

It Didn't Take Long To Lay City Trolley Tracks

Jamestown Evening Journal

BL April 28, 1893

A gang of about 60 men commenced work this morning on Main Street between Second and Third Streets to lay a branch of the electric street railway lines on this street. It will take a very short time to complete this work with the large force of men employed.

The company's franchise for this part of Main Street was granted when the right to change the motive power (from horse to electric) was given, Feb. 3, 1891.

Among the other streets on which the company was given permission to lay its tracks at that time, and which have not yet been occupied were Eighth Street from Main to the Boatlanding, Fourth Street from Second to East Street, East Street to Fifth Street, and Fifth Street to Main Street.

Also on Warren Street from Allen to Newland Avenue; Newland Avenue to the first laid-out street east of Baker Street

thence to Baker Street; Baker; Sprague Street to Palmer Street; Palmer Street to Hallock Street; Hallock Street to Ashville Road.

Also Cherry Street from Second Street to First Street; First Street to Main Street; beginning at Winsor Street on Chandler Street Extension to Allen Street; Allen Street to Winsor Street.

The right to the use of these streets will be surrendered by the company unless the lines are built by the 3rd day of February, 1894.

The company will next week commence laying of its double track on East Second Street.

June 3, 1893

An electric railway is to be built to Celoron at once. The Jamestown Street Railway Co. with its customary energy will push the work to completion so as to

have the cars running to this beautiful point this season.

A large force of men will be put to work and it is expected to have the road in running order in the remarkably short space of 20 days.

The road will follow Jones and Gifford Avenue for the whole distance. The grade is good and the work of construction can be carried on with dispatch.

This line will open a large section of country to settlement and give a great impetus to operations at Celoron, where there are already a good hotel and a number of cottages. It is hardly necessary to add that the construction and equipment of the line will be first class in every respect and that it will be in keeping with the system now in operation. It will be a decided advantage to the city and the lake.

It is the intention to make Celoron a park with all manner of amusements, bathing facilities and the lake for the especial enjoyment of Jamestown people. The place will be lighted electrically. As the point cannot be made a city park, it will be the next thing to it and the people will have easy communication with it.

June 29, 1893

The Celoron extension of the Jamestown Street Railway has been connected with the main line at the boatlanding bridge and the track is now finished to within a quarter of a mile of Celoron.

The company expects to have cars running over the new line on July 4. Had it not been for a delay in shipping the material, the work would have been accomplished sooner.

It is the intention of the company to run

cars to Celoron every 15 minutes during the summer months.

Seven cars are now running on the Lakewood division and trips are made every ten minutes.

Four of the ten new houses which are being erected by the company just west of the car barns are nearly completed and will be ready for occupancy in the course of a month.

The foundations of the new double flats which are also being built for the company's employees are completed and the work will be pushed as fast as possible.

The pupils of Mrs. Cobb and Mrs. Pardee's music school will on Saturday morning have the honor of the first ride on the double decker, which has been chartered by Mrs. Cobb and Mrs. Pardee to convey them to Lakewood and return.

EDITOR'S NOTE: This article is from material compiled by Martin Arend and Victor Norton Sr., courtesy of C.T. Arend, Victor Norton Jr. and the Fenton Historical Society. It was and prepared by Homer L. Danielson.

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