picks and shovels appeared on Greenwood Avenue at Madison and work was underway. By July 14th, the line had been laid the distance to one Polk Johnston's residence, which then brought it to the narrow part of the thoroughfare where area citizens had agreed to pull in their fences and property lines. Some delay was then met with, but on July 21st, one James A. Shea became the first person along the route to remove his fence and others soon followed his example in quick pursuit.

By July 25th, an open summer car and two closed ones were on order and four days later, workmen began positioning the "Y" switch to join the Greenwood operation with the Madison Street route into downtown Clarksville. That phase of the work was expected to be completed within 10 days. Thereafter, on August 18th, the open summer car had arrived, but because the Greenwood

line was not yet ready for its use, it was temporarily loaned for use over the Madison and Franklin Belt Line. This made two cars in both directions and allowed for a car from any point every 10 minutes.

By August 28th, 1890, the Greenwood Avenue line was finished nearly halfway to Greenwood Cemetery and cars began to immediately operate the abbreviated distance to the completed point. By that time, the two closed cars had also arrived and the track had been laid the full distance to the cemetery. Because of continued rainy weather, several more days were required to bring the line to full completion and as far as the line was completed each day, to that extended point the car would operate.

The Formal Opening

On Sunday, September 7th, the first official excursion to cover the full distance to Greenwood Cemetery was made. Leaving downtown at 3:00 p.m., the three cars pressed into service proved insufficient for the occasion, with many riders having to stand in the aisles the entire journey. It was reported that the cars ran off the tracks a few times and for the second trip out to the cemetery, five cars were rushed into service to handle the crowds. This second run was also not so pleasurable. A wheel on the second lead car began to jump the track every 100 yards or so, causing much annoyance and aggravation. At one point, near a section known then as New Town, as the car was going down a grade onto the high embankment at that point, it nearly ran off the embankment with its load of humanity, and only thanks to the efforts of the skilled driver, was the car brought to a safe stop.

On September 29th, cars over the new Greenwood line were reported to be literally stuck in the mud after heavy rains softened



C.V. 4

The Greenwood Cemetery
extension opened late summer
1890.

the new roadbed to such an extent, that cars could only operate the distance to the Clarksville Land Company's Addition. But service over the line had to be increased due to improved patronage and on November 7th, rails were on order with which to build a halfway switch on the line to enable two cars to be operated on the line and pass each other and thereby double the service.

But not everyone was thrilled with the Greenwood line and a most vociferous letter appeared in the Tobacco Leaf-Chronicle. In truth the complaints about the Greenwood line were unfounded. On May 5th, 1891, the street railway was busy installing a second passing track on the line in the vicinity of New Town and the company was contemplating putting on a third car to offer yet increased service.

A Temporary Problem.....A Major Solution The Unified Street Railway

On September 15th, 1891, the trackage rights agreement between the Clarksville Street Railway and Greenwood Avenue Street Railroad, whereby the latter could utilize the formers tracks for egress and ingress of downtown Clarksville expired. At that time, the two companies could not come to terms for future joint use of the trackage, meaning that Greenwood patrons would now have to pay a double fare to reach downtown. Still, management reported that two cars would continue to offer Greenwood Avenue service and the company hoped that "better arrangements could be made in a few days."

Unification of the System

The "few days" turned out to be 31, but on Friday, October 16th, 1891, the trackage agreement problem was alleviated. On that date, a stock agreement was consummated between the Greenwood Avenue Street

Railroad and the Clarksville Street Railway Company, whereby the Greenwood firm became the sole owner and operator of the street railway lines in the city. On October 20th, the stockholders met, at which time they elected as directors of the united firm, W.M. Daniel, F.P. Gracey, W.H. Woodward, G.W. Tyler, M.H. and L.R. Clark. They in turn re-elected W.M. Daniel president of the combined operation, proclaimed W.T. Dorch the new secretary/treasurer and voted to retain the original Clarksville Street Railway Company title as the name for the unified operation. Although it was rumored that the new owners would immediately electrify the then-antiquated horse system, such hopes were shattered on November 24th, when management announced that a study of the costs involved in implementing the changeover were prohibitive at that time.

Plans for Another Street Railway

In early February of 1892, plans were announced for the undertaking of a street railway the two miles' distance to the town of New Providence. Incorporated as the Clarksville & New Providence Street Railway Company by J.J. Garrott, W.M. Daniel, B.K. and L.T. Gold, A.G. Goodlet, H.C. Merritt, R.J. Ellis and E.C. Morrow, on February 4th, the company asked the city of Clarksville for a franchise to operate from 2nd and Franklin Streets, north and northwest along 2nd across the Red River Bridge into the county to Dover Road and New Providence.

With certain restrictions and limitations, the company had its desired franchise granted, but economics ultimately had the final word. The Clarksville & New Providence Street Railway Company was not heard from again.

And Yet Another!

To the Tobacco Leaf-Chronicle.

It is generally supposed that the Greenwood street cars are a great convenience to the people living on and near Greenwood avenue, and to those who wish to travel to and from that suburb and the cemetery, but the facts in the case do not warrant any such supposition.

Instances without number could be given where passengers have boarded these cars with the expectation that they would be taken out the avenue, and having paid their fares, have been unceremoniously dumped at the Y on Madison street, and no explanation given except that the car was "not going out the avenue."

The people who patronize this line are endeavoring to solve this problem: "For whose convenience are the Greenwood cars operated?" and failing to find a solution anywhere else, they have settled down to the conviction that these cars are run to suit the convenience of the drivers alone.

It is rarely the case that a car is seen on the avenue after 6 o'clock p. m. Indeed there are abundant reasons for believing that Greenwood passengers are not only not wanted, but are studiously avoided after that hour. So that if the merchant or mechanic is detained a little later

than usual at his office or shop he has no alternative but to walk home. Getting to town after dark without walking is entirely out of the question. Now we think that the public are entitled to better service than they are receiving from the present management of this line. The people have rights that the street car company cannot afford to ignore.

Passengers who board a Greenwood car have a right to expect that that car will run out Greenwood avenue. Nay more; having paid their fare, they have the right to demand it. What is the car marked Greenwood for, if not to advertise the fact that it runs on that street?

If Greenwood passengers are wanted they should be carried to their destination, no matter at what hour they board one of these cars. If they are not wanted the company should take that delusive word "Greenwood" off their cars, and then no one would have any cause for complaint, for they could not reasonably expect the car to go anywhere.

Greenwood street car line! Bah! It's a "delusion and a snare," and the sooner the company awakes to the fact that it is losing instead of making friends and patronage under its present management, the better for them.

GREENWOOD.

One of the things Clarksville needed, it was felt, was a large park where evening and weekend outings could be conveniently had near the city. To this end, on August 11th, 1892, the Bluff Company was organized to plan for such a facility to the east of the city at Porter's Bluff. To make the site easily assessable, a street railway was envisioned to connect with the Madison Street line to operate eastward to the bluff.

Times were financially difficult in the early 1890s and nothing was heard from the Porter Bluff proposal again until May 26th, 1893.

At that time, the Clarksville city fathers had granted the Bluff Company a franchise to build its carline and by the first of June, with receipt of some rail, ties began to be placed along the Madison Street right-of-way.

On June 20th it was noted that work had been suspended over the line and the excuse given was that problems with the county had emerged to prevent further building. Thereafter work was again undertaken at the Bluff's end, but in reality, little was being done at that time. At the Montgomery County Quarterly Court session held July 3rd, 1893, the company requested and secured a year's time extension to the line being built along Madison Street extended in the county, known as Port Royal Pike. Surprisingly, just twelve days thereafter, management announced that they had decided to immediately push the project to completion and hoped to have the line running sometime during the next month. By then, some 1200 feet of track had been laid, it was reported.

This "on again, off again" attitude is not easily explained, but despite whatever good intentions the company may have had,

the Bluff Company street railway would not be completed anytime soon thereafter.

The Clarksville Street Railway Company was still being criticized for its lack of track maintenance in 1893. On July 25th, an out-of-town passenger remarked that Clarksville was the only town he knew where streetcars were used for stone crushers! He alleged that while riding along Franklin Street, he came near to losing several teeth as the car trundled down the rocky thoroughfare. More serious problems plagued the company on October 21st, when one William Tamer was run over by a car on 10th Street near the stables and four days thereafter, one car smashed into the rear of another on Franklin Street.

In early November 1893, President Tyler was in contact with Westinghouse Electric officials, seriously considering the electrification of the street railway, as well as the building of a commercial electric power plant to supply electricity for the city's general needs. By this date, however, it was obvious that the company was having financial difficulties and was ill disposed to do anything at that time.

Regardless of the Clarksville Street Railway's financial disarray, the city's streets where the carline operated were deplorable and virtually impassible. On April 5th, 1894, the city attorney once again was instructed to see if certain sections of the company's franchise had not been violated.

Bitter Outcry Brings a Solution

In a banner article for August 27th, 1895, the Leaf-Chronicle demanded the institution of electric cars in the city and specifically the journal advocated the creation of what it called "a business league for young men" dedicated to do for

ELECTRICITY IS LIFE!

Clarksville Demands and Must Have An Electric Street Railway.

AUG 27, 1895

Rapid Transit is Needed to Set the Pace For Metropolitan Ways.

The Mule Car is Too Slow for the Uses of This Growing City.

Young Business Men Are Looked to to Bring About a Change.

FORM A BUSINESS LEAGUE AND MAKE A THOROUGH CANVASS.

To whom it may concern:

We want the world to know that Clarksville wants electric street cars. This doesn't signify by any manner or means that a few designing and shrewd manipulators of town lot booms have organized a want for this improvement to enhance the value of any suburban guttes and frog ponds, but it means that the enterprising, wide-awake, intelligent and home-loving populace of this goodly little city are clamoring, yes, demanding that Clarksville be supplied with rapid transit over her streets and avenues and to her places of public interest, and their insistence is here authorized against the slow plodding mules, crows, hot and uncomfortable cars, and that the whole compendium be relegated to the archives of past century curios.

That's what we want, and we are going to see if we can't get it. We are going to lead Clarksville's enterprise, her snap, her get-up-and-go; it's a good thing and we are going to push it along; there's a deal to be made that can't be said here, but by and by we are going to say all that is possible to be said on this subject of electric cars, and we are going to hammer it in until, like the ghost, it won't go down, or like the market-house it does go down.

We have turned with a confidence and a pleading to the young business men of the city. Upon their shoulders rests the destiny of greater Clarksville. In them is embodied all the push and go of the present and the bright hopes of the future. We have no idle fatuity for their ears, but pin our faith dependent on their fidelity to do and their ability to accomplish. We want their candid consideration; we want their assistance in pushing Clarksville along at a greater rate of speed; we want electric street cars, and there is no doubt that we can have them. It can't be done today nor to-morrow, but it can be done. Let's get together and agitate it, think about it, hope for it, and last but not least put up money for this one thing that will give Clarksville a greater business momentum than any other enterprising innovation that could be introduced.

CLARKSVILLE'S UP GRADE.

There was a time, to which the memory of man turns with a painful sigh, when Clarksville was in the gloaming. There was a time when the sea was rough and the rudder was broke and so wore our hearts, and the promised land of peace and plenty seemed far off. There were millions around the bended necks of the enterprising spirits of Clarksville. But, brother, do you know that what Clarksville pulled through in those troublous times only proved her stamina? Where is the city that could have endured the weight? Where is the city that could have survived it? To have talked enterprise then would have been to have sung Pines to the lifeless equine. But we have pushed over the shoals into a steady-flowing stream, and the current bears us on to possibilities within our reach—let's grasp them.

Clarksville is a city of 10,000 souls.

One thing is the standard; our schools are the best; our homes are all cozy, many are luxurious; our business firms are solid; our banks are solid as granite; our society is of the highest moral tone, and we dwell in a city of brotherly love. These things we all know, and they have been told and re-told until the outside world knows the story line by line. There is no room to doubt that Clarksville has been widely advertised. But, fellow-townsmen, do you know that while we have been inviting home seekers from abroad to help us build a city, we have not helped ourselves? If foreign capital can find our boasted advantages profitable, why can't we utilize the abundance that is ours.

WILL ELECTRIC CARS PAY?

The proposition, or rather the suggestion of an electric street railway in Clarksville, has always been met by the discouraging whine of the fossil—"It won't pay." How does any man know that it won't pay? Why does it pay in other cities no larger than Clarksville? Again those very people, whose chilly views would put a damper on a mill sea both ventures—the information that electric enterprises have to be managed, opened and operated by rich corporations. Suppose they do? What's the matter with Clarksville, with her idle wealth, forming a rich corporation? One with at least sufficient potentiality to command the attention of the foreign seekers of investment. To the wind with such argument! Right here in this city and surrounding country can be gathered together sufficient capital to inaugurate the enterprise of operating electric street cars. The undertaking can assume more tangible and substantial shape through the bonding system. And if Clarksville will endorse the project by subscribing material aid all further assistance that is needed will be forthcoming.

HOW IT WILL PAY.

This is an age of rapid transit, an age of electricity. All the near cuts are being taken to expedite business and reach a desired end by the quickest and surest route. Electricity is life; a mule car is lifeless. Electricity is powerful and exhaustless; the dokey and the dinky car are weak and have outlived their usefulness. Electric cars will pay in Clarksville because people will board them, drop a nickel in the slot and go their way rapidly and joyously. Electric cars will pay upon the plan of a public need properly applied. Electric cars will pay because the trolley is a swift means of locomotion than the mule system. Electric cars will pay in Clarksville because we have them to go to and places to come from and business of importance that requires the to and fro journey on the rapid transit plan. Electric cars will pay to the depot; to New Providence; to Greenwood cemetery; to base ball park; to St. Bethlehem, and lastly to those two grand attractions that nature has provided for the pleasure of ungrateful Clarksville, Depot's Cave and Lake Springs. There is no reliable indication of how much electric cars will pay if a man begins to figure from a mule car standpoint. Nobody who can help doing

in over rides on a mule car in Clarksville. It's one of the causes that we have taken upon ourselves as a kind of penance for the sin of fugacity and the fungus disease of non-backless which grows luxuriantly up and down the spinal column of the man who is content to let wall enough alone. It's the wall of the dogwood—"A little more rest and a little more slumber."

PEOPLE ARE TALKING.

Yesterday's LEAD-ORATORIC contained words of truth and seriousness about the young business men of Clarksville. Happy to relate, those words found judgment in the hearts of thinking young men. It outshook into their willing minds a desire to do something to—electrify Clarksville. They are in the suggestions put forth a good thing. They are willing to

do it. Not half-hearted, but with that whole part of the American heart, (at times) the pores. Not two, nor a half dozen, nor ten, but many dozens of the intelligent, quick-witted, progressive young business men of this community have voluntarily resolved to pluck down the almighty American dollar in free and uncalculated amounts to raise Clarksville out of the mule car rut and send her rattling on electric wheels. All that remains is to meet in a body and formulate plans. The young business men of Clarksville can accomplish all they undertake on a safe investment. The change from mule cars to electric power would be a revelation to the business interest of Clarksville. It would give a new impetus to all things. Men would travel faster, think quicker, talk more rapidly, and being kept busy keeping up with the cars, they would transact more business in a day.

We have the capital here seeking legitimate investment. There is always some risk in all business endeavors, but if nothing is risked nothing is gained. We fail to remember an instance in any prosperous community where an electric street railway has ever been abandoned when once put in operation. Instances are without number where mule car lines have been forced to surrender their chartered franchises because the venture didn't pay. But few people have ever actually wept at the grave of a doomed mule car line, but there have been uncountable mule car funerals, although the mowers were scarce, and there are no fields extensive today, nor dead tree alive, mule car lines that might have a hard time of engaging even professional mourners to attend the last rites.

SPONSORSHIP OF PROGRESS.

Many have signified a willingness to put a shoulder to the electric car wheel. Give a little push altogether, and the result will be surprising. We would like to hand it down to history as an example worthy of emulation by the generations that become young men when we, now in the flush of youth, feel the palsied hand of time, that the young business men of Clarksville did a thing of public enterprise that brought more prosperity to Clarksville in this afternoon of the nineteenth century than all that had been done in the centuries that are gone. Those responsive spirits, undaunted by discouragements, who have volunteered to do battle for progress and improvement, are in the procession and marching in the right direction. Now, a few suggestions as to how to proceed. Let ever a few gather together, let them first talk to others, prevail upon their interest in the movement. Directly the latterly, then call a meeting, appoint a canvassing committee to ascertain just how many young and old business men of Clarksville want stock in an enterprise that will pay in dollars and cents with its convenience the future of the city. Then command the local press for all the assistance in its power, and the LEAD-ORATORIC for stock to the extent of its ability. It's a good thing, push it along! Put electricity behind it and you won't have any more pushing to do.

OUR YOUNG MEN

Should of Course Form An "Enterprise Club" to Push Matters.

We are not "wishing to drop" the subject, "Our Young Men," and what they should do, looking to the up-building of Clarksville, with empty the mention of it. We have faith in

the firm spirit of the young men of Clarksville and their ability to accomplish all that they set their hearts upon. We urge upon them thoughtful, systematic action. Organize a club, call it "The Enterprise Club" or some other name; make it an "Enterprise Club," regardless of its name. Let its constitution be, "Clarksville and the success of Clarksville," and let its object be "Clarksville and Clarksville's development." It is not necessary to start out with any long-sounding words or resolutions, but let it be a business organization, run by a limited number of our best-headed business young men. An organization of this kind will advance the interests of our merchants, our manufacturers, our city generally. The Commodore at Nashville is liberal-minded. Montgomery county should be properly represented there.

Those seeking homes and investments who visit this Exposition will be largely influenced by the spirit manifested in the local community by the people there. Our club can take this matter in hand and make it a success. Montgomery county is not in debt; the county's own credit is not "ruined" by being built and put in first-class condition, and her people are prospering. Examine the recent growth of our Dogston's office, and dead after dead can be found conveying leads at prices ranging from 25 to 500 per acre.

Clarksville has an abundance of capital—the bank deposits aggregate over \$1,000,000, and this money seeks places of profitable investment. There are many things for a club, club is suggested, to do, and now is the time to start. There are always a few fellows in a community ready to say down every local enterprise, but they will not avail anything.

This has been demonstrated in the success of our home "Telephone Co." A few of our citizens objected and tried to talk it down; established the wisdom of the enterprise, but nevertheless it has succeeded, and is putting the people of Clarksville in touch and gaining thousands of dollars per year to our people.

Other enterprises can succeed and our money kept at home. Profits saved to the individuals make the community rich and independent of outsiders. An electric plant can be built by our home boys which will give the city and private persons cheaper lights.

The power, electricity, can be used for a hundred different purposes, and all will add to the earnings of the enterprise, to say nothing of the money saved to our people as a whole. Our people are ready for action, and all that is needed is for some one, some enterprising young man, to break the ice; the others will fall in, and in a few months they will demonstrate the power of their young blood and business sense.

Don't say "nothing can be done" for that would discredit not only our young men, but be an admission that Clarksville has "no come" in her. Home folks cannot afford to make such an admission. Men never stand still—they go backward or forward. Clubs and committees never stand still—they go backward or forward. Let us not wait for strangers to attempt to do something for us, which we can do for ourselves. Let us be up and doing. Who will inaugurate the movement? Who will take in hand the organization of an "Enterprise Club"? Young Men Think About It.

