DOWNLOAD PDF STREET AND INTERURBAN RAILROADS

Chapter 1 : Interurbans, Trolleys And Traction

An Interurban railway, also called a radial railway in parts of Canada, was a type of passenger railroad that enjoyed widespread popularity at the turn of the twentieth century in North America. Interurbans often extended city streetcar lines to connect urban areas or to stretch from urban to rural areas.

Early in the 20th century, Ohio became the heartland of the electric interurban railway, and Cleveland emerged as one of its foremost centers. Interurbans most heavily served the areas skirting the shores of Lake Erie. They were ideally suited to its gentle landscape, its well-developed urban-oriented agriculture, and the large number of relatively closely spaced cities and towns, and residents of Cleveland were riding electric intercity cars almost as soon as they appeared. By the city boasted 6 separate electric interurban systems. The Eastern Ohio Traction Co. The company also operated a mi. Separate from the Eastern Ohio Traction Co. The initial Cleveland-to-Akron stem soon grew into a nearly mi. Station in Cleveland with Puritas Springs. Several branches linked Berlin Heights, Norwalk, Grafton, and Amherst, creating a network of interconnections between the rural towns and villages and the growing city of Cleveland. The company likewise operated a mi. Yet the LSE faced considerable "street running," tracks in or along public roadways rather than on private rights-of-way. The often direct approach to cities and towns, however, proved to be one of the attractive features of this transportation form. Unquestionably, these electric carriers offered the public clean and convenient service. Unlike the steam railroad, the electric car boasted "no cinders, no dirt, no dust, no smoke. Most interurbans ran on hourly or semihourly schedules and stopped except for "limiteds" virtually anywhere, while steam trains commonly made only a few daily trips, pausing at only a few points. There also existed the attraction of cheaper rates. Typical charges for interurban travel in the Greater Cleveland area were substantially less than those of steam lines. There were additional advantages, particularly for those who were drawn to electric interurbans as a business venture. An electric line could penetrate an area with inadequate or no railroad service Medina County is a leading example , mainly because of lower overall construction costs most did not embrace the high construction standards of the steam roads. With the advent of traction routes, real estate prices nearly always rose, often considerably, and at times to the personal benefit of these backers. Their dependence upon buggies or wagons traveling over primitive roads, repeatedly made impassable by the weather, hindered full development of commercial activities, especially agriculture. The interurban effectively shattered the isolation for rider and shipper alike. Wholesalers, of course, were found in Cleveland, and not in the Sevilles of northeast Ohio. Railroads, especially electric ones, allowed residents to shop conveniently in other market towns, Cleveland in particular; thus the interurban liberated the consumer. Naturally, Cleveland businessmen sensed how they might tap the hinterlands. Dry-goods merchants, for one, commonly paid the car fare if a patron bought a suit of clothes or made a similar purchase. Follows in the Wake of the Electric Railroads! Residents objected to excessive "street running" of passenger cars, and disliked even more the growing practice of freight trains operating through the ever-increasing congestion on area roads. Furthermore, repeated track repairs on streets sparked considerable disgust. By the late s, rubber-tired competition caused the decline of Cleveland-area interurbans, who were dying from lack of ridership. The former acquired 30 attractive steel cars from the Cleveland-based G. The joint firm provided billing, solicitation, and freight handling for both, but left car operations to the individual roads. In spite of their progress, depressed times and keen competition in the s led to the junking of the physical property and the sale, when possible, of rolling stock and other equipment to an admittedly limited user market. The devastating impact of the hard times that followed the stock market crash of killed the remaining 3 companies: Roger Grant Christiansen, Harry. The Electric Interurban Railways

Chapter 2 : East St. Louis and Suburban Railway | Revolvy

The interurban (or radial railway) is a type of electric railway, with streetcar-like light electric self-propelled railcars which run within and between cities or towns. They were prevalent in North America between and and were used primarily for passenger travel between cities and their surrounding suburban and rural communities.

An Interurban railway, also called a radial railway in parts of Canada, was a type of passenger railroad that enjoyed widespread popularity at the turn of the twentieth century in North America. Interurbans often extended city streetcar lines to connect urban areas or to stretch from urban to rural areas. Companies started operations using cars drawn by draft animals. With the advent of practical electrical power, systems converted their lines to the new technology in an era when steam railroads had not yet adopted electricity to any large degree. Many companies also owned electric utilities providing electrical power in the cites in which they operated. Clean, convenient, and efficient, Interurban lines faded with the advent of the personal automobile. Remnants remain as commuter railroads or as freight short lines. Types of Interurban Railroads Several basic types of interurban exist. The first consists of streetcar lines. Operators laid rails right down the middle of streets after obtaining a franchise from the municipality. This created the first effective mass transit in the country. Lines connected residential neighborhoods with commercial districts. As bonus to the cities, the franchise often required the streetcar company to spray the streets during the summer months to keep down the dust resulting from dirt streets. The second type of company connected local communities. This type of line often resulted from extensions of streetcar lines. These companies operated regularly scheduled transportation between communities. Although tracks ran down streets, companies used private rights of way between towns, which often paralleled steam roads. A third type of company moved freight. Although passenger lines did provide parcel services within their territory, freight lines specialized in bulk freight just like many steam roads. These roads utilized street running, private rights of way, or both. Such an operation may switch a small area like a wharf. On the other hand many companies created an operation of this type to haul a particular commodity such as coal. Usually larger operations moved both freight and passengers. From the standpoint of the modeler, an interurban providing common-carrier service provides the most interesting opportunities. Why Model an Interurban So the question remains: What can an interurban add to my layout? That depends on the approach taken. As an adjunct to a model of a steam road, an interurban provides contrast. Finally, interurban operations expand the operating potential the layout as a whole. These options stem from adding an interurban to a layout featuring steam road s. If you wish to focus on the interurban in your layout, the electric road provide other incentives. As model railroaders, we constantly make compromises in our creations. Selective compression, tight curves, short trains, forced perspective, etc. With the interurban railway, however, tight spaces defined the prototype. City buildings create man-made canyons along the streets restricting the minimum radius for street tracks to as little as thirty-five feet 5 inches in HO scale. Also one or two cars often constituted trains. Additionally, most car lengths typically reached no more than 40 feet, with a few as long as 50 feet. These restrictions dovetail nicely into the constraints governing model railroading. The opportunity to create unique models provides an additional plus to modeling an interurban. Although manufacturers market many excellent models, interurban railroads often created many needed pieces of equipment from older stock on hand. This allows the modeler the impetus to kit bash or scratch build to fill these niches. In addition requirements for the Achievement Program of the NMRA beg to be fulfilled by constructing an interurban layout with its resident equipment. General Practices of Interurban Railroads Although every company followed their own policies, some practices may be found in most companies. Schedules for city systems authorized cars on close headways. Sometimes cars followed one another by as little as ten to twenty minutes similar to buses. Interurban schedules reflected those of steam roads. The one difference came from the greater frequency of trains on electric systems. Additionally, loading and unloading occurred at both station platforms and right in the middle of streets. All electric systems provided clean, quiet, and convenient service. As mentioned earlier, the franchises allowing interurban and streetcar systems to operate on streets often required the companies to spray to control dust. Companies used special cars for this consisting of a water tank and

