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Wilson Bridge Road



A LINWORTH UNITED METHODIST CHURCH MINISTRY

Linworth Historical Society Newsletter

The End of an Era



Train # 36

The Columbus to Toledo Railroad Line was completed in 1877. Train stations were built along the route in selected cities and small towns.

Elmwood Station was an exception. Located on the north side of the Dublin to Worthington Pike, a village began to form after construction of the depot was completed and in full operation.

Large amounts of water needed for the steam locomotives brought about the building of a large pond and water tower north of the station. (now McVey Boulevard and Brookbend Drive)

Large holding areas and livestock pens were built east of the tracks (Hutchinson Street). Homes, a blacksmith shop, a general store and a post office soon followed. The village was growing and would have the same name as the railroad station—Elmwood.

Passenger, mail, livestock and freight services were provided to local residents, merchants and farmers for the next 70 plus years. Old #36 is shown in the above picture making one of the last flag stops for passengers in 1948. The station remained open and active for seven more years, shipping and receiving freight, livestock and mail.

Elmwood's name was changed to Linworth in 1910.



Elmwood Station
1932

Water Tower Can Be Seen North of the
Station and East of the Tracks

Memories

“Around the turn of the century, my father, John Beard, was station master. My mother used to tell me that before the automobile came along, four or five passenger trains would stop at Elmwood Station every day.

There was even a horse drawn wagon that transported train passengers back and forth between Dublin and Elmwood”.

Charlotte Southard Schurtz

(Charlotte now resides in Louisiana, but she is a former resident of Linworth and member of Linworth United Methodist Church.)

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The Mission of Linworth United Methodist
Church is to make disciples for Jesus Christ by:

Creating Community
Growing in Christ
Serving the World

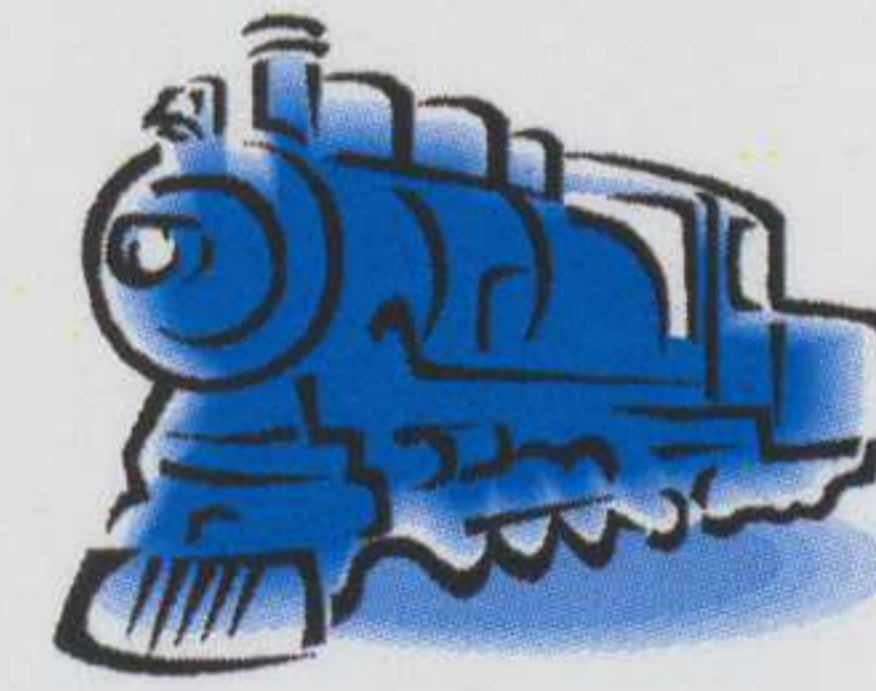


Bill Lewis—Long-time Linworth Methodist Church Member

Bill Lewis Remembers Steam Locomotives

“I was a fireman on the steam locomotives from 1947 to 1958. It was nothing to work 16 hour days. I would shovel eight to ten tons of coal into the fire box and we would use over 20,000 gallons of water. That’s why you saw so many ponds and water towers along the train routes.”

Bill Lewis—2006



Linworth (Elmwood) Station Closes

When John Beard died in 1919, Wolf Clark became stationmaster. He held the position until he passed away in 1955. He was not replaced, and Linworth (Elmwood) station soon closed for good. The Historic Building stood empty until it was razed in 1965.



Linworth Crossing 1950

A diesel engine is helping a steam locomotive make the uphill grade from Columbus to Powell. Several miles north of Powell the diesel would disengage and return to Columbus. The steamer would continue on to Toledo pulling the long train of coal cars.



An Era Ends

By the early 1950’s diesel engines were replacing the steam locomotives. The era of the old steamers that had served Elmwood and Linworth for more than 73 years was over.



**Elmwood (Linworth) Station Razed
1965**

Photos Courtesy of Bill Lewis