AUGUST 27, 1895

Clarksville the things she must have and needs.

On the night of August 29th, a mass meeting held at the Montgomery Court House, produced the Clarksville Business League that the journal had advocated. Elected by acclamation was Matt Gracey as president, Wesley Crane, vice president and Ed Munford, secretary.

The local populace was determined this time that the street railway be electrified and pressure mounted on the carline's management. The street railway had a problem in that to undertake the electrification project, it was necessary for the company to first retire its bonded indebtedness, still unpaid on bond issues executed April 1st, 1886 and October 1st, 1891. To retire these debts and secure additional capital with which to build a power plant, purchase electric trolleys and otherwise equip the line for electrification, would be no small task for a company then said to be losing \$8 daily on its animal-powered line. Nonetheless, street railway officials journeyed up to nearby, Kentucky, a town just slightly larger than Clarksville, to glean ideas from that town on how the service might be implemented.

A Silence....A Boom....A Bust

Little was heard from the street railway camp for several months, while all the local paper could write about was the burning need for an electric street railway. The Clarksville Street Railway had been unable to secure special favors from Clarksvillians to enable it to shed itself of the indebtedness, and it was now obvious to all that it would never be in a position to electrify the system.

The way was now open for the entry of some other party to develop a new street railway and just such a gentleman chanced along by the name of W.R. Vaughn of Bowling Green, Kentucky. Mr. Vaughn had been instrumental in constructing the electric carline in that community and he announced on February 4th, 1896, that he and his business associate, P.M. Kelly, Jr., of the firm of Vaughn, Davis & Kelly, were in town to effect the changeover.

The February 11th Leaf-Chronicle said all that could be desired. Effective that date, the paper prematurely announced, that Messrs. Vaughn and Kelly had secured the entire Clarksville Street Railway Company and had purchased the Porter Bluff property on which they would build the long-proposed park and to which they would extend the street railway. In addition, it was reputed that local citizens had donated land upon which the new owners could immediately build their powerhouse and car shed.

On Monday, February 10th, the Clarksville city council, meeting in special session, granted the new company on first reading its desired right-of-way, following the next morning by the granting of the franchise on second and final reading. By February 18th, the new Clarksville Street Railway had rented offices in the Bailey Building on 2nd Street and two days later, had laid the cornerstone with appropriate ceremony for the new electric powerhouse. Management reported that bonuses from various sources were then being solicited with which to pay off the old company's bond indebtedness, the real obstacle standing in the way of actual construction. Speaking about this, the Wall Street Journal for that period noted, "The Clarksville Street Railway has issued \$100,000 of first mortgage 6% gold bonds dated March 1, 1896 and maturing March 1, 1926, and offer these bonds for sale. Capital

ON TO PORTER'S BLUFF PARK.

The New Electric Street Railway Company
Owns that Delightful Pleasure Ground,
Which will be Further Beautified
for the Public Benefit.

February 11, 1896

Feb 11, 1896
A Landscape Artist will Ornament It, and the Cave will
be Explored, and the Spring Waters
Again Analyzed.

Transfer of the Old Company's Property to the New Com-
pany To-day—Bids will be Received for the
Construction of a Power House

On Ely's Addition, Near the Furnace and the Bending
Works, the Corner Stone of Which
will be Laid This Week.

SUCH IS THE POWER OF ELECTRIC ENTERPRISE.

Monday's daily.

It looks like business.

Messrs. Vaughan & Kelly, of the firm of Vaughan, Davis & Kelly, the promoters who will construct the new street railway, converting the present plant into an electric system, arrived in this city this morning and re-opened business at their headquarters, room 7, on the parlor floor of the Arlington Hotel.

The promoters are now in possession of the mule car line and all of its appurtenances. The purchase was made some days ago and the formal transfer of property and rights was made this morning. The old line will be operated until the new appliances for electric motive power are placed in; a force of men will be put to work at the proper time tearing up the old track as fast the new is laid. First, however, a power-house will be erected on

ELY'S ADDITION.

All of block 8 and a portion of block 7 in Ely's addition to the city of Clarksville, situated near the bending works and the furnace, has been donated to the Clarksville Electric Street Railway Company. On block 8 will be built the company's power-house and car shed, and on the remainder of the property adjacent thereto will

be erected cottages to be occupied by the employes. The papers have all been signed vesting the title to this property, conveyed by that enterprising citizen, Mr. W. J. Ely, who knows a good thing when he sees it, and is willing to do something to promote the public good while promoting his own interest.

properties of the Dunbar Cave air, and peculiarly beneficial to delicate infants, while the springs of mineral water have been analyzed and found to contain merits equal to if not superior to the Idaho Springs water. The gentlemen who formerly owned Porter's Bluff were quite liberal in their concessions to the electric street railway enterprise, and the large tract of land was purchased for a song by reasons of their desiring to assist in the success of a public improvement, which for years past has had rough sailing in Clarksville. But at last the people have been aroused to a realization of their interest. We have clamored for electric cars in Clarksville for nearly ten years, but the very suburban sites which would have done so much to make success possible in the operation and extension of the service, have not been available for the purpose of promoting success, because of a lack of liberal enterprise on the part of the owners of suburban property. Porter's Bluff has long been a favorite with people who like to take an outing. The electric cars will make it easy of access and the present company will make it that attractive as the blending of nature and art makes intelligent effort capable.

DUNBAR AND IDAHO.

While these two resorts, now in a condition of chaotic neglect, have always been favorites with the pleasure-seeking people, and the public has cherished the hope that some day they might be put into hands able and willing to fulfill the designs of

PLANS AND SPECIFICATIONS.

The company will proceed at once in keeping with its prompt business methods to receive plans and specifications for erecting its power-house. Bids on these plans and specifications will be received perhaps on Wednesday, but not later than Thursday, and before the week has gone the corner-stone of the proposed structure will be laid with suitable ceremonies, and thus will be made in a surprisingly short time the start toward the early completion of one of the most important enterprises the city has known.

MORE GOOD NEWS.

The Clarksville Electric Street Railway Company has purchased the Porter's Bluff property, to which attractive suburb its line will be extended for the purpose of making of this ideal spot of ground a pleasure park. An expert landscape artist has already been employed, and will reach here in two or three days to lay off and beautify the grounds. As he well knows the Porter's Bluff property contains a wonderful cave, which so far has not been explored. The intention of the new company is to at once have this freak of nature explored to the limits, and the curiosities of the interior advertised freely for the benefit of sight-seekers. With a liberal amount of money, which it is determined, shall be spent in beautifying the place, Porter's Bluff will make an admirable pleasure resort, and constitute an objective point for patrons of the car line. The air which comes from the cave there is said by medical experts to be suspi-

nature, it is understood that the promoters of the electric street railway are much more favorably impressed with the possibilities of Porter's Bluff, and for that reason do not find it profitable or practicable to extend the service to Dunbar's Cave and Idaho Springs. Neither means, time nor attention will be spared to convert Porter's Bluff into an ideal summer suburban resort, to which men, women and children can repair during the heated term, and get a tonic from its bracing air, and imbibe health from its cooling waters. A pleasure boat will be placed in Red river at the disposal of picnic parties, and, all told, it will be an attractive place, which the quick service of the electric car will make doubly attractive.

OFFICERS OF THE COMPANY.

The list of officers and the directory of the new Electric Street Railway Company will perhaps be completed to-day. It is said to contain some of the most enterprising and popular citizens of the city, who have faith not only that Mr. Vaughan's indomitable energy will push the construction of the line to an early completion, but they believe in the profits of the investment sufficient to put their money into it.

Or, with the electric car
On to Porter's Bluff!

stock is \$100,000 fully paid up and non-assessable. The company operates under perpetual charter and an exclusive 50-year franchise. M.H. Clarke is treasurer of the company."

A Start Is Made

On Friday, February 21st, three contracts were let in the amount of \$40,000 for partial construction of the line. The Electrical Supply & Construction Company of Louisville, Kentucky, over other competitors, secured the contract for the generators, engines and powerhouse equipment. Cliff Wise of Chicago secured the contract for the overhead trolley construction and rail bonding. W.F. Coulter & Company, a local business firm, was awarded the contract for the building of the powerhouse. Yet to be awarded were contracts for the rails, ties and the laying of some, the tearing out of the old light rail, the purchase of new equipment and the construction of a brick car shed and waiting station to be erected on the Ely property, recently donated for that purpose.

On February 27th, a permanent organization of the new Clarksville Street Railway was effected and John F. Shelton, once again, was returned to the helm of the organization. The details of the day were recorded in the local paper for that date.

On that same February 27th date, R.M. Kelly, Jr. returned from Louisville, having in his possession the deed of trust covering all the electric railway's assets, franchises, realty and cash bonuses needed to secure the \$100,000 worth of bonds to be issued and sold. John D. Taggart, president of the Louisville Fidelity Trust & Safety Vault Company was named trustee of the bonds. On March 3rd, it was reported that six cars had been purchased in St. Louis as well as

the necessary rail for track laying. By the middle of the month, Messrs. Vaughn and Kelly had returned from Louisville and Cincinnati, where they had purchased two 150-horsepower Taylor-Beck engines, two new boilers complete with steam dome and stack built by Brownell of Dayton, Ohio, two 135-horsepower generators along with the belting and other equipment needed for the powerhouse. Actual rail construction, it was alleged, had been delayed by the need for the city to establish a permanent grade for the street over which the carline would operate, but all this changed on the morning of March 25th, 1896. At that time, a group of individuals gathered about the turntable near the Public Square where it had all begun some 10 plus years before, to watch President Shelton pull out the first old horsecar spike, to commence tearing out of the old tracks to make way for the new. The March 27th, 1896 edition of the paper penned in detail the goings on of the day.

By the end of the month, work on the line was moving into high gear. On the morning of March 31st, some 25-tons of steel had arrived from Carnegie Steel Works of Pittsburgh. It was the company's intentions to begin the following week to construct the proposed Porter's Bluff line, beginning at the outer end and working westward back to town, connecting to the existing right-of-way via Franklin Street. Plans called for the mule car lines to continue to operate for as long as possible. In the meantime, because the franchise for the Porter's Bluff line had expired, the Montgomery County Court granted the company a year's extension on April 6th.

Trouble Erupts

On May 7th, 1896, a legal notice that appeared in the local newspaper, spelled what would be the beginning of the end for

CU-8

MULE CAR. ELECTRICITY.

Capt. Jno. F. Shelton is Made President of the Company.

Capt. M. H. Clark is the Worthy Treasurer and Signed the Bonds.

AN IMPORTANT MEETING.

Yesterday, at Which the Minutes Were Approved and Signed and as Were Bonds and Stock.

GREAT SUCCESS IS ACHIEVED.

The Clarksville Electric Railway has been permanently organized.

There were meetings yesterday, one of the stockholders and two of the directors. The minutes of the two previous meetings were read and approved and signed.

Capt. John F. Shelton was elected president of the company and accepted the charge.

At a meeting of the officers and directors of the Clarksville Street Railway yesterday at 2 o'clock p. m., the company's bonds, minutes and stock were presented for the signatures of the proper officials. Mr. Julian Gracy, the chosen president; Mr. W. R. Vaughan, the chosen president; Capt. M. H. Clark, treasurer; Mr. R. M. Kelly, Jr., secretary, were present. Mr. Julian Gracy made the statement that he was in hearty accord with the enterprise, and was ready to assist in its success in every way possible, but he begged to resign as president, in favor of Capt. John F. Shelton. Mr. Gracy explained that Capt. Shelton had been a devoted, warm personal friend of his father, he was the creator and originator of street car service in Clarksville and for these two reasons especially he felt it like accepting a position in the organization which he thought appropriately belonged to Capt. Shelton more than to any man in Clarksville. Besides, Mr. Gracy said in the demands of his own private business were such as to call him from the city often, and that he could not, as president of the electric street railway, give that attention needed to forward the enterprise. He asked leave to retain his place as director while he resigned the presidency in favor of Capt. Shelton. Mr. Gracy at once went about as director of the company to procure for immediate use some 20,000 oak ties and in other ways will be invaluable to the company.

The matter was discussed by the officers and Mr. Gracy's views were concurred in. To facilitate matters, Capt. M. H. Clark, as treasurer, and Mr. R. M. Kelly, Jr., as secretary, signed the minutes, the bonds and the stock certificates, Capt. Clark signing the 20 bonds in just one hour in a hand write that was as legible and uniform as a steel engraving. Then it became necessary to secure the signature of the president. To this end Mr. Vaughan, Mr. Kelly and a reporter for the LEAD-CROSSING, left the city about 4 o'clock p. m. in one of Shelton & Son's carriages, with a driver for a guide, to visit Capt. Shelton's home about fifteen miles up the Cumberland river. Capt. Shelton's residence was reached about 7 o'clock, and after a hearty supper, the purpose of the visit was explained. Without a moment's hesitation Captain Shelton accepted the presidency of the road and the 20,000 worth of bonds and stock which had been singly signed away in the vehicle were produced and the "grand old man" began to sign "J. F. Shelton, president."

In about an hour and a half the 20 bonds, the certificates of stock and the minutes had been signed, and then began the journey home. After being put across the river with slight delay the party reached Clarksville at 1 o'clock this morning. Today the bonds have had the company's seal applied, have been folded and tonight Messrs. Vaughan & Kelly will leave for Louisville, where on tomorrow Mr. John E. Taggart of the Louisville Fidelity Trust and Safety Vault Company will certify them.

Without going into details, which are familiar to every citizen of Clarksville, a brief sketch may be given here of Capt. J. F. Shelton, the president of the Clarksville Electric Street Railway. Captain Shelton is a Virginian by birth, of Scotch-Irish descent, and a man even under the weight of three scores—and ten years, is yet vigorous of mind, active in body and full of enterprising energy. Capt. Shelton was the first man to talk street cars in Clarksville, now nearly ten years ago. He organized the company, solicited the stock, equipped the road, and was president, manager and general hauler in whatever respect benefited the then important public enterprise. It was due to his efforts that the business was placed on such profitable footing that at the time he resigned the presidency to pay closer attention to other business affairs the stock was worth two for one. Capt. Shelton is a large land owner and a man of comfortable wealth besides. He has a name for rugged honesty in this community that business transactions of over fifty years have not in the least tarnished. There is great satisfaction among all the people that Capt. Shelton has again taken hold of the street car business and everybody recognizes the peculiar appropriateness of the first president of the mule car line becoming the president of the new and improved system of electric motive power. At the same time the people know that when Capt. Shelton takes hold of a matter he pushes it to success. No one movement has given more stability to the electric car project than the choice of Capt. J. F. Shelton and his acceptance of the presidency.

THE VICE-PRESIDENT. Mr. W. R. Vaughan, the promoter of this enterprise, has made a deep impression upon the people of Clarksville. His remarkable energy and capacity for work, as well as his happy faculty of always accomplishing his ends, has inspired confidence from the very beginning. Like the worthy president, Mr. Vaughan is a Virginian by birth. After the war he drifted north to learn a few lessons in developing resources and money making from the energetic Vankees, and the facts strongly indicate that he was an apt pupil. Mr. Vaughan is a brother of Mr. Vernon H. Vaughan, who was appointed governor of the territory of Utah by President Grant. Mr. Vaughan was for five years mayor of Council Bluffs, Iowa, a city of 33,000 people. During his administration five miles of paving were put in and fifteen miles of sewerage were built in Council Bluffs. The bonds were sold in New York at par and accrued interest during the panicky times of 1891. He was also the builder of the Council Bluffs electric light plant, and half owner, the builder of a like enterprise in Omaha, Neb., and also the builder of the Croston, Iowa, water-works. With various other public enterprises this wonderful promoter has been identified for the past thirty years, and he is a wheel horse no matter to what kind of a vehicle of progress he is hitched. He has just completed a profitable system of electric cars in Bowling Green.

Further stability is added to the electric street car enterprise by the choice of Capt. M. H. Clark as treasurer. A safer, surer or more competent man could not have been found in the whole country. Capt. Clark is

a member of the prominent firm of M. H. Clark & Bro., tobacco brokers, and is a wealthy man, who has always divided his means with the public welfare of Clarksville. Capt. Clark's life is an interesting history. If there was space here to recount it, he is a Virginian by birth, and like all the worthy sons of the grand old Dominion, has left his imprint in whatever sphere of life duty has called him. Capt. Clark was the confidential clerk of Jefferson Davis during the reign of the Confederate government and the last acting treasurer of the confederacy. As treasurer of the Clarksville Street Railway his services will be invaluable.

Mr. W. P. Davis, of Louisville, has been retained as general manager and Mr. D. M. Vaughan, a son of the promoter, as assistant manager. Mr. Davis is of the firm of Davis & Kelly, leading iron dealers of Louisville. Mr. R. M. Kelly, Jr., his partner, is the active and capable secretary of the Street Railway Company. It is a competent young business man, and a son of Col. Kelly, editor and owner of the Louisville Commercial.

Mr. Julian Gracy has been retained as a managing director, and under his direction an expert accountant will be appointed, whose duty it shall be to examine the books of the secretary and treasurer once a year, and mail report of same to each stockholder.

Capt. J. F. Shelton will personally inspect every tie that is used in the construction on the new road.

So far no bonds have been offered for sale. Neither has any stock yet been placed on the market. When it is offered for sale, after the road is thoroughly established, it is sure to go like hot cakes at from 1.00 to 1.10 for the line in Clarksville will be a paying investment, beyond peradventure or doubt.

OLD THINGS AND NEW.

The Work of Tearing up the Old Street Car Track Commenced

This Morning by the Bright Light to Continue Steadily

Will Rapid Transit by the Electric Plan Result for this Growing City.

FIRST SPIKE BY CAPT. SHELTON.

Wednesday's Daily.

The morning sunlight, with a warm glow, was driving the mist over the hills, the early spring birds were twittering "tee-tee" and merrily hopping from branch to branch and dipping the moisture from the half-opened buds, and every thing was going merrily, as love stories go, when a common, every day shovel brigade marched along Second street to Franklin and formed in working line along the thoroughfare where a scene was to be enacted. It was the jolly boys toward the construction of the electric street railway system in a city grown weary of slow plodding mules. Further optimism was there and so were their. Progress and Major Enterprise and public spirits hovered round about while a B. Careful lent a smiling countenance to surroundings. Dame Humor and her particular friend Possibility could not be induced to come out into the broad and genial sunlight which mocked their derisive smiles. They joined pleadings with the stipend for a little more sleep and a little more slumber.

Over all, what was it all about?

That's just what startled the business man who came down town a little tardy. His surprise knew no bounds, when he saw a little knot of men gathered about the turn-table of the street railway, where Capt. John F. Shelton, the president of the electric line, was just in the act of pulling the first spike that started the tearing away of the old track to make room for the new.

