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Elmwood Station



A LINWORTH UNITED METHODIST CHURCH MINISTRY

Linworth Historical Society Newsletter

Linworth United Methodist
Church
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A Step Back In Time

With Long-time Resident and Church Member

Rhea Beard

“Memories surfaced and feelings emerged that could not be conveyed in just a note. So by giving you a glimpse of Linworth as it was around 1910 I shall share some of these with you.”

“In the early part of the 20th century, Linworth (formerly Elmwood) looked very much like it did when we were children, except for some changes at the corner, the roads, and the increase of automobile travel.”

“Our church still stands, and is now a bookstore. Most of the homes which I knew have been razed. The two-room school, which later became a residence, was located on the northwest corner of Linworth and Granville Roads. This was one of the three schools in our district. The others were South Perry and the school on Smokey Row.”

“Each teacher had four grades: one through four and five through eight. The rows of ink-welled desks were tightly secured to the floor. We sat and sat - reciting, doing our work, or, as I often did, doing the work on the blackboard placed there for the pupils in the grade ahead of me. Miss Evans (1st and 2nd) and Miss Brown (Rachel, 3rd) were my two teachers in those grades. Both were kind and I have fond memories of that time.”

“The Perry Township Schools were consolidated in 1918, the year when I was ready for fourth grade. That building, which still stands, had four classrooms with two grades in each room. It accommodated the children from the three schools, the Linworth pupils walking and the others arriving by bus.”

“The Hocking Valley (Elmwood) Depot, where my father was the agent, was the center for telegraphing train messages and sending personal telegrams; receiving and sending freight; waiting on passengers to purchase tickets; setting light signals for the trains and tossing



On January 10, 1877, a passenger train stopped at a new village called Elmwood, or as we know it today - Linworth.

the bagged mail into the mail car or placing it on a pole to be plucked off by a metal arm that was on the mail car. Watching this last one was fun, as was riding a box car when switching cars took place.”

“One of our ministers said it was the intellectual center of Linworth.”

“The Linworth Farmer’s Exchange was a grain mill which served the farmers in the
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area. It was east of the railroad where a lumber company is now located. There the farmers took their grain to be ground for their own use or to sell to the Farmer's Exchange. A railroad spur served it as it does the lumber company today."

"Just east of the mill was the grocery store of Alice Neds' father, Marky Smith. Formerly, this held the grocery store and coal business of my father, John Beard, and his brother Eli. Alice's father was a comfortable friend and waited on me with patience. Choosing one-cent-a-piece candy took time and it was great fun!"



