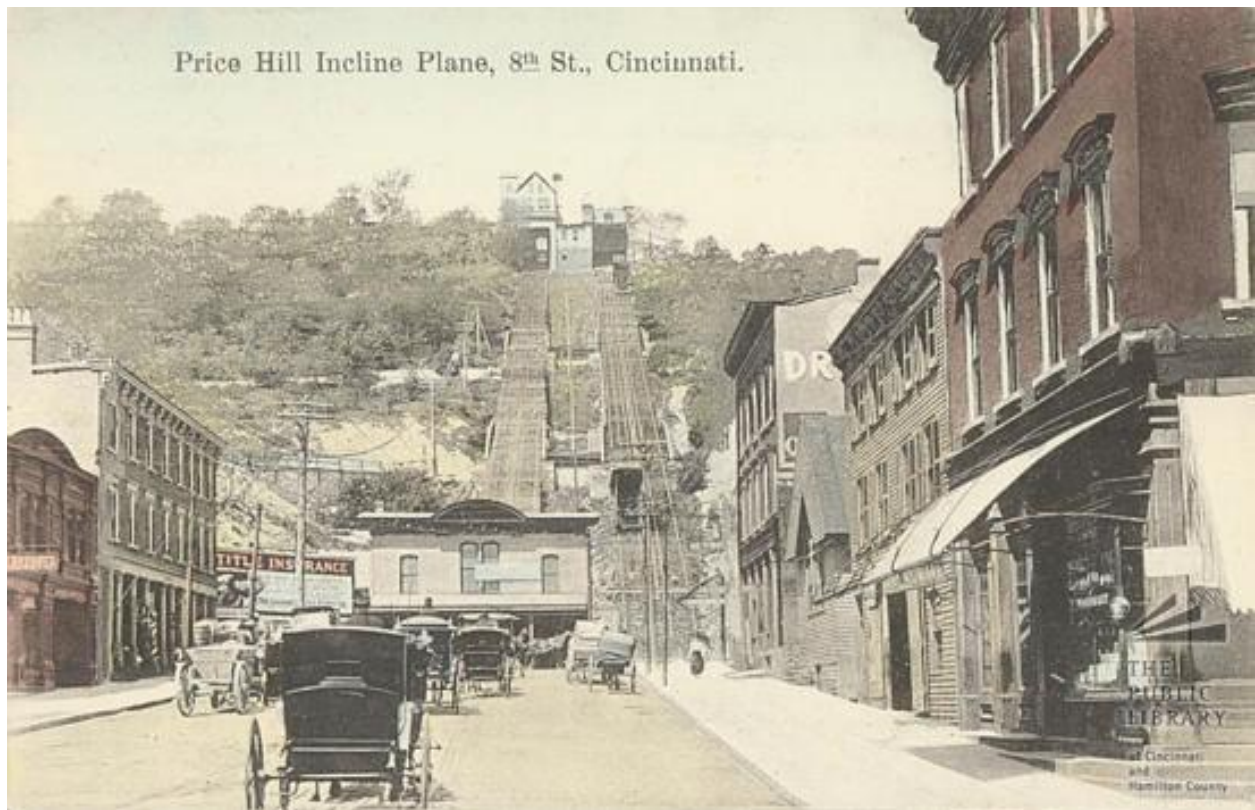
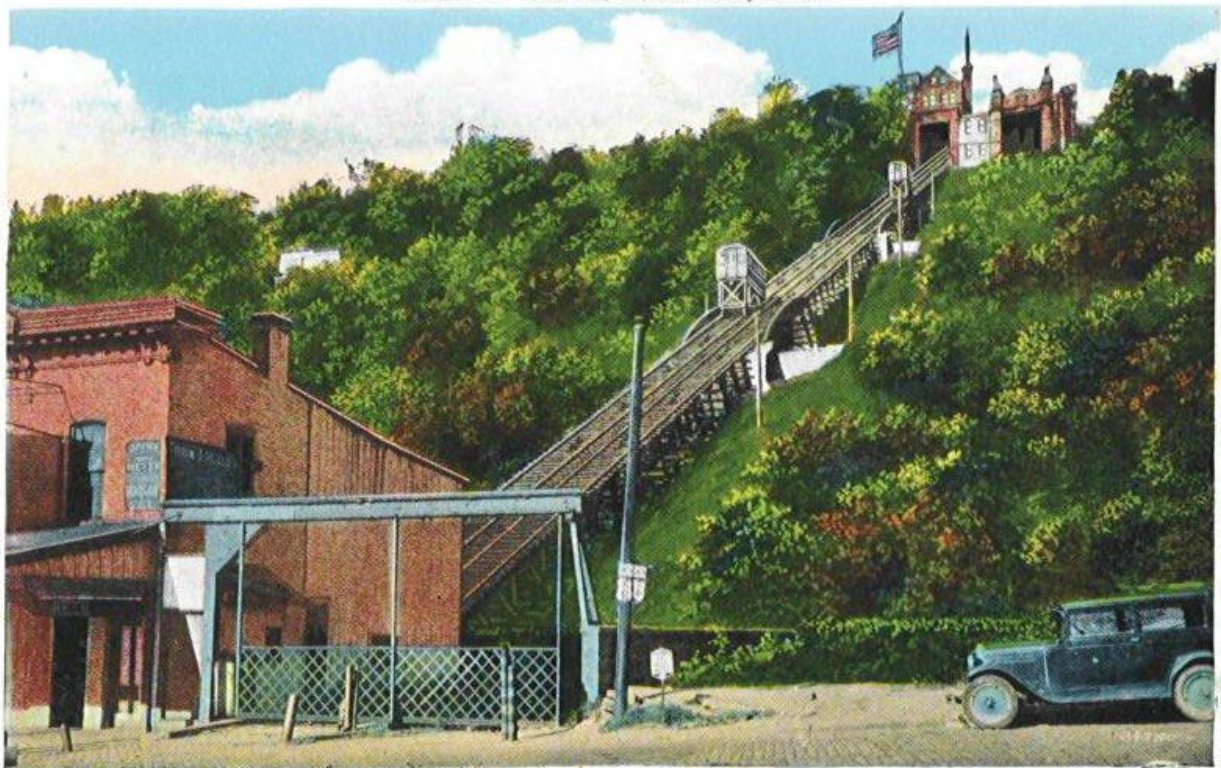
