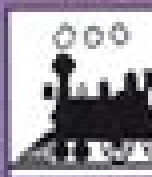


Early Electric Cars



1880-1910



Early Electric Cars

1880-1910

Cheap Gas Causes Downfall

"No fuel, no fumes, no flats, no fuss." That was how one automotive writer described the early electric cars that flourished from 1880 to 1910. Indeed, the early electric car was superior to the steam- or gasoline-powered car in several ways. For one thing, it was simplicity itself to control and operate. An electric did not require a complicated system of gears and clutches to transmit power to the wheels or to run in reverse. Thus, there were fewer moving parts to wear out, and "operators" could not become confused as they often did in driving the speedier gas-powered cars. One simply pushed the lever one way to increase speed, then pulled it back to brake. Steering was managed by means of a tiller, much like a sailboat.

While electrics were slow compared to steamers and gas cars—their cruising speed was about 12 miles (19.3 km.) an hour—they made ideal "second cars" for well-to-do families. Although women in those days rarely drove, they did drive the electric cars. By 1910 the electrics, such as the Baker or Detroit, could reach a maximum speed of 25 miles (40.2 km.) an hour, and travel 75 miles (120.7 km.) before it was necessary to recharge the heavy storage batteries. There were, moreover, no punctures to be repaired, be-

cause the electrics usually came equipped with hard-rubber tires.

There was something elegant and "clean" about the electrics that appealed to many Americans. They were built high and roomy. An ad for the Woods models, which catered to the wealthy, claimed that its *Theuree Bus* had "a seating capacity of three on each side of the vehicle, with room for two on the smokers' seats, and is designed to be used with two men up in full livery. Speed, 12 miles per hour. Will climb a 10% grade. Has electric lights and bell. Cost to operate 2½ cents per mile."

The death knell of the electric car was sounded by its one fatal defect: it could not carry with it an adequate power source. The heavy batteries ran down after a relatively short distance—usually 40 to 60 miles (64-96 km.)—and had to be recharged. The batteries were not only cumbersome, they were very costly. The slowness of the electrics also contributed to their demise, for they were still traveling only 12 miles (19.3 km.) an hour in 1906, the same year that a Stanley Steamer reached 127 (204.4 km.) in a race in Florida. Lastly, gasoline had become so cheap that few drivers wanted to bother with recharging batteries anymore.

Illustration: A 1901 electric two-seater coupe built in Hartford, Connecticut

Story Of Transportation Story Of America Series

Arthur Meier Schlesinger



Story Of Transportation Story Of America Series:

A History of American Life Arthur Meier Schlesinger, 1927 **Short History of Railroads** Paul R. Wonneing, 2020-07-01

Learn the fascinating history of the railroad from the earliest tramways to the development of the diesel engine. Trains were an integral part of the world's transportation for the 19th and 20th centuries until the rise of diesel-powered trucks and automobiles. The extensive list of train and railroad museums included in the book notes the museums located in just about every state in the United States. Railroad history, railroad museums, train museum, railway evolution, revolution stories, train railway museums. **Catalog of Copyright Entries, Third Series**, 1950. The record of each copyright registration listed in the Catalog includes a description of the work copyrighted and data relating to the copyright claim: the name of the copyright claimant as given in the application for registration, the copyright date, the copyright registration number, etc.

Documenting America, 1935-1943 Carl Fleischhauer, Beverly W. Brannan, 1988. Between 1935 and 1943 a group of photographers under the direction of Roy Emerson Stryker set out to photograph the United States for the Farm Security Administration and the Office of War Information. Photographs taken by this celebrated group whose ranks included Dorothea Lange, Ben Shahn, Gordon Parks, Russell Lee, and Walker Evans have since become icons of the 1930s and 1940s. In recent years, however, their work has been reproduced with little discussion of the particular circumstances surrounding its creation. *Documenting America* takes a fresh look at these remarkable photographs. The book opens with two incisive essays by Lawrence Levine and Alan Trachtenberg that examine issues central to photography and American culture. While Levine explains how the pictures portray the complexity of life in the period, balancing scenes of Depression hard times with images of the pleasures of life, Trachtenberg analyzes the way in which viewers read photographs and the role of the government picture file that stands between the creation of the photographs and their use. Both essayists raise important questions about Stryker's grand ambition of a photographic record of America, about the ways of seeing that have grown up around the most famous of these photographs, and about the whole enterprise of documentary photography and the conventions of realism. The images themselves are presented in series selected from groups of pictures created by single photographers. A documentary photographer often makes dozens of exposures to portray different elements of the subject, experiment with camera angles, and cover the stages of an event or steps of a process. By studying these pictures in series, we come closer to the photographer working in the field. We see a tenant farming community in Gee's Bend, Georgia; the activities of the Salvation Army in San Francisco; and the hubbub and commotion that filled Chicago's Union Railway Station in 1943. Texts accompanying each of the book's fifteen series describe the circumstances that gave rise to the creation of the pictures and discuss the relation between government policy and the subjects of the photographs. The nearly three hundred images included vividly portray America in the last bitter years of the Great Depression and the first years of the Second World War.

