

# THE ELECTRIC INTERURBAN RAILWAYS IN AMERICA

George W. HILTON and John F. DUE



# The Electric Interurban Railways In America

**John D. Buenker**



## **The Electric Interurban Railways In America:**

**The Electric Interurban Railways in America** George Woodman Hilton, John Fitzgerald Due, 1964 One of the most colorful yet neglected eras in American transportation history is re created in this definitive history of the electric interurbans Built with the idea of attracting short distance passenger traffic and light freight the interurbans were largely constructed in the early 1900s The rise of the automobile and motor transport caused the industry to decline after World War I and the depression virtually annihilated the industry by the middle 1930s Part I describes interurban construction technology passenger and freight traffic financial history and final decline and abandonment Part II presents individual histories with route maps of the more than 300 companies of the interurban industry Reviews A first rate work of such detail and discernment that it might well serve as a model for all corporate biographies A wonderfully capable job of distillation Trains Few economic social and business historians can afford to miss this definitive study Mississippi Valley Historical Review All seekers after nostalgia will be interested in this encyclopedic volume on the days when the clang clang of the trolley was the most exciting travel sound the suburbs knew Harper s Magazine A fascinating and instructive chapter in the history of American transportation Journal of Economic History The hint that behind the grand facade of scholarship lies an expanse of boyish enthusiasm is strengthened by a lovingly amassed and beautifully reproduced collection of 37 photographs The Nation

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**Electric Interurbans and the American People** H. Roger Grant, 2016-10-31 A well written social history of the shortest lived major US transportation mode from the railway historian and author of A Mighty Fine Road Choice One of the most intriguing yet neglected pieces of American transportation history electric interurban railroads were designed to assist shoppers salesmen

farmers commuters and pleasure seekers alike with short distance travel At a time when most roads were unpaved and horse and buggy travel were costly and difficult these streetcar like electric cars were essential to economic growth But why did interurban fever strike so suddenly and extensively in the Midwest and other areas Why did thousands of people withdraw their savings to get onto what they believed to be a gravy train How did officials of competing steam railroads respond to these challenges to their operations H Roger Grant explores the rise and fall of this fleeting form of transportation that started in the early 1900s and was defunct just 30 years later Perfect for railfans *Electric Interurbans and the American People* is a comprehensive contribution for those who love the flanged wheel With this book the subject no longer has footnote status In fact Grant s work deserves a place alongside some of the other landmark surveys of the subject Here Grant moves beyond the receiverships the rickety track and all that fascinating rolling stock He shows us why the whole darned thing mattered *Railroad History* H Roger Grant has produced a fine social history of America s electric interurbans exploring the relationship between people and those railway enterprises The book fills a void is eminently readable and richly illustrated Don L Hofsommer author of *Off the Main Lines*

**Supplanting America's Railroads** John A. Jakle, Keith A. Sculle, 2024-01-12 With their speed and geographical reach America s railroads reigned supreme through much of the nineteenth century knitting together the sprawling country as no other mode of transportation was able to do Around 1900 however an upstart challenger the automobile arrived on the scene At first regarded as little more than a plaything for the wealthy the new invention rapidly gained popularity especially after Henry Ford s innovative mass production techniques made cars affordable to the middling classes In this engaging book John A Jakle and Keith A Sculle renowned experts on the wide ranging effects of automobility on American life examine the various ways in which the railroads responded to their new competition not just from the automobile itself but from its close cousins the motor truck and motor bus through several decades up to the eve of World War II Drawing on extensive research in the trade publications of the period the authors examine the development of interurban and intraurban rail transport the transition from steam to electric and diesel power and the railroads close involvement in the nascent trucking and passenger bus industries They devote a chapter to the places where trains and automobiles came most directly and dangerously into conflict railroad crossings and pay special attention throughout to the key role of government in the competition whether through antitrust legislation taxation or the building of the good roads that were so necessary to the rise of auto truck and bus transport Although the railroads remain with us it was the automobile that emerged as the predominant transportation form owing to its promise of speed convenience flexibility of movement and most important self gratification In a country that places such high value on individual freedom the romance of motoring has proven irresistible JOHN A JAKLE emeritus professor of geography at the University of Illinois Urbana Champaign and KEITH A SCULLE the former head of research and education at the Illinois Historic Preservation Agency have collaborated on eight previous books on the history of Roadside America the most recent of which is *The Garage*