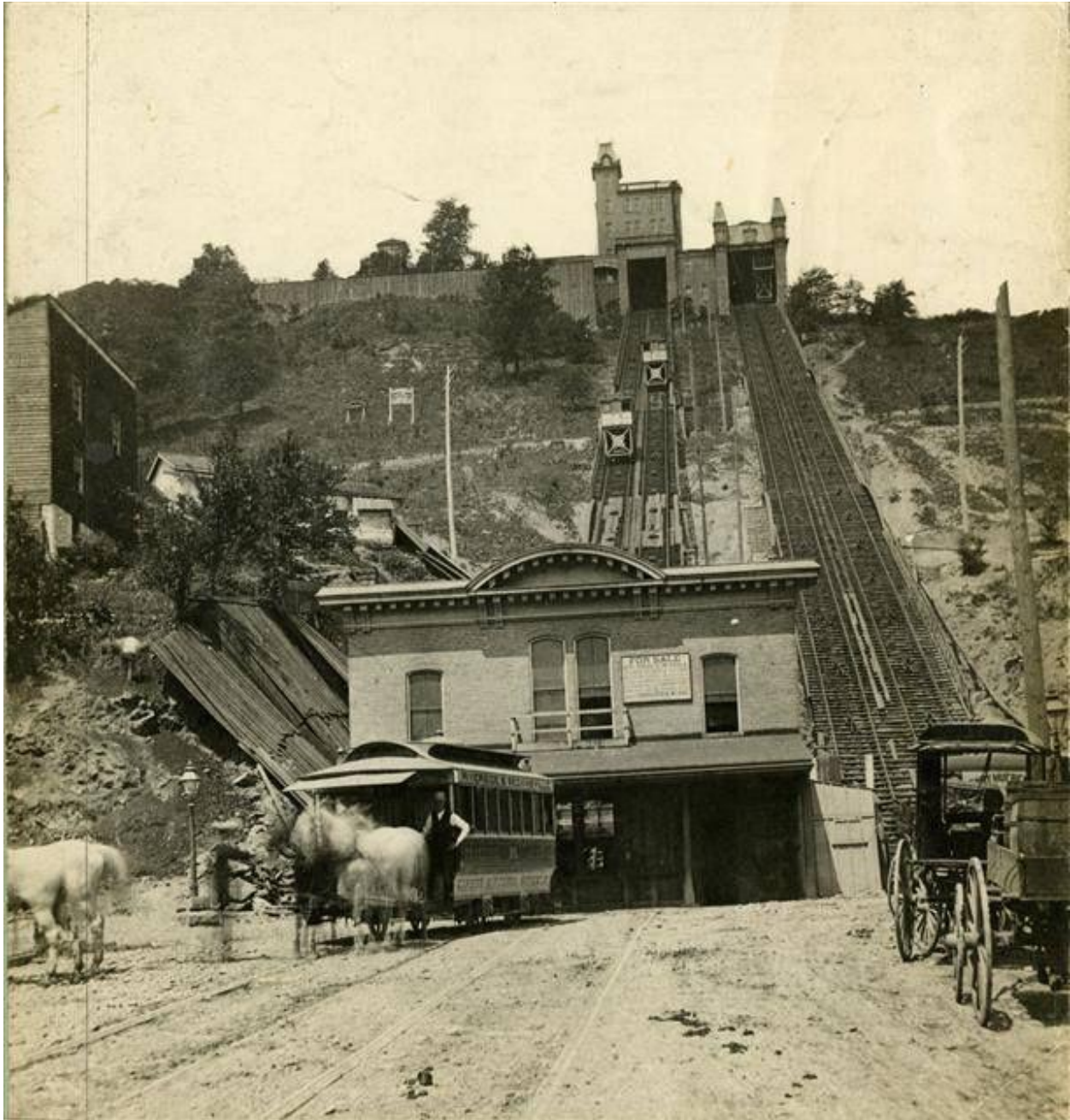