spray apparatus. Additionally, just as steam roads sprayed their rights of way for weeds, electric railroads sprayed not only their own private lines but also the city streets when required by contract. Tracks in the streets presented special challenges. Vehicular traffic added wear and tear beyond that created by the equipment of the railroad. Such traffic also complicated maintenance, since the lines occupied public space. Rails occupying a portion of public space also created some advantages. Reversing loops sometimes circled a block or blocks. Additionally, some lines consisted entirely of a loop around a particular area, which allowed cars to circulate around, for example, an entire shopping district. Systems rarely owned more cars than required by rush hour, so only a minimum of units occupied storage and barn tracks during peak times. Prior to the start of peak traffic, systems staged cars where needed, such as at a stadium or large factory prior to the end of a game or shift respectively. One problem facing interurban railroads stemmed from the nature of their market. Passenger service catered to the worker traveling to and from work. This provided excellent density during the week but left the weekends a bit thin. To generate traffic during the weekends interurban railroads built venues. Among these venues were amusement parks and piers similar to Navy Pier. Other types of venues included parks like Landsdown in East St. Louis and Creve Coeur Lake in St. The dance hall at Horseshoe Lake near Collinsville, Illinois represents another entertainment venue. Local Interurban Railroads A number of streetcar lines operated in St. The Illinois side of the river boasted several lines as well. This railroad holds the record as the longest electric railway system in the United States. Until switching to diesel locomotives in the middle of the century, the Illinois Terminal carried both passengers and freight. The other main interurban system on the east side of the Mississippi River operated under the umbrella of the East St. Within this system the St. In addition passengers rode trains belonging to the East St. Louis and Alton Electric Railway. This company also operated the cars traversing the upper deck of the Eads Bridge. Formed by acquiring independent companies and mergers, the East St. Infrastructure of Interurban Railroads Interurban railways ran on relatively light rail and roadbed. Companies laid standard rails down the middle of dirt streets and converted to girder rail, rail with an integrated flange way, imbedded into the pavement when cities began paving streets. Track imbedded in the pavement required steel spacers to maintain gauge. Single point turnouts served in the streets to help minimize moving parts where abuse from street traffic increased maintenance costs. On private rights of way light rail with ties spaced further apart than on roadbeds of class one steam roads served to guide trains on their way. Interurban systems built roadbed to a lower profile than that used by steam roads, with the notable exception of the East St. Regardless of the location of rights of way, clearances remain close, especially on streets. Overhead wire contributed to additional vertical restrictions, being only twenty to twenty-two feet above the railhead. Power distribution came in several forms. First, overhead wire stands out as the most common and stereotypical. As mentioned above this hung about twenty feet above the railhead. This wire provided power while the rails functioned as the ground. Poles with span wire strung between them or metal poles with arms suspended the overhead wire. Additionally, some systems supported the overhead with centenary, which gets its name from the logarithmic curve the hanging support wire assumes. As common as this method remains, maintaining the wire in the center of the tracks required not only diligent maintenance but also clever mathematics and engineering. A second manner of powering cars and motors utilized a third rail. Once again, the running rails provided the ground leg. The Chicago Transit Authority remains the most notable example of this kind of power distribution. Although overhead wire remains vulnerable to the elements, third rail power poses greater danger to people and animals. Given this danger of contact, third rail and street tracks do not go together. The last common method of providing power puts a wire in the street.

Chapter 3 : Indiana Memory: Indiana Interurban Map

*Street and Interurban Railroads: a North American Bibliography [Brent Cassan] on blog.quintoapp.com *FREE* shipping on qualifying offers. This bibliography will serve as a useful starting point for research on street and interurban railroads.*