Automobility and Building Innovation in America s Early Auto Age

**Railroads in the Midwest** H. Roger

Grant, 2025-08-05 Discover how railroad companies in America s heartland developed a monumental network that spanned nearly 70 000 route miles Over a century a wide array of carriers ranging from short lines to trunk roads spread through the Midwest and represented over 35% of the country s rail mileage in the 1920s Railroads in the Midwest is a portrait of two premier rail hub rivals Chicago and St Louis and of Iowa and Ohio which boasted the highest line densities Before World War I Iowa railroad officials bragged that the Hawkeye State had a depot and agent located no farther than thirteen miles from any point within its borders In Railroads in the Midwest An Epic History renowned historian H Roger Grant draws on fifty years of research into America s celebrated railroad history to examine what effect railroads had in the heartland and what has happened to them since the early twentieth century

**Interurban Collection** Central Electric Railfans'

Association, Canadian Railroad Historical Association, 1941 Contains 14 bulletins nos 100 113 issued by Central Electric Railfans Association covering the electric railways of Iowa Michigan Indiana Illinois Wisconsin Ohio and Pennsylvania Photocopies of clippings are from the Muncie star and the Chicago tribune on the Indiana Railroad and Chicago South Shore Line The itinerary was for a weekend of riding on Iowa s last electric railway Aug 12 13 1967 and the map was entitled A comprehensive map of interurban lines Also included are issues of the Canadian rail nos 140 207 published between 1963 and 1969 and publications of the Canadian Rail Transportation Museum and Canadian Railroad Historical Association The remaining publications are the electric interurban railways in America George W Hilton and John F Due Electric railroads of Indiana Jerry Marlette and Railroad magazine vol 61 no 1 June 1953 One ticket and several brochures related to electric interurban railways in America constitute the rest of the collection

Ghost Railroads of Indiana Elmer Griffith Sulzer, 1998 Details the history of railroad closings and their impact on the railroad traffic running from the industrial North and East to the agricultural South and West

Michigan Railway Company Norman L. Krentel, 2024-12-01 Michigan Railway Company The Northern and Southern Divisions the first comprehensive history of the Michigan United Railway Company traces the rise and fall of Michigan s most significant electric railway This volume covers the company s founding in local rail based public transportation systems in Lansing Jackson Battle Creek Kalamazoo and Owosso Corunna and ends with its eventual demise abandoned prior to the stock market crash of 1929 Norman L Krentel follows the fragments of lines in lower Michigan which came together to form the MUR He examines the interurban lines which were broken down into five divisions each with a separate superintendent These divisions were Northern and Southern which had formerly been Michigan United Railways Northwestern which had been Grand Rapids Holland and Chicago Railway Western and Northeastern This also explores how electric railway history is intertwined with the state of Michigan The interurban electric rail system supported automobile manufacturing allowing for the shipment of parts supplies and finished automobiles through Michigan Indiana Ohio and Kentucky Major auto plants like REO and Oldsmobile had rail sidetracks served by

Michigan Railway s interurban freight trains Electric railway history is thus an essential previously overlooked factor in Michigan s industrial development      **Transportation and the American People** H. Roger Grant,2019-10-01 This outstanding contribution to transportation history chronicles the evolution of American mobility from stagecoaches to buses and airplanes Choice Transportation is the unsung hero of American history Stagecoaches waterways canals railways busses and airplanes revolutionized much more than just the way people got around they transformed the economic political and social aspects of everyday life In Transportation and the American People renowned historian H Roger Grant tells the story of American transportation from its slow uncomfortable and often dangerous beginnings to the speed and comfort of travel today Early advances like stagecoaches and canals allowed traders businesses and industries to expand across the nation setting the stage for modern developments like transcontinental railways and busses that would forever reshape the continent Grant provides a compelling and thoroughly researched narrative of the social history of travel shining a light on the role transportation played in shaping the country as well as the people who helped build it      **The Electrician** ,1898