Price Hill Incline, Cincinnati, Ohio.





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The **Price Hill Incline** was one of Cincinnati's famous inclined railways and played a major role in transforming Price Hill from a remote hillside into one of the city's premier residential neighborhoods.

A remarkable engineering project

- **Opened:** 1874
- **Builders:** William and John Price, sons of General Rees E. Price, after whom Price Hill was named.

- **Length:** Approximately **800 feet**.
- **Vertical climb:** About **350 feet** from Eighth Street up to Price Hill.
- **Original power:** Steam engines.
- **Converted to electricity:** 1923.
- **Closed:** 1943.

Before the incline, climbing the steep hill by horse and wagon was slow and difficult. The incline reduced the trip to just a few minutes, making it practical for thousands of people to live on the hill while working downtown.

More than passengers

Just two years after opening, in **1876**, a separate **freight incline** was added. This allowed:

- Horse-drawn wagons
- Delivery wagons
- Building materials
- Coal
- Groceries and other goods

to be transported up and down the hill without unloading their cargo. It was an impressive feat for its time and greatly accelerated development of the neighborhood.

Why it mattered

The incline transformed Price Hill into what was often described as Cincinnati's first true suburb.

Residents enjoyed:

- Cleaner air than the smoky downtown basin.
- Cooler summer temperatures.
- Large Victorian homes with sweeping city views.
- Easy commuting to downtown jobs.

By the 1880s and early 1900s, Price Hill had become one of Cincinnati's most desirable neighborhoods, populated largely by Irish and German Catholic families. Churches, schools, and businesses soon lined Glenway and Warsaw Avenues.

Why it disappeared

Several factors led to the incline's demise:

- Automobiles became common.
- Improved roads reduced dependence on the incline.
- The Eighth Street Viaduct provided another route into downtown.
- Maintenance costs continued to rise.

The incline made its final trip in **1943** after nearly seventy years of service.

What remains today

The incline itself is gone, but several reminders remain:

- **Olden View Park** sits at the top of the incline and includes bronze historical plaques.
- Portions of the original stone foundations can still be found near the route.
- The alignment of the incline can still be recognized extending up from West Eighth Street.
- The surrounding neighborhood is now known as the **Incline District**, preserving its historic identity.

One detail I especially enjoy is imagining the daily scene around 1900. Every few minutes, the incline car would arrive carrying businessmen, schoolchildren, shoppers, and families returning home. Beside it, the freight incline hauled wagons loaded with groceries, coal, and furniture. At the top, passengers stepped onto electric streetcars that fanned out across Price Hill. Together, these transportation systems turned what had once been a steep wooded ridge into one of Cincinnati's thriving hilltop communities.

Given your family's long history on Barr Street in the West End, it's quite possible that members of your Wright and O'Flaherty families rode the Price Hill Incline when visiting relatives, attending church, or escaping the summer heat on the hill. The incline was one of the great connectors between the basin where they lived and the neighborhoods above.