It also operated city streetcar service in Waukegan and in Milwaukee. Service began in between South Milwaukee and Racine, and later from downtown Milwaukee to Kenosha. The original roadside operation along the old Chicago Road was completely rebuilt from to to largely run on private-right-of-way. The line also ran local streetcar service in Milwaukee from until between downtown and N. The MNRy was acquired by T. In , the line from Sheboygan to Port Washington was curtailed. Full abandonment came in , except for operations in and around the Port Washington Power Plant which were continued by the Wisconsin Electric Power Co. Westsiders demanded their own street railway, so in , the Milwaukee City Railway Co. Eastsiders organized their own horse car company, the Cream City Railroad. Their first line ran from downtown to the Farwell Avenue carbarn. Cream City pioneered heated cars in winter, girder rail and automatic switches in the city. Rapid growth west of downtown led to the creation of yet another horse car line in , the West Side Street Railway Co. Consolidations continued into the s, with the Milwaukee Street Railway emerging as a leader by By , all horse car lines were converted to electric operation with new, larger cars. The Commerce Street Power Plant, constructed in , supplied commercial power to downtown as well as the street railway system. In , the Milwaukee Street Railway Co. With the automobile still only for the rich, the trolley was the mode of city transit for nearly everyone in the early s. Larger, heavier cars were added to meet the demands of an expanding city and WWI wartime traffic. To promote ridership during the Depression, weekly shopper passes, unlimited transfers and Sunday passes were pioneered in the early s. A violent strike by streetcar workers in led to public demands to break up the T. Interurban Lines Milwaukee Electric Lines The interurban provided a comfortable, swift mode of transit between cities, free from the dirt and cinders of the railroads. Stops were more frequent, and lines usually went to the center of towns. At its peak in the early s, the TM had interurban lines radiating from Milwaukee to Sheboygan, Watertown, East Troy, Burlington and Racine-Kenosha, with over miles of trackage on the third fastest interurban railway in the U. But in the late s, led by the Depression, increased competition from autos and buses, and a series of labor riots in , curtailments became the rule. One by one, lines were cut back and then abandoned. Twelve years prior, the first motor bus replaced a streetcar line in Milwaukee, and over time cutbacks of streetcar service became common. The first trackless trolley bus service came on the North Avenue Line in Other conversions to these rubber-tired buses powered by overhead wire followed, again often replacing streetcars in cutback stages. Committed to the complete replacement of streetcars in favor of diesel buses, the last streetcar revenue run in Milwaukee occurred March 2, on the Route 10 Wells Street line. Eventually, trackless trolleys similarly were replaced, with the last run occurring June 19, on the Route 18 National Avenue line. In March , shortly after completion of the first freeway link to the suburbs, a new bus service called the Freeway Flyer was instituted. Over the years, a dozen or more routes were created, effectively luring drivers from their autos for commuting and along special routes to the Stadium, Summerfest grounds and others. Several improvements in service kept loyal rail passengers riding the line. Six lightweight cars were purchased second-hand to run in one-man service, replacing heavier two-man units from the days of TM operation. The company also bought ten articulated former South Milwaukee suburban two-car trainsets from the Transport Co. Two days before the sale transfer in , two cars collided at Soldiers Home resulting in 19 injuries, and raising safety concerns. But the death knell came Labor Day weekend on September 2, , when a wreck near National Avenue on the Hales Corners line between a regular service car and a charter by attendees of the National Model Railroad Association in Milwaukee with Jay Maeder at the controls, killed 10 and injured 45 passengers. Three days later, another accident at West Junction totaled a lightweight car and badly damaged a heavyweight freight motor. Never recovering, and faced with increasingly ugly competition from parallel Waukesha Transit motor coach service from the same Public Service Building downtown, the line ceased operations on June 30, , ending interurban rail service in Milwaukee except for the North Shore Line.

Chapter 4 : Map of Detroit Interurban Lines | DETROITography

Sources for these lists and directories: American Lumberman. "Important Developments In Connection With The Tapline Rate Controversy", American Lumberman, April 13,

Winston, Herman Cox, F. Cotton, Leroy Armstrong, D. Lindsley being the incorporators. The purpose of this company was to construct a street railroad from Church Street along Market, College, or Cherry Street to the southern boundary of the corporation, or the State Fair Grounds. Nothing was done under this first charter, and it was renewed June 9, The first President of this company was Anson Nelson, who held the office in He was followed by F. Baxter, t0 ; W. Duncan, to ; Dr. Wrenne, to ; J. Wrenne, to ; C. Fuller, to ; F. The railroad of this company was constructed soon after the close of the war, south on Cherry Street to Chestnut Street, and back on College Street to Cedar Street. Maney, Eugene Underwood, J. Buddeke, Robert Gardner, A. Cooper, their associates and successors. They were incorporated for the purpose of constructing a street railroad from the post-office or such other place as the Directors should agree upon in the city of Nashville to the Mount Vernon Garden in the northern suburbs of the city, and had the privilege of extending it three miles from the northern boundary of the city, and of having one or more branches connecting with the main stem. The war prevented the construction of this road also, and the charter was renewed June 9, Whitworth, Laetenberger, and McFarland were appointed a committee to go North to secure funds for the building of the road, leaving here Monday, July Warner succeeded Judge Whitworth as President, and was followed by C. Stearns in and White became President in , and held the office until the consolidation of all the street railroad companies in the early part of Cheatham as Secretary, and held the position until , when he became Superintendent and H. Stubblefield became Secretary and Treasurer. Brooks, and their associates being named as the incorporators. They were authorized to construct and operate a street railroad from the site of the suspension bridge or any bridge that might be erected over the Cumberland River to any point in Davidson County north of said river. The full amount of stock needed to build this road was subscribed by July 17, , and a complement of officers had been elected. Woodland Street was selected upon which to build the road. The officers have been as follows: Warner, to ; J. Bransford, and ; John P. Yarbrough, and ; W. Dibrell, ; and William Morrow, Lindsley, to ; Percy Kinnaird, and White, to Stubblefield, and ; W. Smith, and ; F. Voss, and ; D. Deaderick, and ; T. Donahue, to Willet, or any three of them, their associates and successors being named as the incorporators. The purpose of the company was to construct a street railroad along Church Street from where the post-office was then located to Spruce Street, and thence along Spruce Street and the Franklin turnpike to the first toll-gate on said turnpike. The company was authorized to use either horse-power or steam, provided the dummy engines used should not give off either steam or smoke in such manner as to annoy persons or animals. Foster, 4th, was President of this company for some years after the re-organization, and was succeeded by S. Demoville in and Vaughn, and John P. White have since been Presidents of this company. Stubblefield have been Secretaries; and S. Hardy, Superintendent of the company. Bransford, Andrew Allison, and Percy Kinnaird. They were authorized to construct a street railroad commencing at a point on the south-west corner of the public square near the intersection of the square and College Street, running thence along the south side of the square, across the suspension bridge, along Bridge Avenue to Woodland Street, along Second Street to Fatherland Street, along Fatherland Street across Tenth Street, and along the natural extension of Fatherland Street and ending at a point about five hundred feet beyond or north-east of the intersection of Fatherland and Tenth Streets. This company was also authorized to use horse-power or steam, but was required in the charter to use a tram rail only, of such description as to obviate the danger of injury to wheels or axles of vehicles. The first officers of the company were: White became President in Volney James became Treasurer in , and H. Percy Kinnaird became Secretary and Treasurer in ; and D. Deaderick, Superintendent in The incorporators were John P. Handly, Robert Farquharson, and G. The purpose of the company was to construct a street railroad from the west side of the public square to Cedar Street, along Cedar Street to Cherry Street, along Cherry Street to Line Street, along Line Street to the corporation line, and along the natural extension of Line Street to or near the stock-yards. The first Board of Directors was to consist of