Linworth Farmer's Exchange - organized in 1920



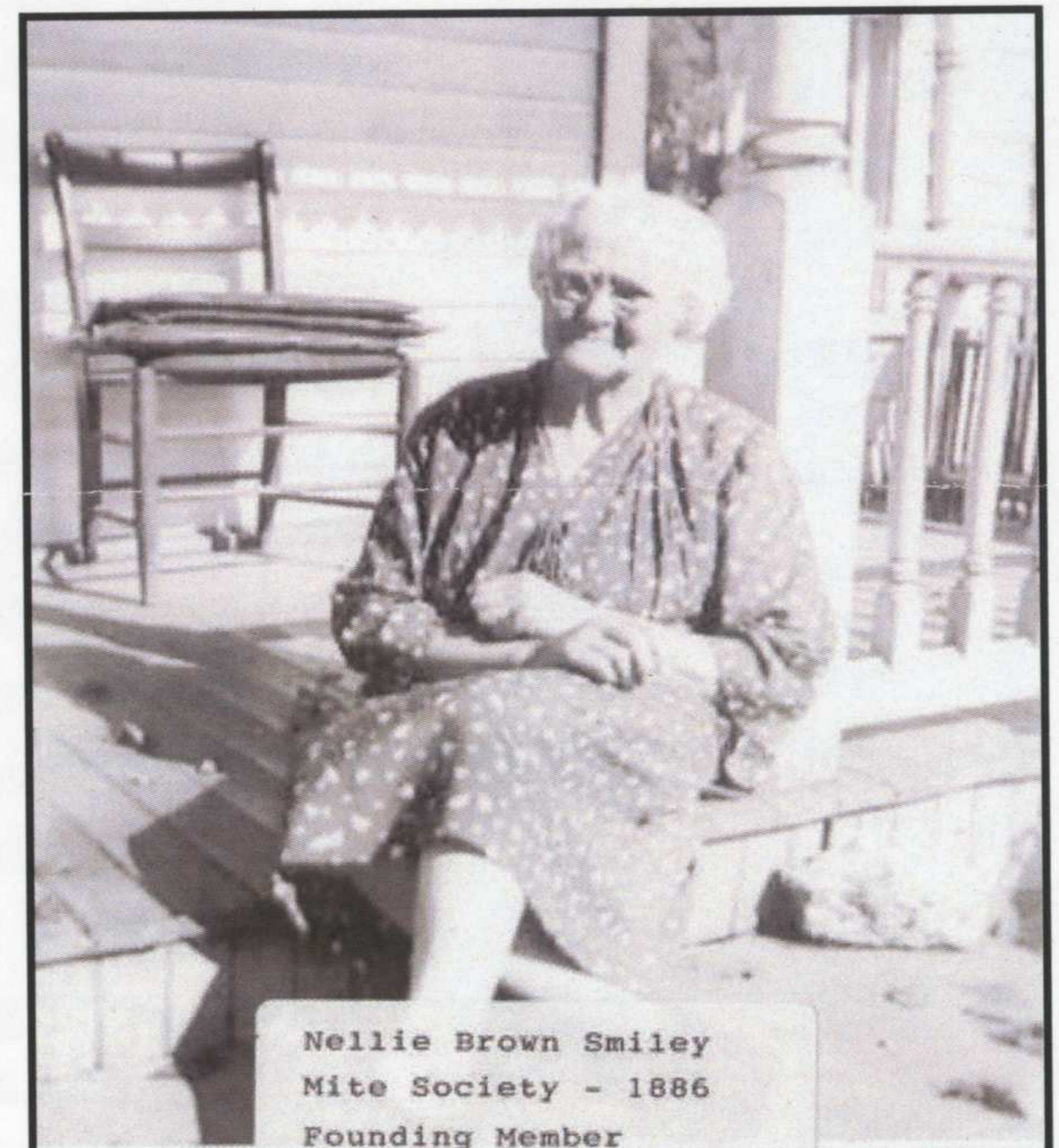
Deardorff's General Store

"Across from the mill was Deardorff's grocery store in which the old post office was located. Their meat shop was in a small building back of the store. That made for a cold run in the winter-time. Mr. Deardorff, Ike's father, was a courtly man. Katie, his wife, helped in the store, calling everyone Honey along with other street talk. This was an interesting contrast for a child to experience. Later, Ike and his wife Lenora, who had been a teacher in Linworth, took over the store. They reversed his parents' roles, as Ike was the jokester and Lenora more serious. They ran a good store. Choosing candy was delicious fun!"

"These businesses, along with the church, the school, and homes on the roads in all four directions and those on the two streets that we called alleys constituted our neighborhood, because people seldom moved, except within the area. Some families have been in our area for four generations. There was no anonymity within reach of our everyday life."

"At this early time, the roads were unpaved. Each summer they would be oiled to allay the dust. Some time during the second decade, they were surfaced with tar, to which stones were added. At some later point, Governor Day came up with a more durable mixture which was called hot mix. More horses than cars traveled on the early roads. Horses clip-clopped with a man astride or pulling buggies or wagons. People walked along the edge or in the middle of these roads unless a cinder path was available."

"At some point in my childhood, walking at night was made easier by the coal oil lamps that were in front of some homes. These resulted from a project by the Ladies Aid Society of the church, or The Thimble Club. We had no O'Leary, as in *The Lamplighter* by Robert Louis Stevenson, so each family was responsible for the nightly lighting.



Nellie Brown Smiley was a founding member of the Ladies Aid Society. They formed The Mite Society in 1886 to help raise funds for the construction of a new church in Elmwood.