**Missouri Railroads** Don L. Hofsommer,Carlos Arnaldo Schwantes,2025-08-05 Missouri Railroads A Modern Crossroads 1921 2023 delves into the rich history of Missouri s railroads during their second century From the roaring 1920s when opulent Limited passenger trains crisscrossed the state to the tumultuous times of the Great Depression and World War II this book captures the essence of an era As the postwar years unfolded Missouri s railroads faced realignments and challenges The mid twentieth century witnessed shifts in routes technologies and passenger preferences Against this backdrop the book explores how the railroads adapted in the face of uncertainty Stunning historical images over 100 in color breathe life into this transformative period and bring the story to the present day Missouri Railroads goes beyond the history of a single state and its railroads to illustrate Missouri s vital role in shaping American railroading These railroad companies mirrored national trends yet each twist and turn carries a distinct local flavor Authors Don L Hofsommer and Carlos A Schwantes weave a captivating narrative that celebrates Missouri s contribution to the broader American story      **A Splendid Ride** Monroe Dodd,2002 Illustrated history of Kansas City s streetcar system beginning with horse drawn cars in 1870 In the 1880s Kansas City built the country s third largest cable car system By the turn of the century cable and horse cars were rapidly replaced by electric streetcars The streetcar network grew to more than 300 miles of track not including interurban lines that stretched in six directions some more than 40 miles In the 1930s competition from automobiles and growing expenses caused the operators to begin converting to buses Streetcars enjoyed a brief resurgence during and just after World War II but then were increasingly replaced by gasoline and then diesel buses Kansas City s last streetcar ran on June 23 1957      **Railroads in the Heartland** H. Roger Grant,1997 Historians of midwestern railroading during the early part of the twentieth century have generally focused on the production of railroad company histories while ignoring the regional view Fortunately for railway historians and buffs coincidentally with the zenith of the Railway Age the national fad

for producing and mailing postcards was at its height Millions of cards including real photo images were produced between 1905 and 1915 Roger Grant has selected more than a hundred representative picture postcards to visualize the principal themes and characteristics that gave this dynamic industry its distinctive regional features By the turn of the century the railroad map of the Midwest was unequaled Anyone who examined it carefully sensed that this was the vital center of America s massive network of steel rails Depots erected in the western prairie environment were spartan with only minor decoration but those in the Midwest usually mirrored more ornate New England styles These features are often reflected in the images in this heavily illustrated book which depicts the spare but strong pioneering spirit of the enterprise *Indiana in Transition, 1880-1920* Clifton J. Phillips, 1968-12 In *Indiana in Transition The Emergence of an Industrial Commonwealth 1880 1920* vol 4 History of Indiana Series author Clifton J Phillips covers the period during which Indiana underwent political economic and social changes that furthered its evolution from a primarily rural agricultural society to a predominantly urban industrial commonwealth The book includes a bibliography notes and index *Iowa's Railroads* H. Roger Grant, 2021-12-22 A definitive history of the railroads of Iowa featuring over four hundred black and white photographs At one point in time no place in Iowa was more than a few miles from an active line of rail track In this splendid companion volume to *Steel Trails of Hawkeyeland* IUP 2005 H Roger Grant and Don L Hofsommer explore the pivotal role that railroads played in the urban development of the state as well as the symbiotic relationship Iowa and its rails shared With more than four hundred black and white photographs a solid inventory of depots and locations and new information that is sure to impress even the most well versed railfan this detailed history of the state s railroads including the Chicago North Western Cedar Rapids Iowa City and the Iowa Northern will be an essential reference for railroad fans and historians artists and model railroad builders Iowa s Railroads is a solid visual introduction to the railroad history of the state Industrial Archeology With more than 400 black and white photographs an inventory of depots and locations and new information that will please railroad fans Iowa s Railroads will be an essential reference for historians fans and model railroad builders Abstracts of Public Administration Development and Environment 2010 This excellent volume is sure to appeal to anyone with an interest in Midwest railway history The Michigan Railfan March April 2010 Grant and Hofsommer both native Iowans and respected railroad historians have mined a wide variety of public and private photo collections and the result is a visual feast of Iowa s railroad experience The Annals of Iowa 69 Number 2 *People, Power, Places* Sally Ann McMurry, Annmarie Adams, 2000 From workers cottages in Milwaukee s Polish community to Alaskan homesteads during the Great Depression from early American retail stores to nineteenth century prisons different types of buildings reflect the diverse responses of people to their architectural needs Through inquiry into such topics the contributors to this volume examine a variety of building forms as they assess the current state of vernacular architecture studies Because scholars in vernacular architecture have come to consider thematic questions rather than simply to look at types of structures the essays chosen for this collection address issues of how people