The ceremony was simple and informal. Col. W. R. Vaughan, the promoter, had a string of laborers ready by peep of day this morning, and they stood ready for the signal to apply the workmen's tools. Before the first crow bar and pick had cleared away only sufficient of the old structure to make the first spikable, Col. Vaughan stated that nearly ten years ago Capt. Shelton had driven the first spike that began the construction of the mule car line. He had built it against the combined opposition of ridicule and that always attempts to discourage progress and improvement. Capt. Shelton had been told that people didn't want to ride on the street car; that they had walked since they were toddling infants, and that they wanted no new fangled things. They had just as soon ride in a wheel barrow as to climb into one of those awfully dangerous street cars. Besides, they said the enterprise wouldn't pay. But Capt. Shelton was undaunted and dauntless. He built the mule car line and it had paid just as long as a good service was provided and just as long as the demands of the public for such transit were satisfied. In the zenith of its success stock in the old car line had sold for 2 for 1 in gold. But a day of further progress had dawned, said Col. Vaughan, and today the man who had built the mule car line was to pull the first spike from the old rails, which meant the final construction of the new and improved mode of rapid transit. The enterprise not only meant electric street cars, but it meant cheaper electric illuminations for streets, stores, factories and the home. It also meant that cheaper power was to be furnished for the operation of various industrial concerns, where economy was needed in turning machinery and a host of things and things which would be done in the way

a big cannon croaker which Night Clerk Nelson, of the Arlington Hotel, had given for the occasion, was off with a boom, and picks and shovels and crow-bars went busily to work, the crowd shouted "three cheers for Vaughan and his vim!" and the construction of the Clarksville Electric Street railway had begun.

The intention is to tear up the old track along Second to Commerce street and on to Third; along Third street to Madison and get Madison to the railroad bridge this side of the intersection of Greenwood avenue. A large force of hands under Mr. John Coleman will complete the work in short order. The Franklin street line will continue to be operated with mule cars, which will run to the depot and on East Madison to the intersection of Greenwood avenue, where passengers will be transferred. Such service will be provided for the public while the electric system is being constructed along the route where the track has been torn up. An expert is here today to examine and purchase the rails. One hundred tons of new rails is en route, and is expected to reach the freight yard in Clarksville this week or early next week. Then begins the actual construction of the electric railway, which will be pushed to completion as early as possible.

It is a popular movement that has caught such deep hold on the public mind that the people are with it heart and hand. What the people are for breaks little attempt at opposition and no failure is met in the least.

the Vaughn-Kelly undertaking. A battle was underway between the old bondholders and the new owners. The June 9th Leaf-Chronicle detailed the precise predicament.

Although Mr. Vaughn vowed to fight until the end and to protect his vested interests in the electric street railway, the sale of the Clarksville Street Railway took place as scheduled on June 9th and when it was all over, Mr. Vaughn had been removed from the Clarksville street railway scene forever.

At that time, one H.P. Gholson, for the lowly sum of but \$2,000, had taken possession of the entire operation, subject to the lien of the first mortgage bondholders.

Success At Last!

As it turned out, Mr. Gholson had purchased the line for a new local organization that had been organized some time before for the expressed purpose of bringing electric cars once and for all to the city. Included in the five prime movers behind the proposal were old Clarksville household street railway personalities; names such as John F. Shelton, Julian F. Gracey and N.L. Carney.

The New Electric Street Railway Company of Clarksville

The crazy seesaw question of the past months as to whether Clarksville was really going to secure electric trolleys began to crystallize in the affirmative on June 13th, 1896. On that date, a charter for the Electric Street Railway Company of Clarksville, Tennessee was duly registered in Nashville to once and for all put to rest the long controversy.

Money with which to build an electrified street railway in Clarksville had

always been a problem. This time a man had been hired who would virtually build the line from scratch by himself with a small crew of men. This individual, J.N. Alsup of Owensboro, Kentucky, would lay the new rails, remove the old ones, stretch the overhead wire and erect the powerhouse for the lowly sum of but \$38,000. Although this was less than half the amount it had originally been expected to cost, contractor Alsup and his superintendent and secretary John A. Ayer, also of Owensboro, felt confident that they could construct an up-to-date electrical trolley system.

As finalized, the existing mule car lines along Franklin and Madison Streets and the Greenwood routes would be electrified and the long proposed Porter Bluff line would also be initiated. Six cars and three trailers were to be purchased for the initial operation and only a few minor contracts, by necessity, would have to be let out to others. Rails and others equipment already secured by the prior organization would be purchased by this new company, but before any actual track construction could begin, it would be necessary to venture up east to purchase additionally needed material. By the end of June, work was underway to complete the powerhouse at 10th and Commerce Streets. All necessary poles were on hand and then being positioned along the right-of-way and grading and sewer improvements had begun June 29th on Madison at the corner of Depot Street and down to 7th. In addition, money for twelve carloads of rail sidetracked "near the iron furnace" was reported in a bank, awaiting the draft from the company from whom they had been purchased.

By early July, four more carloads of rail had arrived, grading was continuing on Madison Street and work on the powerhouse was progressing. On July 13th, a large force of workmen was hired to begin work on the

CLARKSVILLE
Street Railway Property for Sale
Tuesday, June 9, 1896.

Whereas, on the first day of October, 1891, the Clarksville Street Railway Company executed to me as trustee a mortgage upon all its property and franchises to secure an issue of thirty-one bonds of \$500 each, bearing date said October 1, 1891, and payable ten years after date, but redeemable at the option of the company after one year, the interest coupons being payable semi-annually on the first days of April and October of each year; and

Whereas, the mortgage further stipulated that in case default should be made in the payment of the coupons on said bonds when due, and such default should continue for thirty days, then the principal of the whole issue of said bonds should become due; and

Whereas, under said mortgage only twenty-five of said bonds of the aggregate par value of \$12,500 were issued and are outstanding; and

Whereas, default was made by said company in the payment of its coupons on the 1st day of April, 1896, and said default has continued for more than thirty days, and under the terms of the mortgage the whole issue of bonds has thereby become due; and

Whereas, certain of the bondholders have requested me to sell the road and its property and franchises under said mortgage for the payment of said debt.

Now therefore, I, Ed. S. Munford, by virtue of the power given me in said mortgage, which mortgage is registered in trust deed book No. 14, on pages 399 and 400 in the register's office of Montgomery county, Tenn., will, on

Tuesday, June 9, 1896,

at 12 m., at the court-house door in Clarksville, Tenn., offer for sale for cash to the highest bidder the property of said Clarksville Street Railway Company, including its tracks, cars, mules, switches, turnouts, stables, franchises, and any and all property it may have of every kind. The tracks run from the public square in Clarksville by way of Franklin and Tenth streets to the passenger depot, and from the same point by way of Franklin, Second, Commerce, Third, Madison and Tenth streets to the same point, and from the intersection of Greenwood avenue with Madison street by various streets to Greenwood Cemetery.

On the 1st day of April, 1896, the Clarksville Street Railway Company executed on its road then built and other property a mortgage to secure an issue of bonds, and of said issue \$3,130 are still outstanding and unpaid, and they constitute a prior lien upon said property, and I will sell subject to the lien of the holders of said first issue of bonds.

ED S. MUNFORD, Trustee.

May 7, 1896.

STREET RAILWAY.

One Trouble is no Sooner Removed Than Another Bobs Up.

The Present Status of the Matter--It is to Be Hoped the Muddle Will Soon be Settled.

AND A PUBLIC WANT SUPPLIED.

One trouble is no sooner removed in our electric street railway matter than another bobs up, and when the end will be found require more than one wise man to settle. To begin with, when the first street car company formed, about twelve years ago, sixty-three hundred dollars of stock was issued and bonds amounting to \$3,100 were floated. Sometime thereafter "The Land Company" was organized, and the car line from the intersection of Madison and Greenwood to Greenwood Cemetery was built. The lines were operated independently for some time, and finally, what was called a consolidation was formed. The Greenwood or Land Company, it seems, never paid the Clarksville Street Car Company any money in consideration for the transfer, but the Clarksville Street Car Company, by a vote of the directors, took up all the old issue of stock (\$6,300) and issued therefor what purported to be first mortgage bonds to the stock-holders for \$12,600 in lieu of the stock. This left the Company without any stock, and thereupon a new directory took charge and issued

to themselves \$31,000 of stock. The lines were operated together from that date, until Vaughan, Davis & Kelly appeared upon the scene, and the holders of the stock of the Company transferred all but about \$1,000 of this to the gentlemen named, and they became the owners of the property, subject to the rights of the bondholders. Vaughan, Davis & Kelly, composing the new management, after many efforts, have so far failed to effect money arrangements to change the system from a mule to an electric line, and the holders, or one of them, of the last issue of \$12,600 of bonds claims that the interest is past due on his bonds, and the trustee has advertised the road, etc., for sale on June 9, subject to the rights of the holders of the first (1885) mortgage bonds. Vaughan, Davis & Kelly, when they made the deal by which they obtained the stock, assumed the payment of the \$12,600 of bonds. Col. Vaughan now claims that the issue of \$12,600 of bonds was without authority; that under the charter no such right was given the Company to swap stock for bonds, and that the directors acted beyond the scope of their authority when they issued to themselves \$12,600 of bonds, and acted without authority when they issued to themselves more stock than had been paid in. He has employed counsel, and insists that he now is the sole owner of all the stock of the Street Railway, and that, while the issue of stock in excess of \$6,300 was void, yet that his stock and the \$1,000 stock held elsewhere represent the \$6,300 stock of the old Company and the stock of the Greenwood Company, and that whether they be treated as the holders of \$31,000 of stock or \$6,300 that they hold all the

JUNE 9, 1896

stock of the Company, and that the Company only owes \$3,100 instead of \$15,700 as a matter of law. Col. Vaughan claims that he purchased and became the owner of the stock in good faith, and believed that there was no legal reason why the stock was not all right, etc. He insists that when the holders of the \$6,300 of stock voluntarily assented to surrender their stock for bonds of an illegal issue, that they surrendered all rights to claim to be holders of the stock of the Company, and that when they assented to the issue of the \$31,000 of stock, and sold to him, that they estopped themselves from claiming any further interest in the road. While he admits that he promised to pay the bonds, \$12,600, he claims, 1st: That this is a personal obligation, if any obligation, and 2nd, that, inasmuch as he supposed the bonds were legal obligations against the Company, and they were so represented to him, that now, inasmuch as they are illegal bonds, that he is not personally liable under the law.

He says, however, that he is not disposed to occasion any litigation, and that if the holders of the \$12,600 bonds will aid him, etc., he will make some arrangement by which they will be paid. What the contentions of the other side are, we have not learned, but it is to be hoped that the muddle will be cleared away, and a long felt want supplied. We have faith in an amicable settlement of the matter. The sale advertised for June 9, it is said, will be enjoined by Col. Vaughan, the Street Car Company and one or two bondholders.

electrical system. The following day, two large engines for installation in the powerhouse had arrived at the L&N Railroad freight depot. A sidetrack was immediately built from the nearby L&N mainline to the powerhouse for unloading.

Underway At Last!

The best part of the project was begun in mid-July, when on July 16th, 1896, work was underway on the Porter Bluff extension to Shelton Park then being constructed. Just two days later, fully one mile of track had been laid from the park to the corner of 10th and Madison and the junction with the existing carline. The force of men was then divided, a portion of them going back over the track eastward towards the park, the other half working its way westward towards town, ballasting and truing up the track. To keep the dust and dirt down during construction, an old mule car was transformed into a sprinkler car by removing the car's top and tightening it up to hold water. Later it was felt the car could be used as a trailer behind an electric car where needed, but whether this was adapted, is unknown at this writing. Announcement was then made that the old mule stables were to be fitted up for the storage of the electrical cars and other company property. On Sunday night, July 19th, 1896, after the last L&N passenger train had left the depot and been met by the horsecars, the final animal-powered cars were operated in Clarksville to pave the way for final installation of the electrical wires and system.

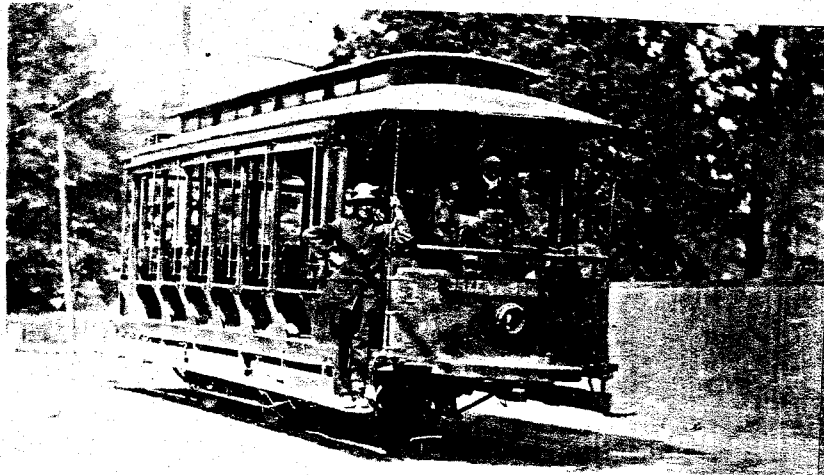
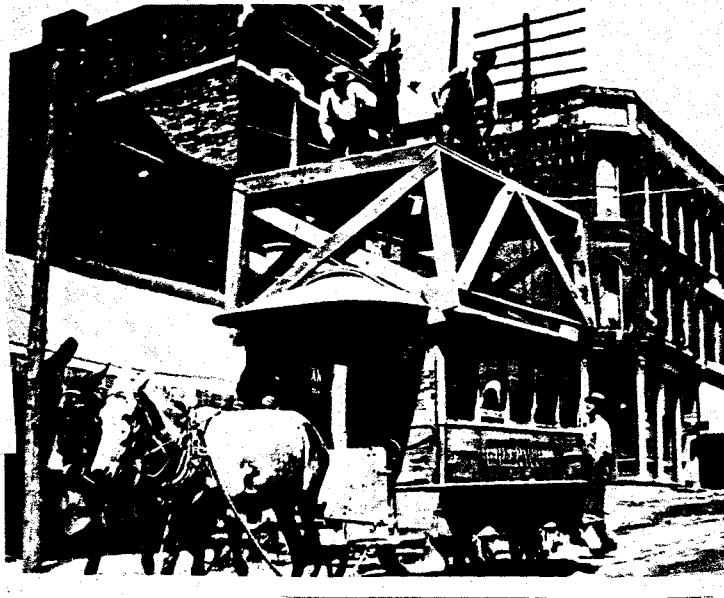
The original mule car tracks were removed from Franklin Street on July 21st and by the 25th, the entire system's rails had been pulled out. At the same time, new track construction started on Madison at the corner of 10th. By July 21st, the Madison Street trackage from 10th to 2nd Street was

completed and work commenced on the 10th Street trackage at the corner of Madison and 10th, with the track gangs working north along 10th towards Franklin Street. On July 28th, the 10th Street trackage was completed to Franklin and work was begun on the Franklin segment of the line.

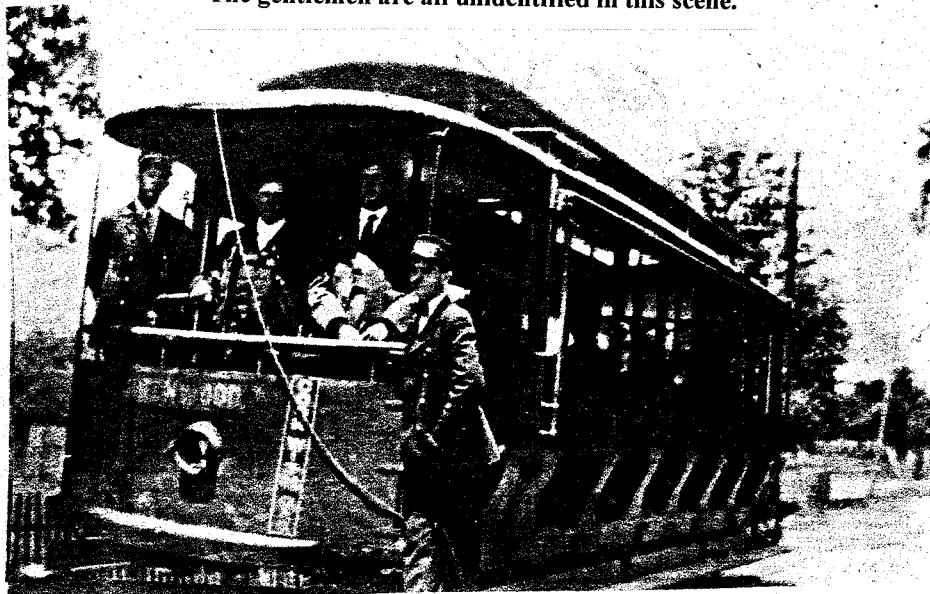
A Temporary Snag

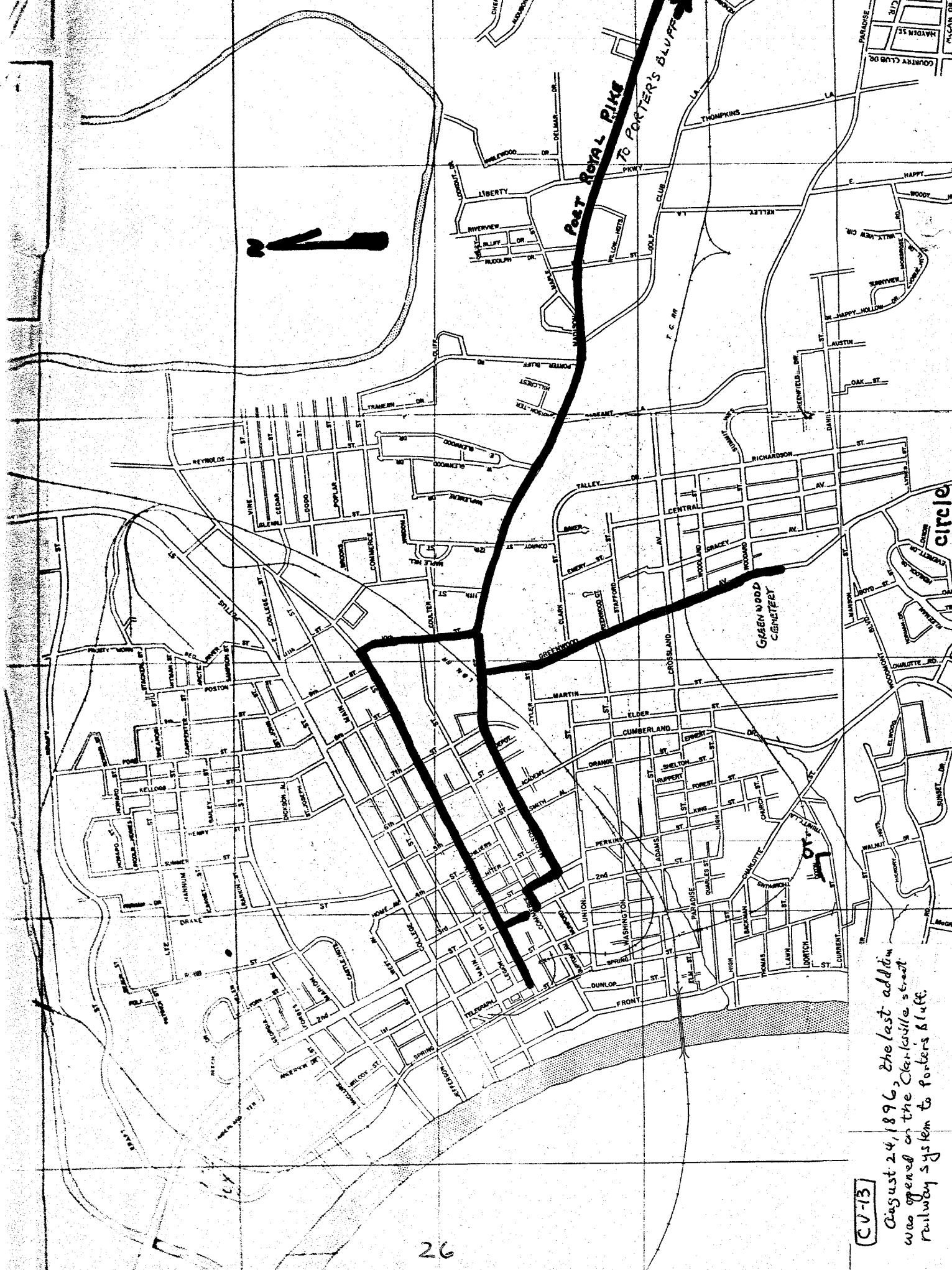
Yet another minor snag developed in the building of the electric carline on July 27th. About 75 track laborers went on a surprise strike, demanding a dollar a day as wages for a 10-hour workday, as opposed to the eleven hours then being worked. A compromise was soon worked out, where the one-dollar was given for a 10½-hour day and work resumed once again, except for the four strike ringleaders who were asked to leave and never return. At that time, work was being done on 10th Street towards the Franklin Street line and bonding of the rails was scheduled to begin that Monday, July 27th at the corner of 2nd and Franklin Streets. On the last day of the month, track was rapidly being positioned along Franklin Street to the Square and only a gap remained between 5th and 8th Streets by city crews then grading the section of the street at that point. On August 7th, the Franklin Street switch just east of 7th Street was being placed into position and by noon of that date, poles for the overhead had similarly been positioned. Work of straightening up the poles and adjusting the ones already positioned along Madison Street was also continuing at that time. Meanwhile, the streetcars themselves, which reputedly had left Boston August 1st, arrived on the 14th of August. In the interim, a new superintendent, a fellow by the name Clay Stacker, arrived to assume the responsibility of superintendent of the street railway system.