the five or more of the incorporators who should apply for and obtain the charter, and the same privileges as to horse-power or a dummy steam-engine was granted as in other cases. The officers of this company during and were: Stubblefield, Secretary and Treasurer; and D. Besides these, other street railroad companies have been incorporated, and all consolidated into one, as narrated below. They equipped what is called the Broadway or Vanderbilt line with six cars, which innovation proved so satisfactory that by they had equipped their entire system, about seventeen miles in length, including Broadway, Spruce, McNairy, Church and Cedar, Line, North Cherry, Jefferson, Monroe, and Buena Vista Streets. The electric lines were also extended over the street railways in Edgefield, or East Nashville, covering Woodland, Fatherland, Main Streets, and those in North Edgefield. The total length of electric street railway thus put in operation in Nashville is about fifty miles. The number of electric cars upon the entire system of street railways is now fifty-six, the electricity being developed by means of steam engines having an aggregate of fifteen hundred horse-power. Besides these, the company has twenty-two, tow cars. The various separate street railway companies were consolidated February 26, , and chartered under the name of the United Electric Railway. Wrenne, President; Isaac T. Rhea, Vice-president; Frank M. Morrow, Secretary; and George W. Cunningham, Treasurer and General Manager. Toward the latter part of March, , a system of transfer checks was put in operation, by means of which a passenger is enabled to ride from one side of the city to the other for one fare of five cents; which, together with the beauty, comfort, and rapidity of travel of the new electric cars, renders them of great use and popularity. There are few, if any, cities in the United States which, for their size, have a better street railway service than Nashville, and the value of real estate in the suburbs has been greatly enhanced by its perfection. In addition to the above street railroad system there are two dummy railroad lines running out of Nashville. One is the Overland dummy line, running from the public square to Glendale Park, a distance of six miles, and the other from the north-east corner of the public square to West Nashville and Cherokee Park, a distance of about five miles. William Morrow is President, and W.

Chapter 5 : Interurban - Wikipedia

Dewitt Historical Marker Lansing & St. Johns Electric Interurban Railway Lansing, St. Johns and St. Louis Railway East Lansing Collegeville / East Lansing Hancock Houghton County Traction Company.

History of trams Postcard of electric trolley-powered streetcars in Richmond, Virginia , in , two generations after Frank J. Sprague successfully demonstrated his new system on the hills in The s saw the first successful deployments of electric traction in streetcar systems. Most of these built on the pioneering work of Frank J. Sprague , who developed an improved method for mounting an electric traction motor and using a trolley pole for pickup. Conventional steam railroads made limited stops, mostly in towns. These were supplemented by horse and buggies and steamboats , both of which were slow and the latter of which was restricted to navigable rivers. It was not a major success, but others followed. Toledo had 11 separate companies entering the city. At their peak, the interurbans were the fifth-largest industry in the United States. At left is the California Zephyr. The fortunes of the industry declined during World War I and particularly into the early s. Many interurbans had been hastily constructed without realistic projections of income and expenses. They were initially financed by issuing stock and selling bonds. But many of those interurbans did fail, and often quickly. They had poor cash flow from the outset and struggled to raise essential further capital. Interurbans were very vulnerable to acts of nature damaging track and bridges, particularly in the Midwestern United States where flooding was common. In addition, the interurban honeymoon period with the municipalities of â€” was over. The large and heavy interurbans, some weighing as much as 65 tons, caused damage to city streets which led to endless disputes over who should bear the repair costs. The rise of automobile traffic in the middle s aggravated those trends. As the interurban companies struggled financially they faced rising competition from cars and trucks on newly paved streets and highways, while municipalities sought to alleviate traffic congestion by removing interurbans from city streets. Some companies exited the passenger business altogether to focus on freight, while others sought to buttress their finances by selling surplus electricity in local communities. Several which attempted exit the rail business altogether ran afoul of state commissions which required that trains remain running "for the public good," even at a loss. A few struggling lines tried combining to form much larger systems in an attempt to gain operating efficiency and a broader customer base. Both had limited success up to â€” primarily from growing revenues earned from freight. When the war ended in , riders went back to their automobiles, and most of these lines were finally abandoned. The West Penn was the largest interurban to operate in the east at miles and had provided Pittsburgh area coal country towns hourly transportation since The Yellow Line initially operated with third rail from Howard Street to the Skokie Shops and switched to overhead wire for the remainder of the journey to Dempster Street, until when the overhead wire was replaced with third rail. Some former interurban lines retained freight service for up to several decades after the discontinuance of passenger service. Most were converted to diesel operation, although the Sacramento Northern Railway retained electric freight until

Chapter 6 : Huron Historical Society

This is a list of interurban railways in North blog.quintoapp.comere, the term was not used or did not have the same meaning. The vast majority of these systems are defunct. All were opened primarily as passenger carriers, although many survived as freight railways after passenger service ceas.