power and places intersect They demonstrate not only the inextricable links between people and place but also show how power relationships are defined by spatial organization and how this use of space has helped define the distinction between private and public The essays examine a wide range of forms from camp meetings to trolley cottages to consider what buildings might reveal about their makers users and even interpreters One article for example will give readers a new appreciation of balloon framing in Midwest farmhouses refuting popular notions that it was a single individual s invention Another considers servants quarters in Apartheid era South Africa to explore the relationship between black domestic workers and their white employers Drawn from the Vernacular Architecture Forum conferences of 1996 and 1997 these thirteen essays make significant contributions to the study of design and building processes and the adaptation of architectural forms and spaces over time They help redefine the scope of vernacular and provide new models for better understanding the built environment The Editors Sally McMurry is professor of history at Pennsylvania State University and author of *Families and Farmhouses in Nineteenth Century America* Annmarie Adams is associate professor of architecture at McGill University and author of *Architecture in the Family Way Doctors Houses and Women 1870 1900*

**Extractives, Manufacturing, and Services** David O. Whitten, 1997-04-22 The second volume in the Handbook of American Business History series this book offers concise histories of extractive manufacturing and service industries as well as extensive bibliographic essays pointing to the leading sources on each industry and bibliographic checklists Supplementing other bibliographic materials in business history this volume provides researchers with a much needed path through the vast array of material available in the library and on the Internet Indicating which resources to check and which to bypass the book is a guide to a sometimes overwhelming amount of information Each of the book s chapters provides a concise industry history beginning with the industry s rise to importance in the U S and continuing to the present The bibliographic essays provide a narrative outline of the leading sources published or made available in archives libraries or museum collections since 1971 when Lovett s American Economic and Business History Information Sources was published Each discussion concludes with a bibliographic checklist of the titles mentioned in the essay as well as other titles In a rapidly expanding information society researchers teachers and students may be easily overwhelmed by the exhaustive material available in print and electronically What is useful and what can be ignored is a strategic question and few know where to begin This book provides a guide

**The History of Wisconsin, Volume IV** John D. Buenker, 2013-03-05 Published in Wisconsin s Sesquicentennial year this fourth volume in The History of Wisconsin series covers the twenty tumultuous years between the World s Columbian Exposition and the First World War when Wisconsin essentially reinvented itself becoming the nation s laboratory of democracy The period known as the Progressive Era began to emerge in the mid 1890s A sense of crisis and a widespread clamor for reform arose in reaction to rapid changes in population technology work and society Wisconsinites responded with action their advocacy of women s suffrage labor rights and protections educational reform increased social services and more



responsive government led to a veritable flood of reform legislation that established Wisconsin as the most progressive state in the union As governor and U S Senator from Wisconsin Robert M La Follette Sr was the most celebrated of the Progressives but he was surrounded by a host of pragmatic idealists from politics government and the state university Although the Progressives frequently disagreed over priorities and tactics their values and core beliefs coalesced around broad based participatory democracy the application of scientific expertise to governance and an active concern for the welfare of all members of society what came to be known as the Wisconsin Idea

**Urban Transit Systems and Technology** Vukan R. Vuchic, 2007-02-16 This is the only current and in print book covering the full field of transit systems and technology Beginning with a history of transit and its role in urban development the book proceeds to define relevant terms and concepts and then present detailed coverage of all urban transit modes and the most efficient system designs for each Including coverage of such integral subjects as travel time vehicle propulsion system integration fully supported with equations and analytical methods this book is the primary resource for students of transit as well as those professionals who design and operate these key pieces of urban infrastructure

*The Making of America* Robert Marion La Follette, 1906

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