In this 1896 photo, the old mules that were the backbone of the street railway system from its inception, have here been demoted to pulling the very car that now has been turned into a line car so the workmen can string the overhead electric wire.



This may be the first day the Greenwood line was instituted with electric cars. The gentlemen are all unidentified in this scene.





CV-13

August 24, 1896, the last addition was opened on the Clarksville street railway system to Porter's bluff.

On Wednesday, August 19th, for the first time, one of the boilers was fired up in the powerhouse for testing. A fire broke out at that time and at first it was reported that the resulting damage would take some time to repair. Miraculously, only slight damage had occurred, and two days thereafter, the second engine was tried and tested and found to be in perfect order.

It Is Done!

At 11:00 the morning of August 22nd, 1896, contractor Alsup and president John Shelton boarded one of the new electric cars, followed by Mayor N.L. Carney, Julian F. Gracey, the Clarksville Military Band and members of the press, to take the maiden run of the new Clarksville electric railway. As the Leaf-Chronicle described it, "the car moved slowly and majestically" down Franklin Street where a stop was made in front of Dr. H.E. Beach's home, who joined the crowd. From Franklin onto the Madison circuit of the belt, the lead car was followed by a second car hauling other prominent Clarksvillians and a brass band. Although the work of stringing the trolley wire over the Greenwood spur had begun August 20th, it was not readied as yet to allow for an excursion tour. The Leaf-Chronicle, which in the past had had bitter words for the street railway, penned words of praise in its August 21st edition.

The New Porter Bluff Line Opens

On the following day, August 23rd, a Sunday, the official opening day produced some 1200 fares using two cars over the Madison and Franklin belt. The next day, by correcting faulty guardrails at the curves just before the bluff, after many years' planning and dreaming, the Porter Bluff line had become reality. Finally, on Tuesday, August 25th, the Greenwood Cemetery spur had been

finished so that by the next day, Wednesday, August 26th, 1896, the entire 5-mile system was in full operation. It would take several days for all the kinks to be worked out of the system, but it was now a fait accompli. On Thursday, Shelton Park was opened at Porter's Bluff and some 2100 fares were collected that day to and from the park alone, with one trip hauling an incredible 91 passengers, the average load figuring out to be between 50 and 75 patrons each trip.

Starting in early September, the newest fad took over in Clarksville. It became the thing to make a trolley party, picking up the partygoers anywhere along the line and usually conveying them to Shelton Park at Porter's Bluff or carrying them over the Madison and Franklin Belt Line. At the same time, it was reported that the street railway stockholders were looking into the possibility of constructing a commercial electric lighting plant, but this notion would remain but a lofty dream. On November 24th, talk was again heard on the streets about an independent street railway company planning to build a line out to nearby New Providence, but as in the past, this scheme also never materialized.

Troubles Commence

Several major issues soon were evident with the Clarksville electric Railway that would in the future make for poor rapport between the carline and its patrons. One was the inability of the company to maintain schedule time and an insufficient service schedule. This was due to the weak power system that had been installed and the fact that throughout the company's history, its cars were not equipped with either sanders or air brakes! Hilly streets made the going difficult, especially after a special occasion that required more than three regular cars to be in simultaneous service. Oftentimes the

STARTING OF THE CARS.

This is a time which has been eagerly looked forward to by the citizens of this city especially—the day when the electric cars would be running. Now they are ready to start. The plant has been completed sufficiently to allow the electric current to be turned on and rapid transit is now an assured fact for Clarksville—a moving reality, and any Doubting Thomas who does not think there is power behind the system let him place his hand upon the trolley.

What man can estimate how much there has been written and said concerning the probability and possibility of the city having an electric street railway system? We have done our share of “blowing” in the matter, if such it could be called. The LEAF-CHRONICLE was the first paper to advocate the building of an electric system; the paper has fought for it through all kinds of changes, and when adversity would seem to be most powerful in its scope, we always replied to the public that the cars would be finally started, that there would be a plant for rapid transit built in this city.

Some of the city's most enterprising men have fought all opposition, met it firmly and squarely and have overcome every obstacle; they have faith in the future of Clarksville; they are of the opinion that this is a powerful little city of future development; that rapid transit would bring other and better things to us. We believe these gentlemen's hopes will be fully realized.

Prepare yourselves for the whirr of the cars, the singing of the trolley as it gathers its power from the silent, invisible, but subtle fluid which flows over the overhead construction of the system. When in a hurry you can be swiftly transported from one portion of the city to another; if you desire to board one of the cars for pleasure, or if you should be caught out in a storm, or it is too cold or too hot, or you are too tired to walk after a day's business or labor, board a car and be whirled home at a rapid rate. All who are interested in the future welfare of Clarksville will patronize the trolley car.

It is with much pleasure that we announce the starting of the electric system of street railway in Clarksville.

THE ELECTRIC SYSTEM.

A Statement From Superintendent
Stacker Regarding the Run-
ning of Cars.

To the Leaf-Chronicle.

Neither in Nashville, New York, El Paso, Texas, nor in any other of the chief cities of this universe do people just jump on the first car that comes along and expect to be carried to their destination. Yet here in Clarksville they complain terribly if they find themselves on a car which is not going to the point they desire to reach, and have to be transferred to another car and ride around the city again to get the right car. Now this can readily be avoided by reading the sign on the car, or if it happens to be off, by asking the motorman where

his car runs to, or if it runs to the desired point. In a small place like this, and with the limited amount of travel here, all the cars cannot be run out to Greenwood, nor can they all run out one street and at the same time be running out the other.

Of course the cars are run to best serve the public, and at the same time accomplish the object for which the road was built. Nashville is said to have the best electric street car system in the state, and there hundreds of persons are hourly riding to the transfer station, where they leave their car and wait, often as long as ten minutes, before the right car passes through, and we seldom keep you waiting any longer than this, and moreover you do not expect us to equal Nashville in the matter of rapid transit. If the travel but justified it we would be only too glad to run twice as many cars and save you any

wait at all. And lastly, as to running regularly at stated intervals, or on schedule time. It is very difficult to do this and catch all passenger trains, for often the car must wait five or even ten minutes if the train is a little late, and this would throw us off the schedule for several trips.

No one regrets any more than I do that each and every one cannot be exactly pleased, but I have thus far failed to hear any suggestions that would accomplish this happy state of affairs.

In view of the many complaints that have been made, I make this statement in justice to the company as well as to myself, hoping the traveling public will bear with us until Clarksville grows a little.

Yours truly, etc.,

CLAY STACKER, Supt.

ELECTRIC STREET RAILWAY

Time Card For Out-of-Town Lines
Goes Into Effect June 19, 1897.

Bluff Car.		Greenwood Car.	
Lv. Square	6:40 a. m.	Lv. Square	6:50 a. m.
" "	7:20 a. m.	" "	7:30 a. m.
" "	8:00 a. m.	" "	8:10 a. m.
" "	8:40 a. m.	" "	8:50 a. m.
" "	9:20 a. m.	" "	9:30 a. m.
" "	10:00 a. m.	" "	10:10 a. m.
" "	10:40 a. m.	" "	10:50 a. m.
" "	11:20 a. m.	" "	11:30 a. m.
" "	12:00 m.	" "	12:10 p. m.
" "	12:40 p. m.	" "	12:50 p. m.
" "	1:20 p. m.	" "	1:30 p. m.
" "	2:00 p. m.	" "	2:10 p. m.
" "	2:40 p. m.	" "	2:50 p. m.
" "	3:20 p. m.	" "	3:30 p. m.
" "	4:00 p. m.	" "	4:10 p. m.
" "	4:40 p. m.	" "	4:50 p. m.
" "	5:20 p. m.	" "	5:30 p. m.
" "	6:00 p. m.	" "	6:10 p. m.
" "	6:40 p. m.	" "	6:50 p. m.
" "	7:20 p. m.	" "	7:30 p. m.
" "	8:00 p. m.	" "	8:10 p. m.
" "	† 8:40 p. m.	" "	* 8:50 p. m.
" "	† 9:20 p. m.	" "	* 9:30 p. m.
" "	† 10:00 p. m.	" "	* 10:10 p. m.

† Summer. * Saturdays only.

Additional cars will be run to Greenwood and the bluff on Sunday afternoons and on special occasions. Cars will also be run later than shown in this time card when occasion demands. The bluff will be well lighted, and will have a competent man in charge, who will always be present, to keep order.

overloaded cars would have to be literally pushed up the hills by obliging riders. Halloween was especially difficult for the motormen, who would have to sand the tracks by hand after pranksters soaped the rails. But management also had a side to the story and the new superintendent, Major Clay Stacker, offered his explanation for the faulty service in a December 1st Leaf-Chronicle new item.

Besides being the Clarksville street railway superintendent, Clay Stacker was also the assignee for the local Clarksville Electric Light Company. In that capacity, in February of 1897, he sold the commercial lighting plant to a Thomas Bourne, the manager of the local commercial gas supply firm. Electric lights and power had been cut off in the city for nearly a month and Mr. Bourne was scheduled to return power the 15th of that month. Instead, on March 2nd, a new company was capitalized under the title Queen City Electric Light & Power Company. By the addition of another engine and dynamo to be located in the street railway's powerhouse building, work was begun on March 23rd and commercial electric power returned to the city June 1st.

To alleviate the untimely delay at passing points and so speed up the schedule, effective May 17th, 1897, cars no longer looped over both legs of the Franklin-Madison loop in both directions. Instead, all cars began to operate outbound via Franklin and return via Madison, with cars alternating either around the loop or direct to Porter's Bluff or Greenwood Cemetery. On June 19th, new schedules were also instituted on the two suburban routes as well.

Plans and Proposals

Again in mid-August, talk was heard about a proposed interurban line out to New

Providence and such talk continued until April of the next year. The remark was made that a line to this point would prove more profitable than the one already built to Porter's Bluff, which in the winter had to be discontinued for lack of patronage.

Some improvements occurred on the streetcars the fall of 1899, when on July 6th, the company ordered new motors and controllers for the equipment. For \$3,000, beginning October 23rd, F.D. Ridge, former machinist and electrician with the Citizens' Railway of Nashville, began to replace the original 25-horsepower motors with 54-horsepower capacity.

The turn of the century brought with it additional interurban plans and for the first time talk was heard about the institution of bus service as well. The Clarksville street railway in April of 1900, spoke about a possible motor coach service to the town of Ringgold, Tennessee and Idaho Springs, as well as towards New Providence. In April of 1902, a separate company proposed railway service northward to Hopkinsville, Kentucky, followed on July 31st by yet another proposal by the Clarksville street railway to build to Dunbar Cave. The most interesting proposal was asked for in October of 1902 for the building of the Nashville & Clarksville Electric Railway, to connect the state's capital with the Montgomery County seat. Clarksville's many tobacco farmers who would have then been assured of guaranteed transit regardless of impassible muddy roads met the 45-mile proposal with great enthusiasm. As it would turn out, the interurban to Nashville would not be necessary, because in May of 1903, the Tennessee Central Railway's new steam railway right-of-way was underway. In Clarksville, this necessitated the building of a new bridge over Greenwood Avenue and a slight change in the Greenwood streetcar

AUGUST 14, 1903

RAPID TRANSIT TO DUNBAR'S GAVE AN ASSURED FACT.

Clarksville Street Railway Purchases The Property and Will Run a Trolley Line to That Famous Resort.

The Plans Include the Erection There of a
Modern Hotel of Ample Capacity.

Work to be Pushed at the Same Time on an Extension of the
Electric Line to New Providence.

(From Friday's Daily.)

The details of an enterprise of large proportions were first made public last night, when the Clarksville Street Railway Company was granted rights of way over certain streets of the city by the City Council.

The securing of these franchises was the second move of the promoters of this enterprise, whose plans have been a carefully guarded secret for months past.

As far back as last November Dr. Carney, president of the Street Railway Company, virtually purchased the Dunbar Cave property. Two months ago the deal was closed, since which time the Cave, including 175 acres of land, has been the property of the Clarksville Street Railway Company, the transfer having been effected and the terms of sale complied with.

WHAT IT MEANS.

The people of Clarksville have long had bright hopes with reference to the development of this ideal resort. These hopes are to be realized.

President Carney was seen by a representative of this paper today, and, in reply to a query, stated that the Cave property had been purchased by his company solely with the view of developing it. This is to be accomplished by the extension to it of the electric railway, the erection of a modern hotel, together with such additional changes and improvements as may suggest themselves as the work progresses. The leading spirits in this enterprise are all Clarksville men of high reputation, with strong financial connections, who have foresight enough to see that the time is at last ripe for this work.

That the people of Clarksville will rejoice over the good news expressed it but mildly. Cheap rapid transit to Dunbar's Cave will mean the profitable establishment of adequate hotel facilities there, which, in turn, will mean the building up of the greatest summer resort in all this Southland, to which people will be drawn from all sections of the country. Incidentally the development of this property will accrue greatly to the advantage of Clarksville, which will then have one of the greatest attractions that could be offered to visitors in search of rest, recreation and health. Its proximity to the curative waters of Idaho Springs will be vastly advantageous to the Cave, and vice versa.

CHAPTER 317

House Bill No. 1000.

That the Electric Street Railway Company of Tennessee, to extend its lines, and purchase and own

It is enacted by the General Assembly of the State of Tennessee, that the Electric Street Railway Company of Tennessee, is hereby authorized to extend its railway from Clarksville, Tennessee, to the Dunbar Cave property and Idaho Springs in the Sixth Civil District of Montgomery County, and to purchase and own or lease said property of same.

It is further enacted, That said Railway Company be and it is the duty of said Company to secure the rights to condemn such necessary lands as may be required by it over and through the individuals and corporations for the purpose of operating and maintaining said line of railway, and to other corporations under the general laws of Tennessee.

It is further enacted, That said Street Railway Company be and it is the duty of said Company to secure the right to extend a branch line of its railway to the village of New Providence, Tennessee, and to give all the rights to condemn such lands as may be required over and through the individuals and corporations, for the purpose of operating and maintaining said line of railway, and to other corporations under the laws of Tennessee.

It is further enacted, That this Act take effect from and after the passage of the public welfare requiring it.

E. B. WILSON,
Speaker of the House of Representatives.
NEWTON H. WHITE,
Speaker of the Senate.

BENTON McMILLIN,
Governor.

PLANS OF CONSTRUCTION.

In reply to the question as to the probable time of beginning the work of construction, President Carney said that surveys would first have to be made in order to determine the most feasible route to take. This being determined, the work will begin as soon thereafter as the rails, ties, etc., can be purchased and laid down here. A large sum of money will be necessary to complete the work, but this has been guaranteed by a strong syndicate. Dr. Carney says it is the intention of the company to have the work completed by next season.

NEW PROVIDENCE EXTENSION.

The franchise also allows the company the right to extend its line out Second street to the corporate limits, it being a part of the plans to construct the long desired line to New Providence.

In addition to this, authority is granted for the extension of the Franklin street line from its present terminus at the head of the Square to the passenger depot of the Tennessee Central Railroad, on Spring street.

The plans of the company contemplate the prosecution of all these various extensions at the same time. Nothing is to be done by piecemeal, and when all of it has been completed there will then be fifteen miles of electric railway in operation by the Clarksville Street Railway Company.

Those who are friendly to this enterprise (and that means everybody in Clarksville) will be pleased to know that, after a long, hard struggle, dating back over seven years, the Street Railway Company is a self-sustaining institution, and while the company, with its limited field of operations, has never been able to declare dividends, the future holds out bright promises of valuable returns to the enterprising spirits who nurtured and fostered it through its periods of doubt and difficulties.

1905

JANUARY 28, 1905

ELECTRIC RAILWAY CO. INCREASES ITS CAPITAL STOCK TO \$250,000

Amendment to Charter Gives the Company Authority To Extend Line to Several Points Adjacent to the City.

Line May be Built to Kentucky State Line, Dunbar's Cave and Through New Providence--Name Changed to Clarksville Railway and Light Company.

JANUARY 28-1905

<p>An amendment to the charter of the Clarksville Electric Street Railway Company was filed with the County Register this morning. The name of the corporation is changed to the Clarksville Railway and Light Company, and its capital stock is increased from \$20,000 to \$250,000.</p>	<p>near the Marr property, thence eastwardly to Dunbar's Cave. On Poston street from College to Hyman street; on Hyman street from Poston to Red river street; on Ninth street from Franklin to College street; on Franklin street from Tenth street to the bridge on the Clarksville and Russellville turnpike, thence along the said turnpike to the Kentucky State line; from the turnpike to Dunbar's Cave. On Third street from Franklin to Main street.</p>
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<p>The amendment also authorizes the company to extend its line of electric railway on the following streets and roads in and near the city: Second street from Franklin to the lower Red</p>	<p>river bridge, thence along the Clarksville and Hopkinsville turnpike to the Dover road. On and across the Public Square from the terminus of the present line on the south side of the Square to the north side of the Square and then east along Main to Third street. On College street from Second</p>
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<p>street to the north side of the Square and then east along Main to Third street. On College street from Second</p>	<p>street northwardly along Red river street to the new bridge over Red river, thence along the new county road from said bridge to a point</p>
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<p>street northwardly along Red river street to the new bridge over Red river, thence along the new county road from said bridge to a point</p>	<p>near the Marr property, thence eastwardly to Dunbar's Cave. On Poston street from College to Hyman street; on Hyman street from Poston to Red river street; on Ninth street from Franklin to College street; on Franklin street from Tenth street to the bridge on the Clarksville and Russellville turnpike, thence along the said turnpike to the Kentucky State line; from the turnpike to Dunbar's Cave. On Third street from Franklin to Main street.</p> <p>The incorporators of the company are N. L. Carney, J. F. Gracy, Wm. Daniel, H. C. Merritt, J. F. Shelton, M. H. Clark and Lewis Clark.</p> <p>Dr. N. L. Carney was seen this morning in regard to the filing of the above amendment, but had nothing to give out for publication. Plans are going forward, however, for carrying out the above improvements and it is not thought that the time is far off when there will be car lines to both New Providence and Dunbar's Cave.</p>
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APRIL 18, 1905

STREET RAILWAY AND ELECTRIC LIGHT & POWER CO. CONSOLIDATE

Bonds to Be Issued to Improve the Street Car Service and Extend Its Lines— a Strong Concern.