They were prevalent in North America between and and were used primarily for passenger travel between cities and their surrounding suburban and rural communities. Limited examples existed in Europe and Asia. Interurban as a term encompassed the companies, their infrastructure, and the cars that ran on the rails. The interurban, especially in the United States, was a valuable cultural institution. Most roads and town streets were unpaved, and transportation was by horse-drawn carriages and carts. The interurban provided vital transportation links between the city and countryside. For a time, interurban railways were the fifth-largest industry in the United States. Kusttram , The Belgian Coast Tram, is a European interurban By , most interurbans were gone, with few surviving into the s. Interurban routes link street railroads in Detroit , Port Huron , and Windsor. The term "interurban" was coined by Charles L. Henry , a state senator in Indiana. The Latin, inter urbes, means "between cities". Hilton and John F. Due identified four characteristics of an interurban: Passenger service as the primary business. Equipment heavier and faster than urban streetcars. Operation on tracks in city streets, and in rural areas on roadside tracks or private right-of-way. The definition of "interurban" is necessarily blurry. Some town streetcar lines evolved into interurban systems by extending streetcar track from town into the countryside to link adjacent towns together, and sometimes by the acquisition of a nearby interurban system. There was a large amount of consolidation of lines following initial construction. Other interurban lines became, effectively, light rail systems with no street running whatsoever, or they became primarily freight-hauling railroads due to a progressive loss of their initial passenger service over the years. In the United States Census Bureau defined an interurban as "a street railway having more than half its trackage outside municipal limits. A suburban system was oriented toward a city center in a single urban area and served commuter traffic. A regular railroad moved riders from one city center to another city center and also moved a substantial amount of freight. The typical interurban similarly served more than one city, but it served a smaller region and made more frequent stops, and it was oriented to passenger rather than freight service. Sprague successfully demonstrated his new system on the hills in The s saw the first successful deployments of electric traction in streetcar systems. Most of these built on the pioneering work of Frank J. Sprague , who developed an improved method for mounting an electric traction motor and using a trolley pole for pickup. Conventional steam railroads made limited stops, mostly in towns. These were supplemented by horse and buggies and steamboats , both of which were slow and the latter of which was restricted to navigable rivers. It was not a major success, but others followed. At left is the California Zephyr. The fortunes of the industry declined during World War I and particularly into the early s. Many interurbans had been hastily constructed without realistic projections of income and expenses. They were initially financed by issuing stock and selling bonds. But many of those interurbans did fail, and often quickly. They had poor cash flow from the outset and struggled to raise essential further capital. Interurbans were very vulnerable to acts of nature damaging track and bridges, particularly in the Midwestern United States where flooding was common. In addition, the interurban honeymoon period with the municipalities of â€” was over. The large and heavy interurbans, some weighing as much as 65 tons, caused damage to city streets which led to endless disputes over who should bear the repair costs. The rise of automobile traffic in the middle s aggravated those trends. As the interurban companies struggled financially they faced rising competition from cars and trucks on newly paved streets and highways, while municipalities sought to alleviate traffic congestion by removing interurbans from city streets. Some companies exited the passenger business altogether to focus on freight, while others sought to buttress their finances by selling surplus electricity in local communities. Several which attempted exit the rail business altogether ran afoul of state commissions which required that trains remain running "for the public good," even at a loss. Many financially weak interurbans did not survive the s; others went bankrupt during the Great Depression. A few struggling lines tried combining to form much larger

systems in an attempt to gain operating efficiency and a broader customer base. Both had limited success up to â€" primarily from growing revenues earned from freight. When the war ended in , riders went back to their automobiles, and most of these lines were finally abandoned. The West Penn was the largest interurban to operate in the east at miles and had provided Pittsburgh area coal country towns hourly transportation since The Yellow Line initially operated with third rail from Howard Street to the Skokie Shops and switched to overhead wire for the remainder of the journey to Dempster Street, until when the overhead wire was replaced with third rail. Some former interurban lines retained freight service for up to several decades after the discontinuance of passenger service. Most were converted to diesel operation, although the Sacramento Northern Railway retained electric freight until Infrastructure Right of way Interurbans typically ran along or on a public right-of-way. In towns, interurbans ran in the street , sharing track with existing street railroads. Unlike conventional railroads, it was rare for an interurban to construct long unencumbered stretches of private right-of-way. Interurbans often used the tracks of existing street railways through city and town streets, and if these street railways were not built to standard, the interurbans had to use the non-standard gauges as well or face the expense of building their own separate trackage through urban areas. Some municipalities deliberately mandated non-standard gauges to prevent freight operations on public streets. However, higher voltage became necessary to reduce power loss on long-distance routes, though substations were established to boost voltage. This required fewer substations than DC, but came with higher maintenance costs. The cars contacted this wire through the use of a trolley pole or a pantograph. Others designs collected current from a third rail. Some interurbans used both: In addition, third rail posed a serious danger to trespassers and animals and was difficult to keep clear of ice. These featured the classic arch-window look with truss-rods and cow-catchers. Three of the best known early companies were Jewett , Niles , and Kuhlman , all of Ohio. By , most new interurban cars were constructed of steel, weighing up to 60 short tons The trucks were improved to provide a better ride, acceleration, and speed but with reduced power consumption. In the s, better quality steel and aluminum reduced weight, and cars were redesigned to ride lower in order to lower wind resistance. A "box motor" was a powered car exclusive for freight that looked like a passenger interurban without windows and had wide side doors for loading freight. A freight motor was geared for power rather than speed and could pull up to six freight cars depending upon the load and grades. Freight cars for interurbans tended to be smaller than those for steam railroads, and they had to have special extended couplers to prevent car corner contact at the very tight grinding turns at city street corners. Maintenance equipment included "line cars" with roof platforms for the trolley wire repair crew, snow plows and snow sweepers with rotating brushes, a car for weed control and to maintain track and ballast. In order to save money, many companies constructed these in their shops using retired or semi-wrecked passenger cars for the frame and the traction motor mounted trucks. Passenger trains The first passenger interurban to Bellefontaine, Ohio on July 1, Passenger interurban service grew out of horse-drawn rail cars operating on city streets. As these routes electrified and extended outside of towns interurbans began to compete with steam railroads for intercity traffic. Interurbans offered more frequent service than steam railroads, with headways of up to one hour or even half an hour. As interurban routes tended to be single-track this led to extensive use of passing sidings. Single interurban cars would operate with a motorman and conductor, although in later years one-man operation was common. In towns with the middle of the street operation, speeds were slow and dictated by local ordinance. Freight trains Many interurbans did substantial freight business. These often operated at night as local ordinances forbade daytime freight operation on city streets. Carolina Street was away off at the edge of the little beach city. The end of it ran into a disused inter-urban right of way, beyond which stretched a waste of Japanese truck farms. There were just two house in the last block The Hotel Tremaine was far out of Santa Monica, near the junk yards. An inter-urban right of way split the street in half, and just as I got to the block that would have the number I had looked up, a two-car train came racketing by at forty-five miles an hour, making almost as much noise as a transport plane taking off. I speeded up beside it and passed the block.

Chapter 7 : Lists of Louisiana Railroads, Street and Interurban Railways, Logging Trams, Sawmills, etc.