Catalog of Copyright Entries Library of Congress. Copyright Office, 1950 Books of 1912-, 1922 The Automobile

in American History and Culture Michael L. Berger, 2001-07-30 This comprehensive reference guide reviews the literature concerning the impact of the automobile on American social economic and political history Covering the complete history of the automobile to date twelve chapters of bibliographic essays describe the important works in a series of related topics and provide broad thematic contexts This work includes general histories of the automobile the industry it spawned and labor management relations as well as biographies of famous automotive personalities Focusing on books concerned with various social aspects chapters discuss such issues as the car s influence on family life youth women the elderly minorities literature and leisure and recreation Berger has also included works that investigate the government s role in aiding and regulating the automobile with sections on roads and highways safety and pollution The guide concludes with an overview of reference works and periodicals in the field and a description of selected research collections The Automobile in American History and Culture provides a resource with which to examine the entire field and its structure Popular culture scholars and enthusiasts involved in automotive research will appreciate the extensive scope of this reference Cross referenced throughout it will serve as a valuable research tool

Short History of Libraries, Printing and Language Paul R. Wonnig, 2019-08-26 Readers will discover the rich history of the written language printing books the alphabet and the library The written word is essential to modern civilization The invention of the printing press was a major advance in the history of language making possible the mass production of books and dissemination of knowledge history ink book printing writing language alphabet

World Trade Information Service United States. Bureau of Foreign Commerce, 1954 **100 Years of the Best**

American Short Stories Lorrie Moore, Heidi Pitlor, 2015-10-06 Witness the ever changing history and identity of America in this collection of 40 stories collected from the first 100 years of this bestselling series For the centennial celebration of this annual series The Best American Short Stories master of the form Lorrie Moore selects forty stories from the more than two thousand that were published in previous editions Series editor Heidi Pitlor recounts behind the scenes anecdotes and examines decade by decade the trends captured over a hundred years Together the stories and commentary offer an extraordinary guided tour through a century of literature with what Moore calls all its wildnesses of character and voice These forty stories represent their eras but also stand the test of time Here is Ernest Hemingway s first published story and a classic by William Faulkner who admitted in his biographical note that he began to write as an aid to love making Nancy Hale s story describes far reaching echoes of the Holocaust Tillie Olsen s story expresses the desperation of a single mother James Baldwin depicts the bonds of brotherhood and music Here is Raymond Carver s minimalism a term he disliked and Grace Paley s secular Yiddishkeit Here are the varied styles of Donald Barthelme Charles Baxter and Jamaica Kincaid From Junot Diaz to Mary Gaitskill from ZZ Packer to Sherman Alexie these writers and stories explore the different things it means to be American

Essays in the Earlier History of American Corporations: Number IV Joseph Stancliffe Davis, 2006 **A Patriot's History of the United States** Larry Schweikart, Michael Allen, 2014-11-25 For the past three decades many

history professors have allowed their biases to distort the way America's past is taught. These intellectuals have searched for instances of racism, sexism, and bigotry in our history while downplaying the greatness of America's patriots and the achievements of dead white men. As a result, more emphasis is placed on Harriet Tubman than on George Washington, more about the internment of Japanese Americans during World War II than about D Day or Iwo Jima, more on the dangers we faced from Joseph McCarthy than those we faced from Josef Stalin. A Patriot's History of the United States corrects those doctrinaire biases. In this groundbreaking book, America's discovery, founding, and development are reexamined with an appreciation for the elements of public virtue, personal liberty, and private property that make this nation uniquely successful. This book offers a long overdue acknowledgment of America's true and proud history. Writings on American History, 1922

The Bookseller, Newsdealer and Stationer, 1917 United States Educational, Scientific and Cultural Motion Pictures and Filmstrips ... U.S. National Commission for UNESCO. Panel on Educational Films, 1954 **Effingham County** Kate Keller Bourland, Bill Grimes, 2009. The history of Effingham County is closely tied to the development of transportation through America's heartland. Beginning with the old National Road through the golden age of railroads onward to today's interstate highway system, the county has developed alongside the nation's great transportation innovations. Given the county's location between Chicago to the north, St. Louis to the west, and Indianapolis to the east, it is easy to justify the Heart of the USA and Crossroads of America designations. Effingham County, however, is more than railroad yards and highway interchanges. This book shows the rich fabric of life woven throughout the history of the city of Effingham and smaller towns including Teutopolis, Altamont, Beecher City, Dieterich, Watson, Mason, Edgewood, Montrose, and Shumway. **A Study of Railway Transportation** Association of American Railroads, 1942 **American Economic History** Harold Underwood Faulkner, 1924 *Proceedings of the ... Annual Session of the Wisconsin Teachers' Association* Wisconsin Teachers' Association, 1919 **The Statistical History of the United States from Colonial Times to the Present** United States Bureau of the Census, 1965

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