A deed of record was filed with the County Register this morning by the Queen City Electric Light & Power Company to the Clarksville Street Railway Company, by which the latter company acquires all of the property owned by the former. The purpose of the transfer is to consolidate the two companies in order to make a number of contemplated improvements and extensions.

For several years the same stockholders have owned practically all of the stock of the two companies. It is proposed now to issue bonds to pay off all debts of the company and to

improve the street car service and extend its lines. The present system and line will first be improved by buying new cars, track-work, etc., and it is then proposed to extend the line to New Providence as well as to wire that place in order to furnish electric lights. The line to Dunbar Cave and perhaps Guthrie, Ky., will follow.

The consolidation of the two companies has been contemplated for some time, and all previous conveyances were filed with that end in view.

It is understood that the company has good prospects of selling its bonds and that the improvements will be made in a short time.

April 18, 1905

DECEMBER 29, 1909

CV-20

SALE OF THE CLARKSVILLE RAILWAY AND LIGHT CO.

Syndicate Takes Over the Entire Property—Important Improvements and Extensions to be Made.

The Deal is One in Which the Public of Clarksville Will Take Great Interest—Full Details To be Made Public Later.

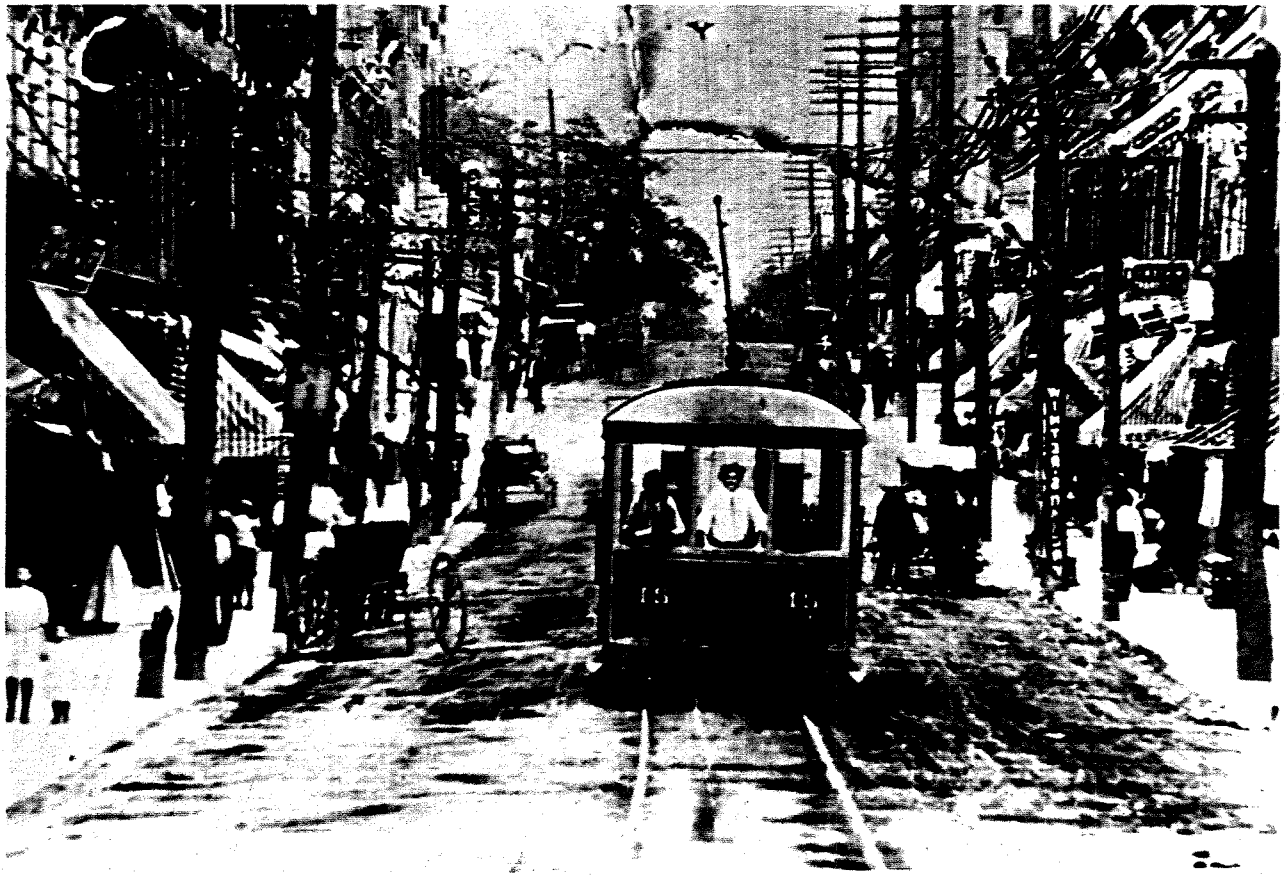
DEC 29-09

A deal that will no doubt mean much to Clarksville is the sale of the Clarksville Electric Light and Railway Company, which was consummated today, a company represented by E. L. Fisher, of Danville, Ill., being the purchaser. Mr. Fisher has been here several times recently making investigations of the plant, and it was from these visits here that the deal has been brought about. The company is reputed to be amply able financially to make such improvements as may be deemed necessary and advantageous. The plant has been for more than a year in the hands of a receiver, and while some important improvements have been made, the company was not financially able to

make such improvements and extensions of railway lines that were regarded as important and essential, and therefore the necessity of a sale.

It is expected that the new company will take over the plant at an early date and begin the work that will be regarded as most important.

Messrs. Gholson and Peay are the attorneys in this trade and have given much labor and time with the view that Clarksville may have an improved system in railway and electric light service. Most of the local stock will be transferred to the new company and the entire management will be in the hands of the new syndicate. A more extended notice of the transfer will appear tomorrow.



The scene is believed taken in 1908 and depicts Danville-built cars in downtown Clarksville.



C021
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CHANGE OF SCHEDULE

EFFECTIVE 6 A. M. SUNDAY, JANUARY 30, 1910.

Franklin Street Line—The Franklin street cars will operate between the Square and the L. & N. depot only, going and returning on Franklin and Tenth streets. Cars will leave the Square every 15 minutes from 6 a. m. until 10:45 p. m., and will leave the L. & N. depot every 15 minutes from 6:07 a. m. until 10:37 p. m.

Greenwood Line—The Greenwood cars will be operated by way of Second and Madison streets in either direction, instead of around the belt line as heretofore.

The first car will leave the Square at 6:05 a. m. for the Cemetery, followed by a car every 20 minutes until 7:45 p. m.

Commencing at 8:05 p. m. Greenwood cars will only be run as far as the Tennessee Central Bridge on Greenwood avenue, starting from Second and Franklin streets, instead of from the Square. The cars will leave every 20 minutes from 8:05 until 10:45 p. m.

Cars will leave Greenwood Cemetery every 20 minutes from 6:20 a. m. until 8 p. m., and from 8:15 p. m. cars will leave the Tennessee Central Bridge every 20 minutes until 10:55 p. m.

CLARKSVILLE RAILWAY & LIGHT COMPANY.

A. C. MURRAY, Gen. Mgr.

Jan27 d5t

right-of-way over a new street then being built. This changed track pattern was effected that summer, which also brought the line to the nearby baseball park at that point.

Grandiose Plans!

August 14th, 1903 produced electrifying news for Clarksville's strap holders, when several line extensions and improvements were announced. The Leaf-Chronicle proudly detailed the plans.

The Clarksville Railway & Light Company

To legally proceed with the proposed line extensions as well as to consolidate the street railway with the town's commercial electricity supplier, the Queen City Electric Light & Power Company, on January 28th, 1905, a charter for the creation of the Clarksville Railway & Light Company was asked for in Nashville. That date's newspaper explained the happenings of the day in detail.

Formal Consolidations

On April 18th, 1905, the Queen City Electric Light & Power Company, which had been controlled since its inception by virtually the same officers as those in the street railway, was formally consolidated into the Clarksville Railway & Light Company. Yet another announcement was made that day that the vast improvements announced earlier for the street railway would soon be underway. The Leaf-Herald again detailed the day's events.

On January 11, 1907, Clarksville & Light put on a new closed car, believed to be Car No. 9, and it was described as a closed car that it is believed had come second-hand from Baltimore, Maryland.

Into Receivership

The grandiose plans for 1905 had burst and by 1908, the news was bleak. On Monday, July 6th, 1908, by petition of the United States Trust Company, H.A. Corson, district manager for the General Electric Company, was made receiver of the Clarksville Railway & Light Company. Service, however, continued unabated and as was the custom for the past years, with the return of summer 1909, on July 28th, service was returned over the Porter Bluff line. A 20-minute headway was offered from the downtown Square from 6:20 in the morning until 8 in the evening. Beginning in late September and continuing until late November of 1909, new rails and cross-ties were going in over the Franklin and Madison Street lines, and the switches, which for years had not been used, were taken up and the line was straightened out at those points.

Out of Receivership

On December 29th, 1909, the Clarksville Railway & Light Company was taken out of receivership, when an Illinois syndicate of businessmen purchased it.

On January 3rd, 1910, a meeting of the new stockholders produced N.L. Carney, president, E.L. Fisher of Danville, Illinois, vice president and treasurer, George Burton of Peoria, Illinois, secretary and A.C. Murray of Springfield, Illinois, assistant secretary and general manager. These gentlemen, together with J.F. Gracey made up the company's board of directors. Sixteen days thereafter, the street railway's offices were moved to Franklin Street to the site formally occupied by Cout's furniture store.

The Last Becomes the First

Exactly when it took place is undetermined at this writing, but from

CHANGE OF SCHEDULE

IN EFFECT 6 A. M. WEDNESDAY,
FEBRUARY 15, 1910.

BELT LINE—The first car will leave the Square for the L. & N. depot at 5:55 a. m.

Commencing at 6:10 a. m. **TEN MINUTES SERVICE** will be rendered until 8 p. m., cars being operated east on Franklin street and thence around the belt.

GREENWOOD LINE—The Greenwood car will be operated between the intersection of Madison street and Greenwood Avenue and the Cemetery only.

Commencing at 6:20 a. m. the car will leave the intersection of Greenwood avenue and Madison street every **TWENTY MINUTES** until 7:40 p. m.

Commencing at 6:30 a. m. the car will leave the Cemetery every **TWENTY MINUTES** until 7:50 p. m.

NOTICE!

Commencing March 12, on Saturday nights the Greenwood car will run to the Cemetery until 9:40, and the last belt line car will leave the Square at 11:20 p. m.

**Clarksville Railway
& Light Company**

From 8 p. m. until 10:40 p. m. a car will leave the Square for the L. & N. depot every **TWENTY MINUTES**, and will leave the depot for the Square every **TWENTY MINUTES** from 8:10 p. m. until 10:30 p. m.

From 8:00 p. m. until 10:40 p. m. a car will leave the intersection of Second and Franklin streets for the Tennessee Central Railroad bridge on Greenwood avenue every **TWENTY MINUTES**, and will leave the bridge on its return trip every **TWENTY MINUTES** from 8:10 p. m. until 10:50 p. m., operating via Madison street in either direction. This car will connect with the depot car at Second and Franklin streets. On Saturday the 9 p. m. car will go through to the cemetery.

Car to transfers will be issued at Junction po.

**CLARKSVILLE RAILWAY & LIGHT
COMPANY.**

A. C. MURRAY, O. Manager.

feb14 d3t

IMPORTANT IMPROVEMENTS BY THE RAILWAY & LIGHT CO.

**Three Handsome New Cars Received To-day,
Which Will be Used Exclusively for Summer
Service--Other Matters of Importance Being
Carried Forward.**

APRIL 21, 1910

CV-24

The Railway & Light Company is proceeding steadily, but quietly, in the matter of enlarged and modern equipments. The present management shows every indication of a readiness to meet all demands upon it as a public service corporation, requiring time of course, to complete all that has been projected. Our readers will recall the published announcement in these columns some weeks ago that an order had been placed for additional cars for summer use. Three of these were received this morning. They are the open summer style, center aisle, with a seating capacity of fifty. They are the pay-as-you-enter type. They will be supplied with arc headlights, a more powerful light than has heretofore been used upon any of the cars here. The addition of these headlights will enable the motormen to see much better and minimizes the danger of collision with street vehicles. The cars were built by the American Car Co., of Danville, Ill. They are attractively finished and will contribute not a little to the otherwise metropolitan appearance of the city. These cars will be put into commission as soon as winter subsides.

Another progressive move on the part of the Railway & Light Co. has been the purchase of a car barn site,

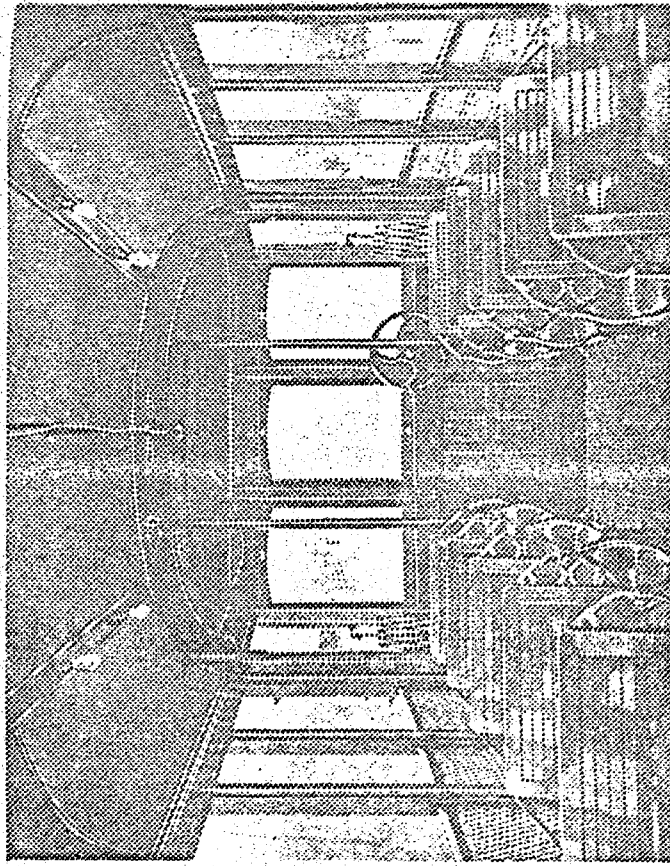
street. It is property formerly owned by Mrs. Slattery and embraces a plot of ground upon which brick was formerly made by the late John Bradley. Tracks leading into the property are being completed today. The erection of the barn will probably be completed by the end of May. The change from the old barn with its cramped surroundings and lack of room, will be marked indeed. The choice of a site is also an improvement over the old one.

As reporter also learned that the company began today the installation of an additional generator at the power house, with a 150-kilowatt capacity, representing a 2,300 voltage. This generator is intended to care for what is called the long line (down town). As has been heretofore stated, this portion of the line will be rebuilt as to poles and wire. By next Monday a force of men will begin stringing new transmission wires from the power house down town via Commerce street, thence to Second, to Franklin.

The addition above noted to the power equipment of the company will be quite sufficient to take care of the motor load and to prevent any fluctuation in the supply of electricity during the rush hours of daylight, one of

Length over crown pieces 27 ft. 6 in.
 Width over sills 8 ft. 6 in.
 Length of each platform 5 ft. 0 in.

Aside from the use of the arch roof the cars are somewhat unusual in the omission of the running board and bulkheads. To prevent



Single Truck Open Cars With Plain Arch Roofs—There Are No Bulkheads but End Vestibules With Drop Sash Take Their Place—Duck Curtains Are Provided For the Sides of the Car

passengers getting off the car except at the platforms, a wire mesh screen extends from corner post to corner post. There are six reversible ash seats on each side of the center aisle, giving a seating capacity of 24. In place of the bulkheads at each end of the car, there are iron pipe stanchions from floor to roof and each platform end is provided with a stationary round front vestibule with drop sash. Brill folding gates are used at each step opening.

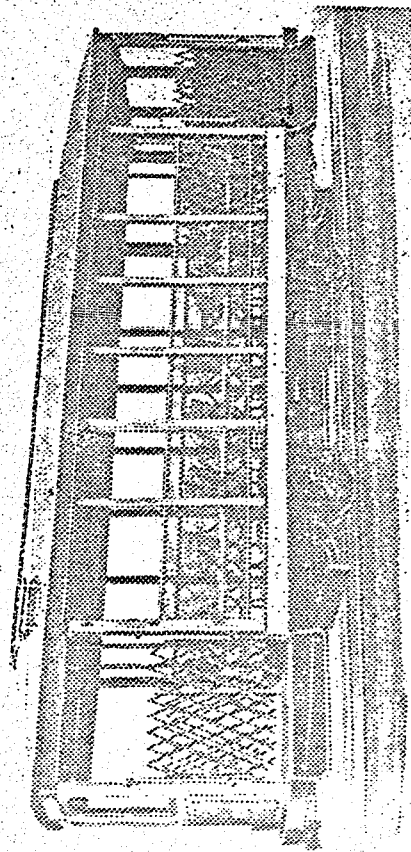
The bottom framing of the cars is standard with 3 $\frac{1}{4}$ by 7-in. yellow pine side sills plated with $\frac{3}{8}$ -in. steel plate 8-in. deep. The crossings and crown pieces are white oak. The corner and side posts, which are

straight, are white ash, as is the interior finish of the vestibules. The ceilings are birds-eye maple without decoration, striped duck curtains are provided at the openings between posts.

SINGLE-TRUCK OPEN CARS WITH PLAIN ARCH ROOFS EQUIPMENT FOR CLARKSVILLE, TENNESSEE

CARS without monitor roofs it is claimed by many will be the next radical step in car design. Certain it is that the plain arch roof is looked upon with more favor at present than at any time recently and from a structural standpoint in weight, strength and cost the arch roof is undoubtedly superior to the monitor roof. The only arguments against it are the appearance and the difficulty of obtaining satisfactory ventilation. As far as open cars are concerned, however, the latter argument does not apply and it is believed that only familiarity creates the impression that a car with monitor roof is more attractive in appearance than one with an arch roof.

The cars for the Clarksville (Tenn.) Railway and Light Company, one of which is shown in an accompanying engraving, are assuredly not objectionable in appearance in spite of slight distortion due to the manner in which they were photographed. They are the single-truck type and have the following dimensions:



Single Truck Open Cars With Plain Arch Roofs—The Cars for the Clarksville Railway and Light Company Are of the Same Type and Seat 24 Passengers

MAY 23, 1910

CLARKSVILLE RAILWAY & LIGHT COMPANY.

CHANGE OF SCHEDULE.

EFFECTIVE MONDAY, MAY 23rd.