Railroad Database. Data on approximately common carrier and logging railroads that operated in Texas. This contains data from Poor's manuals, lumber directories, period atlases, etc.

Kansas City, Clay County and St. Kansas City was an important interurban center in Eight interurban electric lines, radiating in every direction, operated a total of cars a day. The eight lines brought about 2. Work started on this road in September, , when 1, men began grading and doing the heavy concrete work on the right of way. The line was in operation for 20 years in three counties north of the river. Joseph line was opened in May. Sixteen passenger cars, five freight cars and one service car comprised the rolling stock of the company. The maroon cars seated 58 persons. A compartment was reserved for packages, express and trunks. Seats were of green plush with white covers on the head rests embroidered with the initials of the company. There were stained-glass panels above each car window. The car left the Kansas City terminal at the northeast corner of Thirteenth and Walnut streets at 5: At the same time another car left for Kansas City from the Excelsior Springs station. The run was made in a little over an hour, and the schedule called for a car leaving the terminals every hour on the hour. The fare was 75 cents to Excelsior Springs, which included the 8-cent Kansas City fare. The route to Excelsior Springs was known as the hill route, having been chosen rather than a suggested river route through Missouri City. A map compiled in by Mrs. Robert Withers for the schools of Clay County illustrated with sketches of historic landmarks by Harry Wood, creator of the Intellectual Pup cartoon in The Star shows the route and some of the stations of the line that meant so much to Clay County, where except for the very few who owned automobiles, the only access to Kansas City was by way of the Burlington railroad or by horse and buggy over dirt roads. A former interurban conductor, L. Morgan, Clay street, North Kansas City, reeled off the following list by memory: Tracks of the old line are still in place on Mill street in Liberty and the interurban station still stands. Joseph line had 41 intermediate stations located in Clay, Platte and Buchanan counties. Joseph and Kansas City simultaneously; the run took 70 minutes. Stations on the St. Joseph line, as recalled by Morgan: In addition to serving the old towns along the line, the new inter-urban service made possible many housing developments. Kansas City and St. Joseph workers, who had always wanted to own homes on small acreages and work in the city, were now able to do so. In June, , the Kansas City station and ticket office was moved from the original site at Thirteenth and Walnut, to the Railway Exchange building at Seventh and Walnut, where the ticket office and waiting room occupied three rooms on the ground floor. Business offices were on the fifth floor and here Mrs. Nan Viles of Liberty worked as secretary to the general passenger agent, Ross Mahan. Her work covered a wide range of duties. As she says, I was a girl Friday for the company. She remembers the special cars, which were available at all times for private trips and which has spacious glassed-in observation platforms at the rear of the cars. One day I sold a special car to the Larabee Milling company, who had out-of-town guests and wished to take the party to St. Mahan, was out of town, so after making arrangements with these gentlemen, I gave orders to the dispatcher to clear the line for the special. Mahan happened to be returning from St. Joe when his car was shuttled off on a siding at Dearborn to let the special pass. Another accident, he moaned. Must be terrible with four doctors on their way. Badly upset he returned to Kansas City and his office where he learned that there had been no accident, but that the Larabee Milling special was serving luncheon to its guest, and had procured four white-coated waiters for the trip. The Line had been plagued with accidents, and according to Mrs. Vile there was much litigation. The schedule was too close, and livestock were killed, automobiles struck, four members of a wedding party were killed at a crossing and a boy driving a wagon was struck and killed. The company did well financially during most of its existence, but as the years progressed the automobile, busses, hard-surfaced roads and the depression all took their toll in customers. In May, , the last trips were made, right of ways sold and bridges removed. It is now used by the Missouri Public Service company which furnishes electricity to the Liberty area. Many still remember with pleasure the old days of the inter-urban and the scenic rides through open fields and along the streams in the rural counties north of the river. They remember the peaceful hour on the comfortable cars with no traffic and the relaxed time with daily newspapers, a pleasant

interlude between the big city and a little place in the country.

Chapter 8 : Interurban and streetcar railways in Syracuse, New York - Wikipedia

Boston & Northern Street Railway: The Boston & Northern Street Railway served communities surrounding Boston and was formed in from the Lynn & Boston Railroad, itself a combination of several smaller interurban railroads. At its peak the B&N operated over 16 miles of track and later became part of the Bay State Street Railway.