The first car will leave the Square at 5:40 a. m., connecting with the Cemetery line car at Madison and Greenwood switch.

Belt line car will leave the Square every twenty minutes from 6:20 a. m. to 10:40 p. m.

Greenwood cars will leave the Square every twenty minutes from 6:10 a. m. to 10:10 p. m.

Cars will leave the Cemetery every twenty minutes from 6:10 a. m. until 10:30 p. m.

The belt line car leaving the Square at 10:40 p. m. will go to the T. C. bridge on Greenwood Avenue.

On Saturday nights the last belt line car will leave the Square at 11 p. m.

A. C. MURRAY, General Manager.

MAY 9, 1911

BASEBALL!

The Clarksville Railway & Light Co.

respectfully announces that for the Opening of the Baseball Season on Friday, May 19th, the cars will run to and from the Ball Park, via Madison and Second streets. Between the hours of 2 p. m. and 6 p. m. cars for the Park will be run between the Northern Bank and Ball Park only, and will not go to the cemetery. One car will operate on Franklin street, between Tenth street and the Square.

A. C. MURRAY, Gen. Mgr.

JUNE 27, 1911

STREET CARS

We respectfully announce that on baseball days the cars will go to the park via Second and Madison streets, commencing one hour before the game.

Also that the time of the last Green road car to leave the Square has been changed to 10:40 p. m., and the last car will leave the Square at 11 p. m. week days only. No change in the Sunday schedule.

CLARKSVILLE RAILWAY & LIGHT
COMPANY. It

available data, it would appear to be January 30th, 1910, the Porter Bluff line, which from its inception had proven a bitter disappointment, was abandoned. An interesting story behind the line's discontinuation cannot be proven at this writing and it probably only a tale, but the story goes that when Tennessee governor Malcolm R. Patterson bought the Dunlop property along the Bluff line's right-of-way, the noise of the trolleys so upset his then-pregnant wife, that he offered to buy the line and have it torn out. The governor had bought the property early in December of 1909.

On that same January 29th date, a major change was effected on the Franklin and Madison Street routes. At that time, each line's cars began to return the same way in each direction, operating to the L&N passenger depot instead of looping around as in the past. The Greenwood spur cars began to used 2nd and Madison Streets only and the precise schedule was heralded in the local paper.

Oddly enough, the newly created Clarksville Railway & Light Company, in operation since 1905, had operated without an official Clarksville city franchise. This was corrected on February 3rd and 8th, 1910, when on first and second readings, a 50-year franchise was registered for the firm. Again, rail extensions were promised to Dunbar Cave, New Providence and South Clarksville. At that time, the company announced their purchase of three open summer cars from the Danville Car Company in Illinois, to be delivered that upcoming summer.

The discontinuation of the Belt Line operation had obviously proven quite unpopular with the riders and effective February 16th, the former set-up was reinstated. With the return of warmer

weather, on March 12th, 1910, the Saturday night schedules were also once again extended.

On April 21st, 1910, the three new open summer cars announced in February had arrived and their arrival prompted articles in the afternoon's Leaf-Chronicle and favorable mention in the Brill Magazine.

May 23rd of 1910 saw yet another schedule change.

August 28th produced yet another interurban proposal, this one in the form of the Tennessee Rapid Transit Company, projected to operate from Lewisburg, Tennessee to Clarksville via Nashville.

The baseball season of 1911 produced another change in the Greenwood schedule effective May 9th and June 27th.

The September 29th, 1911 paper produced the following story detailing the plight of the Clarksville streetcar conductors.

Again on September 28th, 1911, the company placed an ad in the local paper detailing changes that would be made on that day due to Circus Day in the city.

On March 24th, 1912, the man surely considered the father of street railways in Clarksville, Colonel John F. Shelton, passed away.

The Clarksville & Dunbar Cave Railway Company

On June 13th, 1912, a charter was secured by the Clarksville Railway & Light Company for the building of the long-proposed Dunbar Cave line. Styled under the title Clarksville & Dunbar Cave Railway Company, a city franchise was procured by

STREET CAR CONDUCTORS

HERE IS A MAN WHO THINKS
THEY HAVE THE HARDEST
TIME OF ALL.

"I was standing on the back of a car the other day," said an observant man yesterday, "when the conductor entered the car and yelled 'Fares' loud enough to be heard all over the car. No one paid him the slightest attention. Each passenger he came to had to dig about in various pockets to find a nickel. And the women, well they turned hand-bags and those other contraptions they carry, inside out before

SEPTEMBER 27, 1911

they had forgotten they had the fare in their hand. More than twice he had to tap a man reading a paper on the shoulder and yell 'fare' before he could attract his attention. Before he had collected five fares the car had run a block and new passengers got aboard. Again 'fares' was yelled. Again none paid attention. One woman handed the conductor a large bill. Just as he had counted the exact change, she found a dime and insisted on having the bill returned. Another wanted a window pulled down because she feared dust would spoil her new hat. It was first one trouble, then another. I have come to the conclusion that street car conductors have the hardest times in the world, especially when the cars are crowded and passengers display indifference about the fare collecting usage.

SEPTEMBER 28, 1911

CIRCUS DAY

After 1 o'clock p. m. tomorrow, (Circus Day), cars will be operated to the circus grounds via Madison street from the Northern Bank corner. One car will operate on Franklin street between 1st and 10th streets, making connection with the Greenwood cars at 2nd and Franklin streets.

CLARKSVILLE RAILWAY & LIGHT CO.

OCTOBER 5, 1915

INTERURBAN PROSPECTS FOR MONTGOMERY COUNTY

(By A. C. Murray.)

The Electric Interurban Railway has been an important factor in the development of what are now some of the richest rural sections of the United States. This fact can be best illustrated in the States of Illinois, Indiana and Ohio and to a lesser degree in Kentucky.

In our own State, the interurban lines radiating out of Nashville have brought the tributary territory covered into close touch with the capital city, resulting in greater trade with that city, as well as an increased rural population of the highest class. In addition the value of farm lands contiguous to the electric lines has increased from forty per cent. to sixty per cent.

With the advance in education of the farming class, there is a pronounced disinclination among the young men and women of that class to settle down to a life of comparative isolation on a farm remote from the centers of population, with the result that these young people take up their residence in the cities as soon as their education is completed. This condition is of serious consequence to the country at large, and can only be overcome by giving to the rural communities rapid and frequent transportation facilities.

It may be argued that the automobile and good roads will furnish facilities for rapid transport that the rural communities desire. Such an argument would hold good up to a point, but it must be remembered that only a few can afford an automobile. It must also be remembered that there is never any scarcity of help on farms contiguous to an interurban railway.

So far as Montgomery County is concerned, its rural population is at this time so scanty that the prospects for many lines out of Clarksville are very remote. Any line built in the county would of necessity have to be financed locally, as it would be impossible to interest outside capital.

Very few people have any idea of the cost of building an interurban railway such as is now standard. Therefore a little information along that line may be interesting. Practice has proven that a twenty-five mile interurban railway cannot be constructed at

a cost less than \$24,000 per mile of track, this cost including right of way, pole line, feeder and trolley wires, high potential transmission circuits, power house, sub-station, and rolling stock. The average cost of such a line is about \$32,000 per mile of track. The total cost of building

twenty-five miles of interurban electric railroad at \$24,000 per mile of track would be \$600,000, which at 6 per cent. per annum interest would give a fixed annual charge of \$36,000. It is therefore seen that such a railway would have to earn approximately \$100 per day to pay interest alone.

Fortunately there is now a tendency to build light electric railways to serve communities that could not support the more expensive standard

electric railway. The writer knows of such a railway that is in every way practicable and eminently safe, that can be constructed at an expense of less than \$8,500 per mile of track. Railways of this character will soon be found in communities that otherwise would have a very remote chance of being served by the more expensive standard roads.

It has been demonstrated that where a short interurban railway is built in conjunction with an existing city system, its chances of financial success are very good. The cost of such a road is lessened on account of the power house cost being practically eliminated.

Clarksville has a city system that, with the expenditure of a little money, can be made profitable. This system should be extended to New Providence. There is no question that such an extension would double its present earning power. It has cars enough to take care of such an extension, but would be compelled to install its own equipment for the generation of power. There is no doubt that this extension would have been built long since had the Red River bridge, over which it would have to pass, been of sufficient strength to carry the cars.

A line to St. Bethlehem should also be constructed. This line would bring Lunlar's Cave, the greatest health resort location in the South, within easy access. It is in the nature of a crime

that this wonderful beauty spot should be left isolated. It should be placed within easy reach of every person in the community, particularly those mothers who have weak or ailing little ones.

The reasonable things for this community to undertake at this time are the lines to New Providence and St. Bethlehem. These extensions of the present city system would be fairly profitable, in conjunction with the city system, as an investment. The greatest value to the community would be the development of part of its territory and the opening up of a new era of progress. Just as soon as the people get to believe in themselves and

their possibilities these things will be done.

It may be well to answer a question that I can feel will spring to the minds of many who will read this article, and that question is: "If the extensions of the city system above referred to would be profitable, why did you neglect to build them?" The answer is that it is impossible to interest outside capital in such a proposition without giving to the investors practically all you are possessed of. In other words, it is a proposition for local capitalists, and the whole thing should be owned and handled by them.

Read the Leaf-Chronicle want ads.

early July and this became the name of the city's street railway.

Effective July 21st, 1913, L.A. Dowlin established his new bus service to Idaho Springs and Dunbar Cave, and eventually to New Providence as well. With this came the realization once and for all, that streetcar service to these points would never become reality.

A New Controversy

With the city planning to repave certain of its downtown streets, on the night of October 2nd, 1913, the Street Committee recommended that the street railway be required to relay its tracks with heavier weight steel rails. General Manager A.C. Murray quickly advised the city fathers that the company was financially unable to comply with the city's wishes. Although the city gave the company an ultimatum to have the tracks repaved by March 1st, 1914, the city acquiesced in its demands, when the street railway agreed to pave the two worst blocks between 1st and 3rd Streets on Franklin and rebuild their tracks at that point.

Still the Clarksville & Dunbar Cave Railway Company was determined to build the Dunbar Cave line and on March 27th, 1914, again announced their intentions of completing the line. On the night of April 16th, General Manager A.C. Murray told a gathering of enthusiastic supporters, that if Clarksvillians could come up with \$12,000, he could secure the remaining funds from St. Louis sources to consummate the proposal. Despite several meetings thereafter and the determined efforts of the local Chamber of Commerce, the sum could not be rounded up and the idea vanished. L.E. Fisher, who had purchased the case and had been so instrumental during the years past in the

local street railway scene, sold the cave to Messrs Austin Peay and Wesley Drane and he washed his hands of the entire undertaking.

On October 5th, 1915, Clarksville & Dunbar Railway General Manager A.C. Murray wrote a detailed article in the Leaf-Chronicle concerning interurban prospects for the town.

The Demise of the Street Railway

Lamentably, local Clarksville papers are not available for the period of November 11th, 1915 through January 6th, 1916. This is a most important era in Clarksville's street railway history, for sometime during January 1916, that date is believed correct, the street railway was shut down due to the failure of the company to pay in any shape or form for itself and the Clarksville & Dunbar Cave Railway Company ceased to exist. This remained the case for just a few days until January 13th, when for but a small amount to cover its salvage value, the defunct line was bought up by E.R. Hamilton of Peoria, Illinois. He announced that he had not purchased the property to operate it; rather he was prepared to give the city a surety bond for any damages that might occur to the streets in the removal of the 2½ miles of city trackage. But as destiny would have it, despite the fact that in the past years local citizenry had not let the line live with their financial support and patronage of the line, they now similarly refused to stand by and see it pass from the scene.

The Citizens' Street Railway Company

Clarksvillians had a certain attachment to their carline, and on Friday, January 21st, some 20 people met to determine how the line could be spared. This meeting was the outcome of negotiations

"THE CITIZENS' STREET RAILWAY COMPANY"

CU-34

JANUARY 22,
1916

IS TO BE THE NAME OF THE ORGANIZATION WHICH HAS BEEN FORMED FOR THE OPERATION AND MAINTENANCE OF A STREET RAILWAY IN CLARKSVILLE.

A meeting was held in the Directors' room of the First National Bank at 2:30 o'clock yesterday afternoon attended by some twenty odd leading business men of the city. It was called by the President of the Chamber of Commerce for the purpose of receiving and acting upon the report of the committee previously appointed to raise funds by public subscription with which to insure the resumption and future maintenance of the street railway. The report was made by the Chairman, Mr. H. D. Pettus.

It was shown that the soliciting committee had succeeded in raising very nearly the required sum necessary to successfully finance the deal, the remainder being in sight. The report, which embraced a number of judicious recommendations touching upon the organization of a stock company, was discussed and then adopted as a basis of organization. One of the recommendations was that the new company shall be known as "The Citizens' Street Railway Company." A stock company, accordingly, was organized to operate same. The following named gentlemen were appointed to secure the charter for the new organization: John J. Conroy, W. E. Beach, C. W. Bailey, W. A. Chambers and M. L. Cross. A contract, to be known as an operating contract, will be made with the Electric Light Company, by the directors, providing for current and other services, duly set out.

It was the sense of the meeting that publication should be made of the stockholders of the Citizens' Railway Company. These follow:

List of Stockholders.

Elder-Conroy Hardware Co., Askew-Coulter-Owen Drug Co., W. E. Beach, Austin Peay, Dickson-Sadler Drug Co., John Hurst, W. W. Barksdale, D. Judah & Co., D. B. Wood, Leach & Leach, Sterling Fort, McNeal & Edwards, B. H. Sory, I. P. Gerhart, W. E. Crotzer, Rankin & Ferguson, J. E. Elder, Geo. N. Green, Lillian Theatre Co., L. Heimansohn, G. Charlton Smith, W. P. Titus, S. J. Lowe, S. R. Alexander, W. B. Young, J. G. Pickering, H. T. Grizzard, Hamp Dean, Charles Rubenstein, G. W. Scarborough, Leo Falk, Abe Pearson, Sol Falk, A. J. Clark,

Rubenstein & Schindler, May 23/14, W. S. Grant, Col. Gracy Childers, Sam Hodgson, John Daniel, Charles Drane, Dr. J. A. Gholson, H. C. Herritt, T. E. McReynolds, George Fort, Wm. M. Daniel, Sr., L. N. Evans, J. P. Killebrew, R. R. Atkins, John W. Rodolph, H. M. Caldwell, T. H. Harbree, E. H. Harrison, L. A. Funnstetter, Frank Negro, Matcalf Greenhouse Co., R. H. Pickering, R. L. Downer, W. A. Quarles, C. C. Cross, A. E. Nash, W. W. MacLaughlin, P. G. Dibble, Morris Rubenstein, R. A. Walker, M. T. Brockett, M. L. Cross, J. A. Rollin, J. P. Dunlop, W. A. Chambers, Eliza Theatre, Charles Cooke, M. L. Justice, Owen McKeage, E. T. Alward, Dr. Brandau, S. J. Baxter, Dr. Earl, Dr. Jefferson, Rudolph, Hach & Co., J. C. Gill, A. A. Brandau, J. A. Holloman, Jim Northington, W. J. Manning, John T. Cunningham, Judge Tyler, Q. C. Atkinson, S. W. Kelly, G. L. Welker, W. J. Smith, Mercantile Laundry, Adams-Wilson Company, Carney Auto Co., J. C. Stewart, Geo. Stacker, A. G. Wolf, Charles Gerhart, Sterling Northington, J. H. Unseid, E. H. Laurent, D. G. Brinton, B. A. Patch, H. D. Patch, Bailey Winn, Gossett & Bellow, C. J. Staton, W. W. Winter, F. M. Smith, Frank Snadon, Henry Lupton, J. M. Rogers, Mrs. Bettie Williams, W. T. Atkinson, Wallace Bryan, Dr. Beach, A. Howell, Coulter Mill & Lumber Co., C. W. Anglen, J. E. Justice, M. R. Hanner, James E. Hoard, W. B. Dunlop, Sr., E. P. Jordan, Elmer Winn, F. T. Hodgson, Wm. Bailey, Purity Candy Co., Wesley Drake, Greenwood Cemetery Co., H. D. Pettus, W. H. Carsey, W. W. Tate, Wm. Daniel, E. H. Morrow, Herbert Morrow, C. E. Smith, E. C. Morrow, James Hanratty, Jack Crouch, M. N. Munn, Rye & Hassell, C. C. Brown, Mrs. L. Michel, C. T. Rodolph, P. L. Harned, J. H. Balthrop, W. B. Anderson, N. R. Bardwell, Harry C. Gerhart, Dr. Vaughn, Julian Gracey, Frank Perkins, Louis Ladd, G. L. Porter, A. B. Broadbent, W. M. Mansfield, Dancey Fort, Matt G. Lyle, Kleeman & Co., Emory Kimbrough, E. L. Carney, L. C. Westenberger, James Dickerson, E. B. Trahern, Dr. F. J. Runyon, Clarksville Ice & Coal Co., J. M. Bowling, Mrs. Dora Adams, G. A. Wian, T. N. Walthal.

APRIL 8, 1916

STREET CARS RUN TODAY AFTER A REST OF SEVERAL MONTHS

SERVICE RESUMED AT 8 O'CLOCK THIS MORN-
ING, SET TO TUNES FURNISHED BY BRASS
BAND—BOOSTERS ABOARD FIRST CARS —
MEANS MUCH TO CLARKSVILLE.

April 8, 1916

With bands playing and everybody happy, this morning at 8 o'clock the street cars were run out of the shed on Tenth street for the first run over the tracks of the Citizens Street Railway Company. It was indeed a happy affair. Aboard were some of the directors and Loyal Clarksville Boosters. Together all the cars were run out Greenwood avenue, down Madison street to Third, down Third to Commerce, down Commerce to Second, down Second to Franklin, down Franklin to First, thence out Franklin to Tenth. Then the regular service began. Until Tenth street is repaired cars will operate, as stated in Friday's Leaf-Chronicle. One car on Franklin street line from the Public Square to Tenth street; another will be in operation from the L. & N. depot on Tenth street down Madison to the Northern Bank corner. This car will make connection with all trains, and also the car operating on the Greenwood line. The citizens who braved the rain this morning to see the cars felt that they had been repaid for their trouble. They were delighted to find that the cars presented such an acceptable appearance. They are the best looking cars we have ever had here, was the general consensus of opinion. It is indeed a great day for Clarksville business men. They have felt the loss of cars sorely since they were discontinued last winter. It affected nearly every business. The dry goods men, the grocers, the dec-

fors, the travelling men, and the hotels. Just how Clarksville business men regarded the loss of the car system can be more clearly seen if one would but recall how all responded to the call for help when it was definitely decided to bring it back. The officers who are at the head of the organization have devoted much valuable time to the work, only hoping that their work might result in some lasting good for Clarksville. Especially have Mr. Beach, the president, and Mr. Bailey, the treasurer, been active. Mr. Beach has been on the job all the time, and has watched each move that has been made, and the citizens have in him utmost confidence, and many times it has been remarked, if it can be made a success, Mr. Beach can do it, and today is the beginning. It deserves the support of our people. At one time we thought that the auto had taken its place—we let it go—we were mistaken, we discovered our error. It took months to get back in good standing, but we are back, and by the loyal support of loyal Clarksvillians we can stand firm and not regress.

Now just a word of the co-operation which has been accorded by the Electric Company in the restoration of this important enterprise. The work which the Electric Co. has done has been carried forward effectively and in accord with the agreement it has with the Citizens' Street Railway Co.

CV-3j
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already underway for the past week between a committee of local businessmen, the Chamber of Commerce, the street railway owners and Clarksville Electric Company General Manager Fitch. As a result of the meetings, this citizens' committee had secured a five-day option to purchase the line for a meager \$3,000, although later in order to fully carry out the transaction, an additional \$500 would be needed.

To carry out its scheme, the committee decided to offer shares of stock in the proposal, which they named, appropriately enough, The Citizens' Street Railway Company. Another meeting was held the afternoon of January 25th and the Leaf-Chronicle detailed the events.

The charter for the new Citizens' Street Railway Company was granted on January 28th, 1916 and it was capitalized at a lowly \$5,000. This time the sale was successful, and on February 16th, another meeting was held to authorize the issuing of the bonds for the purchase of the former Clarksville & Dunbar Cave Railway property. 245 persons were reported at that time to have taken stock in the concern and a board of directors was selected at that time. They included, W.E. Beach, H.D. Pettus, M.L. Cross, S. Newberger, W.A. Chambers, John J. Conroy and C.W. Bailey. Chosen president was W.E. Beach, vice president became M.L. Cross, secretary was named S. Newberger and the treasurer elected was C.W. Bailey.

For the duration, service remained discontinued, while work began on the rehabilitation of the system. Repairs were completed to the right-of-way and new poles were set from Greenwood Cemetery to the bridge over the L&N Railroad at Madison and Greenwood. In addition, new track was laid between these two points. The cars were

completely overhauled and remodeled and where necessary, new wire had been stretched.

Service Resumes

Prematurely, announcement was made that service would be resumed on April 1st, but that date came and went when delays were incurred. At long last, a week thereafter, Sunday, April 8th, Clarksville resumed its cosmopolitan airs with the return of a somewhat temporarily abbreviated streetcar system. At that time, three cars began to cover the service. One operated from the Public Square out Franklin to 10th and return, but could not yet operate out 10th Street itself the distance to Madison. Another car operated along Madison from the downtown Northern Bank corner out to the L&N passenger depot and connected there with the Greenwood Cemetery car that shuttled from Greenwood Junction. The schedules and events were detailed in the Leaf-Chronicle.

A week after restoration of the service, the 10th Street section had still not been opened for use, although sometime immediately thereafter the service was surely returned along the routing.

To retain confidence in the Citizens' Railway, in late 1916, the company ordered two steel cars from Southern Car Company of High Point, North Carolina, the first and only such cars to ever operate in Clarksville. Although they arrived on January 11th, 1917 and their use had been planned for four days thereafter, Clarksville was visited by a heavy snowstorm and service was suspended system wide until Tuesday, January 17th. On that date, the new single-truck Birney car began its duties and the local newspaper heralded the service as always.

NEW STREET CAR DRAWS INTEREST

Everybody Eager to See What It Looks Like and Take a Ride.

ANOTHER EXPECTED HERE WITHIN NEXT TEN DAYS

Improvements on System Evidence Good Business Management.

There used to be an old fellow who had lived all his life within a few hundred yards of the railroad. But every time a train would pass, even if he was sitting down to his meal, he would jump up and rush to the door to see it. The steam engine was such a marvel to him, that it always attracted his attention.

An interest similar to the one that possessed this man when he saw a steam engine gripped the Clarksville people when they watched the new street car make its bow to the patrons of the Citizens Railway company today. While the car probably made ten or twelve trips around the circuit during the course of the morning, each time it hove in sight there was a host of grinning faces glued to the windows on each side of the streets, inspecting, criticizing and complimenting the new car.

"It's a regular city car," "look, the doors fold up when the door closes," "it runs faster than the old

Mr. Beach stated that the factory where the car was bought promised to ship the second car within ten days of this one. Mr. Beach has not yet been notified whether it has been ordered. The next car, though, will be equipped with absolutely new trucks according to Mr. Beach.

The purchase of the two new cars less than a year after the street railway was taken over by the citizens is further evidence of the good business that has been applied by the new management. The two cars fully equipped alone cost \$4,500, and the Citizens Railway Company will be able to pay over two-thirds of this amount cash when the cars are delivered, according to the president.

Besides the new cars, the railway company has improved the system greatly by laying new cross ties. It is stated that when the car line was first taken over, there was not a cross tie in that section of the track through New Town that would hold a spike. This has all been repaired, and a great deal of danger eliminated.

So, too, another dangerous place that has been remedied was at Tenth and Commerce streets, where the street car track crossed the railroad. Formerly that was nothing but a jolt, jolt, jolt. Sometimes the trolley would fly off, leaving the car standing in the middle of the railroad track. The damage to the machinery of the car by jolting across the railroad tracks was slight compared to the danger of being struck by a train while the car was standing on the rails. This was all remedied by installing a standard crossing when the citizens took charge.

Then there is the shed with concrete floor at Tenth Street, near the depot, where persons coming in to the city, and wishing to catch a car might wait protected from the rain or snow.

The success of the Citizens Railway Company has been attributed in a great measure to the efforts and desires of the management to serve the public. By having demonstrated this at all times they have gained the confidence, support and good will of the public.

An example of its eagerness to serve its patrons has been demonstrated dur-

JANUARY 17, 1917


ing the recent bad weather. It required three days for a force of twenty men to clear out a path through the snow for the cars to operate. This cost money. It was a losing proposition for the car company, but the public said: "The big drags that were used to sweep snow from the middle of the street to one side have been a horror to the pedestrians and users of other vehicles alike."

When the Citizens Railway Company purchased the Clarksville street railway system last January for the sum of \$4,500 it was then considered hardly more valuable than for junk. The money was subscribed and paid in not more than five shares to a person at \$10 each. This was in January a year ago. The system was put in operation on April 8, less than three months later.




Since then it has been successfully running and making money as is indicated in Mr. Beach's statement that they will be able to pay cash for two-thirds the cost of the cars when they are delivered.

YOU CAN BUY STREET CAR TICKETS

FROM



**FIRST TRUST & SAVINGS BANK
NORTHERN BANK
CLARKSVILLE NATIONAL BANK
FIRST NATIONAL BANK
A.-C.-O. DRUG CO.
DICKSON-SADLER CO.
CLARKSVILLE ICE & COAL CO.
COOLEY & CO.**



AND : DON'T : FORGET : YOU : CAN : BUY : COAL : FROM

W. E. BEACH & CO.

"EXCLUSIVE DEALERS"

JANUARY 10, 1927

Would Double Fare

LOCAL CONCERN SEEKS TO BECOME SELF-SUSTAINING

CV-42
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Increase to Ten Cents Asked in Petition Filed With State Commission—Figures Show Operating Deficit—Brookhart Rumors Probe Ordered.

JAN 10 1927

Nashville, Jan. 10.—(AP Leased Wire)—The Citizens Street Railway Co. of Clarksville filed an application today with the state railroad and public utilities commission for an increase in fare from 5 to 10 cents. The petition asks an increase with the hope of making the street railway company self-sustaining. The system, it was stated in the petition, has never paid dividends.

The present fares are as follows: Straight fare, 5 cents; book of 24 tickets to adults, \$1; book of 24 tickets for children, 50 cents.

The total receipts of the street car system for 1925 were \$10,100.83 and operating expenses \$10,408.08, with 211,403 passengers for the year.

From January 1, 1926, to October 31, 1926, the receipts were \$7,571.73. Operating expenses were \$7,800.10.

The number of passengers was 101,907.

CU-43

To The Shareholders Of Citizens' Railway Co.

A meeting of the Shareholders of the Citizens' Railway Company (owners of the Clarksville Street Railway), will be held Friday, May 11 at 10:00 o'clock a. m., at the Chamber of Commerce to hear a report from the Board of Directors of the fiscal affairs of the company and to determine whether the operation of Street Cars shall be discontinued or not. Merchants, business men and others interested are invited to attend.

W. E. BEACH, President.

Clarksville, Tenn., May 10, 1928.

TROLLEY SYSTEM TO BE DISCUSSED AT MEETING HERE

MAY 9, 1928

CITIZENS' RAILWAY COMPANY OFFICIALS ASK PUBLIC FOR A VERDICT

All persons served by or interested in the preservation of Clarksville's trolley system were today requested by W. E. Beach, president of the Citizens' Railway company, to meet at the chamber of commerce at 10 o'clock next Friday morning May 11. It is hoped, Mr. Beach said, that all interested parties will attend so as to pass on what is considered a rather important question for the city.

Decision to hold the meeting Friday morning was reached at a session of the directors of the Citizens' Railway company this morning to consider the affairs of the company. In connection with the status of the company, Mr. Beach said:

"It was found that owing to the falling off in the revenue it was necessary to consider the advisability of discontinuing the operation of the street cars. In view of the service which is rendered to a number of our citizens who need transportation of this kind, it is with great deal of reluctance that the officers and directors would take action to suspend operations, and it was with this idea in mind that it was decided to call the meeting for next Friday morning." Continuing, Mr. Beach said:

← [CU-44]

MAY 9, 1928

"The reorganized company began operations on April 3, 1918, and has been of great service to the citizens, and for a number of years the passengers hauled annually amount to about 250,000, which was almost thirty times the population of the city, which figures attest the service it has rendered. The capital for rehabilitation was furnished by popular subscriptions and no share-holder has any large amount invested, but it was all contributed from public-spirited motives to furnish just such service as has been rendered. No officer has ever received any compensation for services, and all of the revenue was used for operating and maintenance. Shortly after the reorganization two new cars were procured.

"We still have citizens who use this service, and it is really a very great benefit to school children who live along the street car line, and a considerable number of people who have no means of conveyance of their own find it convenient in coming to and from their places of business.

"The railway is what might be called an institution for community service, and the directors did not feel like taking summary action in suspending operations, but preferred to have the stockholders and others interested express themselves, and it is for this reason that the Friday meeting has been called."

TROLLEY SYSTEM IS TO BE TEMPORARILY TIDED OVER

CU-45

PUBLIC-SPIRITED CITIZENS WILL SUBSIDIZE RAILWAY COMPANY WHILE ITS FATE IS INVESTIGATED BY COMMITTEE.

Whether the Citizens' Railway company will continue to operate its system here, or a bus system be substituted, will depend largely upon the recommendations of a special committee appointed this morning by W. E. Beach, president, following a meeting of persons interested in the trolley car held at the chamber of commerce at 10 o'clock. The committee was given thirty days in which to make its investigation and bring back recommendations to the stockholders of the company. The personnel of the committee includes, E. E. Laurent, Joseph A. Bollen, F. N. Smith, Mayor H. M. Cooley, Adolf Hach, John J. Conroy and O. T. Rankin.

A motion for the chair to appoint the committee was made by W. B. Dunlop, who asked that one investigate the feasibility of transportation in Clarksville and to make recommendations. In the meantime while the committee is making the investigation a number of public-spirited men pledged \$5 each to take care of the deficit each month until a definite decision might be reached.

The need of busses in Clarksville to take the place of the street cars was brought out by a number of those present, including E. N. Smith, E. E. Laurent, W. B. Dunlop, O. T. Rankin, and Julien F. Gracey. John J. Conroy, while defending the street cars, also recognized the value of the suggestion of busses and called attention to the fact that a bus run from New Providence to Clarksville and back would draw considerable patronage.

Finances Reported

In the beginning of the meeting C. W. Bailey explained the present status of the company. He said that it owes the city about \$4,000, but at present there is a fund of around \$2,000 derived from advertisements carried in the cars. The approximate cost of operating the cars is \$29 per day, \$14 for the payroll and \$6 for current. The income averages \$16.21 per day. These figures were arrived at on a basis of the last four months. The only solution to the question is to subsidize the company, or discontinue operating. Mr. Bailey announced.

Mr. Beach, who was given a rising vote of thanks by those present for his splendid and unselfish service as president, without compensation, suggested that it would not be a bad idea to discontinue the service for possibly 30 days after the schools had closed while the cars were being rehabilitated, and then if the public showed that it was in favor of their continuance, they would again be operated. If the public sentiment was for their discontinuance they could be sold for a higher price after having been rehabilitated.

Mr. Bollen explained that the two trolley cars are now transporting some 125,000 persons per annum and the class of people who ride on them cannot afford automobiles. Many are children. He said the question was whether or not the service to these children was worth \$1,000 per year, or the approximate deficit. He said he personally believed it was and declared he was willing to contribute \$250 a year for five years to continue the operation, if Mr. Beach would continue as president.

The question hinged chiefly on how could the transportation mode be best solved, and in this the more modern method of busses opposed the trolley system.

Mr. Laurent said that they should first consider how they could best serve the people. He pointed out that by busses there would be a better means of reaching the people. He said he was not against the question of transportation for those who need it, but believed that the present rail system did not supply the needs.

Smith Advocates Busses

Expressing himself as being opposed to taking a backward step, Mr. Smith said that Clarksville should adapt itself to the changing conditions and he believed two busses could cover the territory much better. Besides the cars would continue to be operated under a declining revenue which must be made up somewhere.

When he would regret seeing the old landmark pass away, Mr. Gracey said he believed that busses should be substituted for the street car system, for the day of electric operated cars for a town of this size is gone.

Mr. Hach suggested that the press conduct a census and learn if the people really were in favor of discarding the cars. He said he personally doubted it.

Deficit Made Up

Twenty-one men signed a pledge of \$5 each a month for the deficit which would arise while the committee is investigating the transportation question. The pledge states that in order to provide funds to cover the deficit in the operation of the street cars in the city of Clarksville, the undersigned agree to contribute \$5 each month until such time as the committee appointed at the meeting on May 11 makes response.

This arrangement is to continue and extending into months. From time to time by additional pledges are made, the names will be published in the *Leaf-Chronicle*. Those signing this morning include John J. Conroy, Ed Helmsman, Adolf Hach, Julien F. Gracey, S. Newberger, Sterling Fox, Morris Lamer, Wesley Drake, Mayor H. M. Cooley, Merrimack Laundry, Harris McKeenleys, B. E. Winn, Jesse Eaton, W. B. Dunlop, R. A. Walker, Rankin & Ferguson, Roy Freeman, H.

Ed. Cooley, E. E. Laurent, Joseph A. Bollen, and F. N. Smith.

There is no question that the private automobile was playing havoc with the street railway and beginning in early September of 1917, when the city undertook a massing paving project to which the street railway was asked to subscribe, street railway officials advised the city that was totally unable to meet the expense. Thereafter, however, the Citizens' Railway did agree to contribute \$4,000 towards the total \$39,000 undertaking. Beginning February 25th, 1918, the old rails were removed along Franklin Street and although the city desired to permanently remove the carline along Franklin Street from the Square to 3rd Street, property owners in the area prevented that action from being taken. It was not until April 30th that Franklin Street could once again be opened for traffic. When service did resume, from then until the demise of the trolleys, whenever a car operated along Franklin Street, the new steel rails that had been laid in concrete with no cushion to it, caused the cars to produce a rumble heard over the entire downtown!

The End Is Hastened

Despite the advent of the private vehicle and the introduction into Clarksville of the nickel jitney then plaguing the country, the Citizens' Railway Company managed to stay in business for over twelve years, despite the reportedly dangerous trolley wire reported by 1926 to be in total disrepair. The company might have struggled on for several more years because of community pride, had not a tragedy befallen the line that brought the end to the colorful operation.

On the night of Saturday, October 2nd, 1926, as High Point-built Car No. 5 approached the L&N Railroad passenger depot on the 10th Street grade there at that point, it skidded helplessly into the path of Train No. 102 northbound from Memphis to

Louisville. When it was over, one life had been claimed and four had been injured. As a minor follow-up to the first incident, only six days later, Car No. 4 collided with a private automobile that badly injured constable W.T. Perry. On October 6th, the widow of Charles Yarbrough who had been killed in the accident, filed a \$25,000 suit against the Citizens' Railway Company, the L&N Railroad and the City of Clarksville.

On January 10th, 1927, the company petitioned the Tennessee Railroad & Public Utilities Commission for the right to double the fare to 10-cents, as well as amend the children's fares also. Two days thereafter, President W.E. Beach advised that the adult fare would only be raised to 7-cents instead of the petitioned for 10-cent consideration.

The End Approaches

In 1916, when the Citizens' Railway had been created, the company had carried in excess of 250,00 patrons annually. By 1927, only 101,000 could be mustered aboard. On May 9th, 1928, an article in the local newspaper vividly detailed the plight the company was then going through.

The results of the May 11th meeting were detailed in the local paper and it was hoped that a reprieve could be had to address the problem at hand.

The final end came, however, July 16th, 1928. The Citizens' Railway Company breathed its last breath, when the Kentucky-Tennessee Light & Power Company, to which the street railway was delinquent in payment for power for several months, pulled the juice that brought the cars to a final halt.

It would take until 1946 for Clarksville to once again be served in some

CU-38

ONE KILLED, FOUR INJURED IN TROLLEY-TRAIN WRECK

Charles Yarbrough, Prominent Seven-Mile Ferry Road Resident, is Victim of Crash Saturday Night—Family of Three Remains in Hospital.

A family of three, Oscar Stone, 21, employer of Evans & Co. lumber man, his wife, Mrs. Oscar Stone, 21, and their child, Earl, 7, remained in the Clarksville hospital today receiving treatment for injuries sustained at 7:40 o'clock Saturday night when the Citizens Railway Company's Bell Line trolley, No. 2, was struck and practically demolished on the Tenth street crossing by L. & N. passenger and mail train, No. 102, northbound, Memphis to Louisville, drawn by two locomotives.

Mary Marshall, Negress, Greenwood extended, the only other person known to have been injured, was at her home suffering from a fracture of her right arm. Charles Yarbrough, 64-year-old blacksmith and filling station operator on the Seven-Mile road, the only casualty in the crash, was buried at 4 o'clock Sunday afternoon in the Bazzett cemetery near Palmyra. Services were conducted at the grave by the Rev. B. B. Pranning, pastor of Madison street Methodist church.

The Stone family, while remaining in the hospital, are not reported seriously injured. Earl Stone was bruised more painfully than his parents, he receiving a bad laceration on his right side in addition to lacerations about the face. Mr. Stone received painful bruises over the body, but his condition is not serious. Mrs. Stone escaped with only slight scratches.

When the accident was seen to be inescapable, Mr. and Mrs. Stone made for the rear door and were in the act of alighting, it was said, when they saw Earl Stone had started for the front door. Stone returned for the boy when the train struck the car.

It is not known exactly where Mr. Yarbrough was located when the collision occurred. Some believe he was attempting to alight from the front step when struck by the locomotive. His body was horribly mangled. Russell Richardson, a trolley operator, had just crossed the car line when he saw the approaching train. Stopping his automobile he saw a man step off of the front step of the trolley car on the left side. Total darkness surrounded the scene when the train struck the car. Whether this was Yarbrough or a passenger who escaped uninjured, Mr. Richardson is unable to say.

Mary Marshall escaped from the rear door and was struck by part of the car resulting in her arm being fractured. She was taken to the Burt Infirmary, her body removed to her home.