Joseph Railway, is walking the sidewalks of New York this week seeking some Wall Street "angel" to help that line carry on as the sole electric interurban into Kansas City that has not had to reorganize following motorcar, bus and truck competition. It has been general knowledge that the "Springs Line" which serves a territory between Kansas City, St. The bulk of the shareholders, located in the East, where the securities had been largely marketed, were inclined to liquidate the line, so as much money out of the firm could be possibly salvaged. Abandonment of the line was granted thirty months later and on March 10, , the last scheduled trip left Kansas City for St. For that week, nothing is mentioned in the St. Joseph News-Press or competing St. Louis, but 90 years ago, leaving the heart of downtown St. Joseph on an hourly schedule from 5: Joseph - Kansas City run, which took two hours, from downtown to downtown. The average speed for the entire line was 37 MPH, but that included the slow pace the electric cars ran when under the lower voltage of the city streetcar systems. The February 18, edition of the St. Joseph-Kansas City Interurban were delighted with their visit here. Joseph-Savannah electric line and its motors are of much greater power. It is a marvel of comfort and convenience and the finishing throughout is beautiful. Passengers are taken aboard and discharged through doors in the middle of the car and the middle platform divides the car into two sections, one of which will be preserved as a smoking compartment. A later generation would remember that as the location of the Trailways Bus Terminal. The heavy electric cars - 58 feet long and 9 feet wide - used the city streetcar line tracks down Eighth Street, then Mitchell, and finally Eleventh Street, south past what was then the Aunt Jemima Mills later Quaker Oats. In October Mr. Sheridan Logan, the dean of St. They were larger than our trolley cars. They were sort of a red maroon color and they had a very distinctive horn on them. It was sort of a rolling noise. Joseph was really more important than it is today. Joseph and published his book In Ole St. Gateway to the West, Mr. Hard roads in Platte, Clay and Buchanan Counties were non-existent in when 1, men began the grading and heavy concrete work for a high-speed electric railway northward from the retail business center of Kansas City, Missouri. The term described the electric traction systems being developed primarily in the Midwest--particularly Indiana and Ohio--New England, and the West Coast. Joseph, had true electric railroads built with millions of investor dollars. American saw electricity as a symbol of the modern age. At the peak of the interurban craze in , these lines had built over 18, miles of track and operated over 10, cars. Joseph, six steam lines radiating in all directions had competed for business in the years following the Civil War. A look at a map of Buchanan County one hundred years ago shows railroad lines blanketing the county, connecting every rural community, such as Agency, DeKalb, Willowbrook, and Faucett. Joseph and Kansas City. The distance between the two terminals was however 62 miles and at that time required approximately three hours to cover the route. In the Kansas City area, the first electric railroad to build to a neighboring city was completed in January , up the west side of the Missouri River to Leavenworth, Kansas, 26 miles. Its purpose was not necessarily competition to the Santa Fe as much as promotion of W. Opened in , this line was called the St. The route consisted of three wooden cars and headed north on the streetcar line down St. Joseph Avenue and terminated four blocks west of the square in Savannah. Strangely, the little line outlived the St. Joseph streetcar linesand most of the big Kansas City interurbansâ€”its last run was July 22, In this day, the highway drive between the two county seats is on four-lane Route 71, and the southbound lanes of the highway dip up and down over the slightly hilly terrain. In a very obvious contrast the northbound lanes to Savannah are built on the historic right-of-way of the St. Joseph-Savannah Interurban, and give the smooth, graded ride characteristic of a railroad right-of-way. An excellent history of the Kansas interurban railways is found in a book by Alison Chandler, Trolley Through the Countryside. McGowan, born in Clay County, Missouri in , began his career in public transportation as a driver of a horse-drawn streetcar on the muddy streets of nineteenth century Kansas City. From that beginning he rose to the rank of manager of the United

Gas Improvement Company of Kansas City when in he was called east to manage the Indianapolis Street Railway Company owned by the same utility. For the remaining twelve years of his life Hugh McGowan was literally the right man at the right place as his shrewd and competent leadership, in partnership with William Schoef of Cincinnati, Ohio, created a traction syndicate which grew to be the dominate force in Midwest interurban circles. Bradley in his book, Indiana Railroadâ€"the Magic Interurban. They knew shrewd landowners would demand higher prices if they knew the real source of the capital. Joseph had in the inflated census population of , Kansas City had its own glowing reputation as a booming western metropolis. Traction promoters dreamed of constructing an electric interurban connection between these two leading western Missouri cities, but the cities were separated by a major obstacle that the steam railroad already conquered -- the Missouri River. Charles Fredrick Enright, born in , had an established career in banking when in he left the Missouri Valley Trust Bank to promote an electric Interurban connection to Kansas City. He secured franchises and the necessary right-of-way. A major engineering feat of the day, the A-S-B Bridge carried steam railroad service on the lower deck, and the upper deck was for street and interurban cars, vehicles, and pedestrians. Completion of the A-S-B Bridge was noticed on a national level. In Indiana Hugh McGowan, who had been raised on a farm near Liberty, must have seen the progress in his native state. Was he the link between Charles Enright and experienced Interurban developers from Indiana? This is definitely possible, but not recorded. Hugh McGowan, only 51 years old, died December 19, , as construction was underway on the new line. Enright found associates in the project--or they found him--from the hotbed of Interurban know-how-- Indiana. It was to have one division linking Kansas City to St. Joseph, a distance of 52 miles, and another smaller line, The desirability of the Clay County route was the fact the steam Wabash RR was carrying , passengers annually to the Springs. In that preserve still stands a foot large, semicircular bridge which took the line over Rush Creek. Woods of Indianapolis, was the consulting engineer, responsible for the route details, bridge design, station and equipment design. At that time this eminent engineer had over 21 years experience in RR construction. The company purchased the best available equipment. From the Cincinnati Car Company the road received five motor-freight units, five express cars and sixteen passenger cars. Due to increases in both freight and passenger business, the road by had acquired an additional four motor freight units and four passenger cars. Like the Santa Fe, there was no shoddiness anywhere. The interurban trains always moved slowly mainly because they were operating thru the change-over from volts to volts on city car lines, and then too, because they were trains and not street cars. Charles Enright did not live to see the decline of the railroad he promoted. He was 55 years old. Joseph News-Press reported later about the pending Enright funeral: Enright, with burial in the Mt. Joseph a sturdy, boxy red brick building at the south-west corner of 8th Street and Angelic Street now houses an enterprise called The Motor Shop. That structure at South 8th Street was the Interurban freight depot in St. Joseph from to The heavy Interurban cars went down 8th Street and 11th Street. South of New Life Mills formerly Quaker Oats , 11th street turns leftward, but in the railroad veered right, and a house is now built on the right-of-way. Behind that property the route has been paved over by Interstate , for the mile distance to 22nd Street Route Where the interchange of 22nd Street and I is today in St. Cooper of Greencastle, Indiana. Joseph to Dearborn, Missouri. A rare Atlas of Buchanan County at your St. Joseph Public Library reference department shows the route through these townships. In Willowbrook, Missouri, there are 2 brick structures on the main road Route H. Now used simply as a garage, this brick building like the fright depot on 8th Street, is another Interurban structure to be found in the Northland. Unlike Clay County, where a power transmission line is built on the historic R. In the winter and early spring you can feel your way along and imagine the long gone Kyle, Maxie, Richie, and Pinkston stops on the way to Willowbrook. On her farm was something completely amazing--a lengthy section of the right-of-way, completely cleared, with the Interurban wire fences placed there ninety years ago. John explained, his Aunt and her husband had moved to their farm in Their farmhouse was heated solely by a wood-burning stove. Guess where the scrub brush, trees, and wood were harvested for their stove? The history of the railroad ends, March 10, , but its story continues, as the children who rode the railroad are now Senior Citizens with memories to share. The principal growth of the Kansas City metropolitan area has historically been to the south. Joseph has fallen to sixth in rank of Missouri cites.