Slippery Tracks Cause

Hogne told a Leaf-Chronicle representative this morning that he applied his brakes where Commerce street crosses Tenth street and the car checked but did not stop. Two passengers, a ticket agent of the Louisville & Nashville Railroad Company at Guthrie, and his wife escaped from the slowly moving car, but Hogne is uncertain whether anyone else left at that time of day. As the car slid down the rails, slippery from water oozing from a broken water main, Hogne said he applied all four brakes and called for R. F. Parker, conductor, to also throw on brakes. Seeing this did not stop the moving trolley car and knowing that the train was almost on them, Hogne said he threw his switch key in reverse in a final effort to stop. Parker called out for everybody to leap for their lives. As the car skidded onto the railroad tracks, Hogne said he leaped from the right front door when the train was within three feet of him. Parker leaped from another door about the same time.

Yarbrough Well Known

Mr. Yarbrough is survived by his widow, Mrs. Lavau Yarbrough and six children Mrs. Oliver Evans, Nashville, Boston and Edward Yarbrough, St. Petersburg, Fla.; Arthur Yarbrough, Clarksville; Mrs. E. T. Wickham, Sango community, and Mrs. Charlie Wickham, Palmyra, Tenn.

Mr. Yarbrough was a native of Salem community and was reared in that section of the county where for many years he was a successful farmer. Moving to the Seven-Mile road in few year ago, he established a blacksmith shop and filling station business which was also successful. Quiet and unassuming, he enjoyed the respect and friendship of all who knew him. He was a member of the Methodist church.

Mr. Yarbrough came to Clarksville late Saturday afternoon chiefly to subscribe for the Leaf-Chronicle. About 6:30 he entered the newspaper's office and was given a receipt for his subscription when an hour and a half later established his identity. The body was taken to the Turley funeral home and for some time his identity was confirmed, many believing

he was another man. A representative of the Leaf-Chronicle finally identified him after seeing the receipt in his pocket-book which had been taken from his pocket and put into a safe. Members of the family were then summoned and completed the identification.

Car Destroyed

The street car was practically destroyed. The loss will amount to \$1000 or more and may necessitate the purchase of another car. The front end was wrecked and seats were crushed and splintered as far as midway the car. No insurance was carried. The shattered trolley was removed to the shed on Tenth street Sunday morning and by 11 o'clock the debris was cleared away.

Little damage was done to the train. The pilot (cow) catcher was battered in and the headlights broken. However, it was able to continue on its schedule within twenty or thirty minutes. The engineer of the train was Ben Gillman and the conductor was A. J. Hooker.

A little dog belonging to Mr. and Mrs. Parker on the street car at the time of the collision, failed to follow his master to safety and died with his boots on. The little animal, a fainter pet, was cut to pieces. His body ground into chips, was scattered about the wreck while spectators walked about unknowingly in his blood. Partial darkness overhung the scene of tragedy for an hour or more and hundreds of people, both curious and anxious, crowded about the wrecked and splintered car.

CV-39

One Life Lost; Four Injured Here

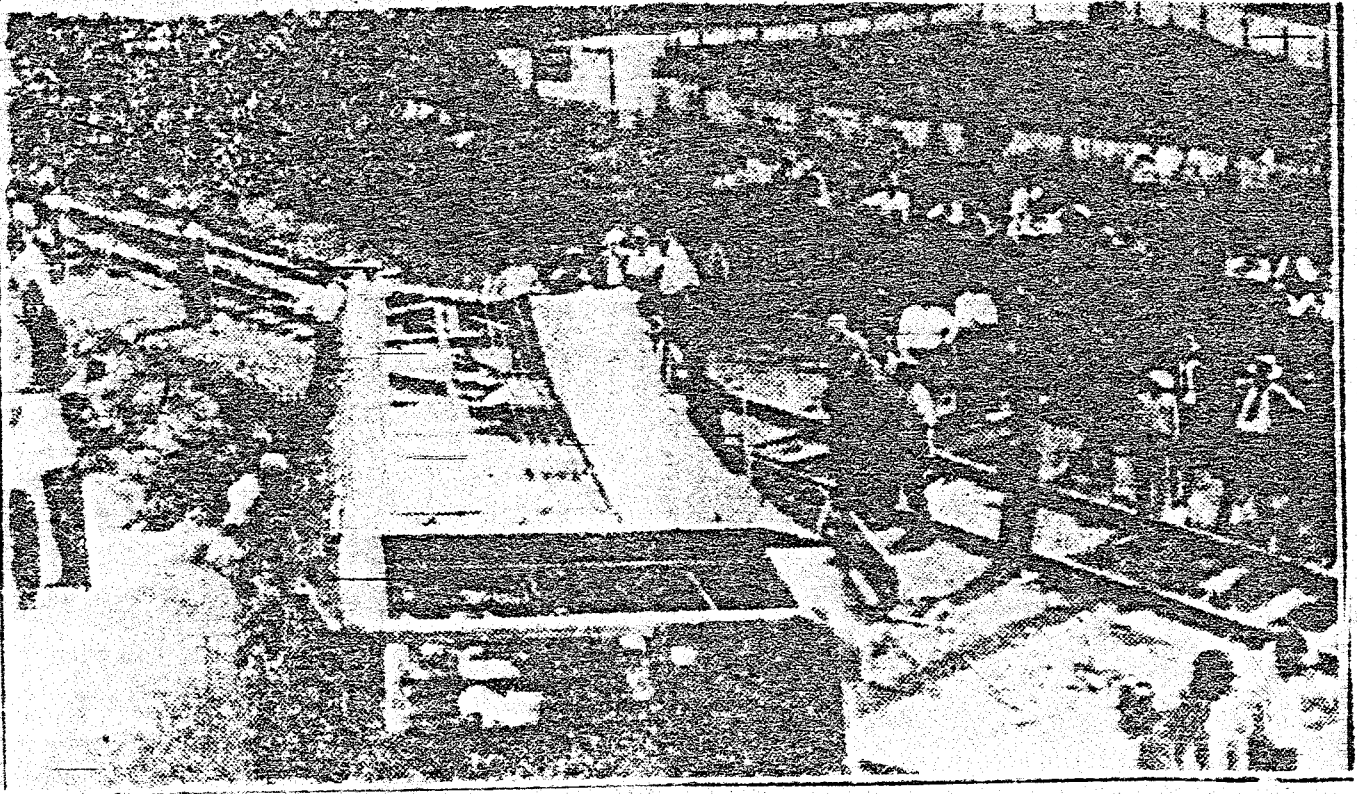


Photo by Kenneth Grizzard

Wreck of the Citizens' Railway Company's trolley derailed and damaged last Sunday night when hit on the Lee Street crossing by Louisville & Nashville passenger and mail train No. 102 northbound Memphis to Louisville. One man was killed, a family of three and a Negroess injured in the crash.

OCT 7-26

CU-40

DAMAGE ASKED IN ACCIDENT DEATH

MRS. YARBROUGH SUES CITY
TROLLEY COMPANY AND
L. & N. RAILROAD

OCT 7-26

Damage of \$25,000 is asked by Mrs. Atlanta Yarbrough, widow of Charles Yarbrough who was killed last Saturday night when Louisville & Nashville passenger train No. 102 struck a street car of the Citizens' Railway Co. at the Tenth-street crossing, in a suit filed this morning by her attorneys Judge A. R. Gholson and Niles E. Cunningham. The style of the suit is Mrs. Atlanta Yarbrough versus the L. & N. Railroad, the City of Clarksville and the Citizens' Railway Co.

The petition alleges negligence on the part of all three defendants. It charges that the engineer on the train which struck the car could have easily seen the car was out of the motorman's control in plenty of time to have brought the locomotive to a halt before striking the car. The city, the bill charges, did not use due care in repairing the leak in the water pipe which is said to have made the street car tracks slippery, and the street car company was negligent, the petition alleges, in failing to keep the sleek rails covered with sand so as to prevent the car from sliding.

The case will be returnable on the fourth Monday in October, but cannot be tried before the February term of the circuit court. R. A. Gardner, city attorney, will represent the city at the hearing and John S. Daniel and Howard Savage are the L. & N. Railroad's attorneys. The street car company had not employed counsel this afternoon.



OFFICER INJURED IN A CAR CRASH

OCT 9-26

W. T. PERRY'S AUTOMOBILE IS DEMOLISHED—COLLIDES WITH WITH A TROLLEY.

W. T. Perry, District 13 constable, is in a painful if not serious condition at his home, suffering from injuries consisting of deep cuts and bruises he received about 9:15 o'clock Friday night when his small touring car collided head-on with Trolley No. 4 of the Citizens' Railway Co., on Madison street. Perry was rendered unconscious for several minutes by the impact, and was first thought to have been fatally hurt. However, a physician who was summoned for first aid, pronounced that his injuries were more painful than serious.

Perry sustained deep lacerations on the chin and upper lip, a bad bruise on the forehead, minor cuts on the head and cheeks, and a severe bruise between the chest and stomach, thought to have been caused by the steering wheel rod.

A large locomotive engine ran a street car off the track, but when a "Pirver" tries the stunt, the smaller vehicle gets the worst of the wreck, Perry is convinced. His touring car, in which he was en route home, traveling east on Madison street, was a complete wreck, and according to local garage men, is beyond repair. The radiator and motor were driven back underneath the front floor board and the automobile's length was shortened about three feet, resembling somewhat a closed accordion. Several window lights in the street car were shattered but no one on the car was injured.

Perry stated this morning that he did not see the car approaching, and did not believe its head light was burning. Conductor Tom Nichols, however, said the light was burning, and when he saw that the car meeting him was not going to steer out of the tracks, he immediately began applying the brakes. He stated that when the cars collided, the street car had almost come to a stop. Perry is said to have told Henry Sexton, conductor on the car, who was the first one to reach him after the accident, that he didn't see the car approaching him.

TROLLEY SERVICE SUSPENDED HERE

July 17, 1928

Chances for Restoration Not Yet Announced

July 17-28
"Yes, we have no street cars today. There was no juice to pull them this morning and the old familiar trolleys were missing from the streets.

Whether they will come back is problematical. W. E. Beach, for the past twelve years president of the Citizens Railway company, stated this morning that two of the directors—John J. Conroy, one of the most active—and S. Newberger, were out of town and that no meeting had been planned.

Mr. Beach said, however, it was his personal hope and desire that one car might be restored to operate at a reduced number of troops—say three each morning, then at noon and three in the afternoon. The car, under Mr. Beach's plan would operate around the belt line and on the Greenwood trip, benefiting the residents of the latter section who have no other conveniences and depend entirely upon the street car system for transportation to and from their work and other activities.

A number of expressions of regret that the trolley system had been discontinued, were heard this morning.

Employees Grateful

Through Allen H. Harris, for the past 12 years general superintendent of the Citizens Railway company, the employees this morning expressed their deep appreciation to the officials of the company for their long employment and prompt payment of wages. "We have never failed to receive our weekly pay on Friday," Mr. Harris said, and officials of the company have always been considerate and courteous toward us. There are now four other men on the payroll at present. They are Henry Sexton, R. F. Parker, Joe Rosson and Arthur Rosson, all motormen.

Mr. Harris has for 25 years been connected with the street railway system in Clarksville. Since its re-organization in 1915 he has been superintendent. Prior to that time he was master mechanic or shed man.

There may yet be an opportunity to adjust troubles of the street railway company and service restored. It was indicated this morning by people interested in it.

"It is true," said President Beach, "that the company's revenues had been so reduced that we could not meet operating and upkeep expenses with the service we were giving."

manner by public transit, but this time, the Clarksville Transportation Company would operate in the form of the gasoline motor coach.

The colorful trolley era had been brought to a sad demise.

WORKING ROSTER OF THE CLARKSVILLE STREET RAILWAY SYSTEMS AS OF AUGUST, 1981

Note: Starred (*) items are not verified, and only are inserted because of their probability. All other items are verified.

Clarksville Street Railway Company
Horse Cars

Road Number	Type of Car	Builder	Date Built	Motors	Controls	Remarks
1	Horse	St. Louis	1885	-----	-----	One of the enclosed horse cars was named "Greenwood". Upon electrification, some may have been used as trail cars. Boers for 1899, listed three trail cars and 7 horse cars, though electric operation began 1896
2	Horse	St. Louis	1885	-----	-----	
3	Horse	Stephenson and Brownell*	1885	-----	-----	

Electric Cars

1-3*	Closed	J.M. Jones Sons	1896	2-GE800	2-GE1000*	26' long
12-14*	Open	J.M. Jones Sons	1896	2-GE800	2-GE1000*	No. 12 later became No. 13. 26' long
9(?)	CLOSED	?	?	?	?	Second hand. From BALTIMORE?
20-22	Open	Danville	1910	2-?	2-?	Later enclosed, re-numbered 1-3. Car No. 20 may have originally been 19.
4-5	Closed	Southern	1917	2-?	2-?	No. 5 destroyed in 1917 wreck. These were the only steel cars in the system.

All of the electric cars had double end controls, single trucks, hand brakes no sanders and two 25 hp motors each.

Greenwood Avenue Street Railroad Company
Horse Cars

Road Number	Type of Car	Builder	Date	Motors	Controls	Remarks
?	Open	?	1890	-----	-----	Conflicting information lists two open and one closed car. Another source lists two closed, one open car. Numbers probably were 1-3.
?	Closed	?	1890	-----	-----	

WORKING ROSTER OF THE CLARKSVILLE STREET RAILWAY SYSTEMS AS OF NOVEMBER 21, 1975

Note: Starred(*) items are not verified, and only inserted because of their probability. All other items are verified.

HORSE CARS

<u>Road Number</u>	<u>Type of Car</u>	<u>Builder</u>	<u>Date Built</u>	<u>Motors</u>	<u>Controls</u>	<u>Remarks</u>
7	Horse	St. Louis	1885	----	----	One of the enclosed horse cars was named "Greenwood". Upon electrification some of these may have been used as trail cars. Electric operation started in 1896, and Poors, 1899, listed three trail cars and 7 horse cars!
7	Horse	St. Louis	1885	----	----	
7	Horse	Stephenson and Brownell*	1891*	----	----	

ELECTRIC CARS

1-3*	Closed	J.M. Jones Sons	1896	2-GE800	2-GE1000*	26' long.
12-14*	Open	J.M. Jones Sons	1896	2-GE800	2-GE1000*	Number 12 was later renumbered 13. 26' long.
20-22	Open	Danville	1910	2-7	2-7	Later enclosed and renumber 1-3. Car #20 may have originally carried the number 19.
4-5	Closed	Southern	1917	2-7	2-7	No. 5 destroyed in wreck 1917. These were the only steel cars in the system.

All of the electric cars had double end controls, single trucks, hand brakes, no sanders, and two 25 hp motors, each.

100-47

ROSTER

CREDIT: JAMES J. BUCKLEY
DAVID H. STEINBERG

CLARKSVILLE STREET RAILWAY COMPANY
HORSECARS

<u>NO.</u>	<u>BUILDER</u>	<u>DATE</u>	<u>NOTES</u>
1-2	BROWNELL	1885	One car named "GREENWOOD." UPON ELECTRIFICATION, ONE WAS USED AS A LINE CAR, A SECOND MAY HAVE BECOME A SPRINKLER CAR. LATER THEY MAY HAVE BECOME TRAIL CARS. CAR NO. 3 SMALLER THAN NOS. 1-2.
3	STEPHENSON OR BROWNELL	1886	

In April, 1894, company reputedly had 7 horsecars,

GREENWOOD AVENUE STREET RAILROAD COMPANY

1-3(?)	?	1890	TWO OPEN SUMMER, ONE CLOSED CAR
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ELECTRIC CARS

<u>NO</u>	<u>TYPE</u>	<u>BUILDER</u>	<u>DATE</u>	<u>MOTORS</u>	<u>CONTROLS</u>	<u>NOTES</u>
1-3	CLOSED	JONES' SONS	1896	2-GE 800	2-GE 1000	26-ft long. JONES WAS IN WATER LIET, NEW YORK
12-14	9-BENCH OPEN	" "	"	"	"	NO. 12 BECAME NO. 13. 26-ft long
9(?)	CLOSED-	BRILL	1893	2-?	2-?	SECOND-HAND FROM BALTIMORE CITY PASSENGER RY. CO. #323. LATER 1523, 1923, 2023. SECURED 1966. LATER ENCLOSED AND RENUMBERED 1-3. NO. 20 MAY HAVE BEEN NO. 19
20-22	7-BENCH OPEN	DANVILLE	1910	2-?	2-?	
?	CLOSED	BRILL	1902	2-GE ?	2-GE-1000?	THREE CARS. 26-ft long
4-5	CLOSED	SOUTHERN	1917	2-?	2-?	ONLY STEEL CARS. NO. 5 DESTROYED IN WRECK 1927.

April 1897, company reputedly had: 6 ELECTRIC, 3-TRAIL CARS, 7-JONES-BUILT HORSECARS
 In 1902, " " " : 7 " , 2- " " , OTHERS SAY 3 CLOSED, 3 OPEN, 4-ELECTR. 2-TRAIL CARS

ALL ELECTRIC CARS HAD DOUBLE-END CONTROLS, SINGLE-TRUCKS, HAND BRAKES ONLY AND NO AUTOMATIC SANDERS 65

TENNESSEE

ELECTRIC STREET RY CO OF CLARKSVILLE, TENN.
successor to CLARKSVILLE ST. RY. CO. sold at fore-
closure 6-9-96

CLARKSVILLE ST RY CO chartered 8- -83
1890 census 7.74 miles 3 cars 16 horses
4/94 4.2 miles 7 horse cars Stephenson & Brownell
cars

ELECTRIC ST RY CO of CLARKSVILLE, TENN.
Chartered 6-13-96
4/97 5.5 miles 6 motor 3 trail 7 horse JONES cars
JONES' SONS CAR CO., Watervliet, NY

5/02 5.5 miles 7 motor 2 trail
1902 census 3 closed 3 open 4 motor 2 trail
10/05 5.5 miles 7 motor 2 trail
1907 census 3 closed 4 open 5 motor 2 trail

CLARKSVILLE RY & LIGHT CO
Chartered 1910?

1911 ~~cars~~ 9 cars

Acq #06 1 ST Closed motor ex-Baltimore Brill 5481*93
Baltimore City Passenger Ry Co. 323
United Rys & Electric Co. 1523, 1923, 2023

DANVILLE 540 1910 4 7-bench 20-23 rblt to closed

CLARKSVILLE & DUNBAR CAVE RY CO change of name
10-4-12

CITIZENS RAILWAY CO
acquired above 1916

2 ST Closed Southern 1916 5 & 6

12 & 14 were 9-bench motor cars

Clarksville St. Ry Co

In April, 1894, reputedly had 7 horse cars - Stephenson and Brownell Cars

Electric St Ry Co of C.T.M

In April, 1897 reputedly had 6 motor, 3 trailers, 7 horse Jones Cars
(Jones' Sons Car Co - Waterwich, N.Y.)

In 1902, Co. had 7 motor, 2 trailers. Others say 3 closed, 3 open, 4 motor,
2 trailers

In 1905 Co. had 3 closed, 4 open, 5 motor, 2 trailers
In 1906, Co. Acq. 1 S.T. Closed Motor, ex Batham Safety Car Co, 223, URF 1523, 1923, 2023, (Bel. Brill, 1893)

Clarksville Ry & Light Co

In 1911 had 9 cars.

In 1910 4 7-Bench Cars bought from Danville No 20-23. Reltd. to closed cars

In 1916 2 S.T. Cars bought from Southern No. 5-6

(Cars 12, 14 were 9-Bench motorized Cars)