Chapter 9 : Histories & Photos |

If you were traveling to Kansas City from St. Joseph, Missouri, along Interstate 29 in a car, you would cross, several times, the old rail bed of The Kansas City, Clay County, and St. Joseph Interurban Railway, an electric interurban "light" railroad, that existed from to

Wyoming Alabama Alabama Power Company: Today the Alabama Power Company is a electricity provider to over one million customers but back during the early 20th century it also owned a number of streetcar railroad operations including in the cities of Anniston, Montgomery and Tuscaloosa. Most of its operations were out of business and shutdown by the s. It operated until at which point it had grown to a nearly 50 mile system. The interurban was shutdown that year when its president died, J. Howard Wilson and it was acquired by the National City Lines, which converted all operations to bus-only operations. The Capital City Electrical Railway, also known as the Lightning Route, began operations on April 15, serving Montgomery and was one of the first to recognize that dense commercial and residential areas within a city should be separated. It operated for exactly 50 years before the service was replaced by buses. Today, Montgomery is attempting to rebuild a small interurban operation. Alaska Tanana Valley Railroad: This interurban would eventually became part of the Alaska Railroad. It reached its peak length of 11 miles in and again changed its name to the Pine Bluff Company. It abandoned all operations in Arizona Phoenix Street Railway: The Phoenix Street Railway began operations in originally using horse-powered carts although it switched to electric streetcars in The system was one of the larger interurbans in the country reaching as far as Glendale, a distance of nearly 11 miles. It operated until October of when a fire destroyed most of the streetcar fleet. It operated until December 31, when the service was converted over to buses. Today the interurban has been partially revived under the direction of the Old Pueblo Trolley project. This system was the one true Arizona interurban located in the state. The building of the line was during the second big boom of construction of the interurban industry, the first occurring during the first few years of the 20th century. The company became profitable enough to also construct a four-mile spur serving an area outside of Warren that was rich in lumber traffic. As the copper industry played out and automobile use increased the line was abandoned by After its purchase by the San Joaquin Light And Power Company in the interurban became one of the top-notch operations in the country with double-tracking spanning the entire line. In the line was sold by San Joaquin Light and Power and nine years later in February of the operation was shifted entirely to bus service. It began operations in and used large, heavyweight streetcars. It operated a short interurban operation as well as a freight system that moved its products to market using electric motors. The railroad remained in service until the s. It updated to electric operation in and by the system was operating five different lines radiating out from the city. It lasted until early when the interurban system was replaced by buses. Fresno Traction has its earliest roots dating back to early as the Fresno Street Railroad. In this railroad was taken over by the Fresno City Railway and after the system was electrified in its name was changed to the Fresno Traction Company. At its peak the system was operating a mile network. The interurban lasted until May 20, when it was converted to bus service. Nevada County Traction Company: It was a shortlived operation lasting only until November 5, Los Angeles Interurban Railway: It began operations in and lasted until when virtually all of L. The Tidewater Southern Railway served, , Stockton and Modesto and was originally incorporated in Later it also connected Turlock and Hilmar. The Tidewater Southern became a Western Pacific Railroad subsidiary in and while it was initially built as an interurban its passenger services were abandoned in entirely and became a freight-only operation. The TS remained a mostly independent railroad until the s when the WP mostly absorbed the system. Today, most of the railroad remains in service under Union Pacific, one of the few interurbans to still see most of its original property in service. East Bay Transit, began serving Oakland in and is still operating today. The original streetcar service became the Key System in , which ultimately would serve most of the surrounding communities. The service remains an important transportation artery for commuters today. It served downtown ,Berkeley and the nearby ferry pier. The operation went bankrupt in and was then reorganized as the Key System. It began operations in taking over a horse-powered operation which dated

back to The line was taken over by the Northwestern Pacific Railroad in and rail service ended in It eventually became part of the Pacific Electric Railway. It operated until when it became part of the Pacific Electric Railway. San Francisco, Napa and Calistoga Railway: Helena with a system covering 43 miles. It remained in service until when passenger operations ended and Southern Pacific picked up the line for freight services which lasted until It began operations in as a subsidiary of the Southern Pacific. It reached its peak in covering 68 miles and today much of the railroad is operated by the Caltrain commuter service. The railroad itself lasted on paper until when it was dissolved into Southern Pacific. It lasted only until when it became part of the Union Traction Company. At that time it served as an interurban operation linking Stockton, Lodi and Sacramento. Today it still operates about 15 miles of railroad hauling freight and serving local ports. It began operations on April 22, and served as an interurban railroad until when passenger service was discontinued. Its electric operations remained until when they too were shutdown. The freight services were carried on until when operations were discontinued altogether. The Sacramento Northern was an interurban that dated back to the very early 20th century and was assembled by H. The interurban was one of the best engineered ever built although its profits did not mirror its high level of construction and probably would not have survived without purchase by the WP. It was renamed the Sacramento Northern Railroad in after entering bankruptcy. The SN became an official subsidiary of the Western Pacific in Unfortunately, the system never made it any further north than Dixon a distance of 12 miles. Central California Traction Company: It too, served Sacramento where it connected with the SN and stretched south to Stockton and Modesto. Its branches served Lodi, Bellota, Manteca, and empire. It abandoned all passenger services in and scrapped electrified operations that same year. Pacific Coast Railway Company: This line began operations as a narrow-gauge freight system, changing over to electrified operations in It later extended to Guadaloupe where it interchanged passenger, and some freight, with the SP. With little freight traffic service was abandoned by in favor of buses. At its peak the PE was the largest interurban ever built in the United States, operating a total of more than 1, miles of rails, with about of these miles main line routes. To learn more please click here. This interurban began operations in serving its namesake towns as well as Eagle Rock and La Crescenta, and also reached the outskirts of Los Angeles via trackage rights over the UP. Service was abandoned in Colorado Boulder Street Railway: It began operations in operating a three-mile stretch of track, which mostly served Colorado University. It operated until June of when it was abandoned in favor of buses. Cripple Creek District Railway: All operations were abandoned in It was originally steam powered but switched to electric in While the railroad was mostly an interurban operation it also had some freight service. Interestingly, the railroad lasted until March 15, when all services were suspended passenger service had ended in It began electric operation in employing 11,volt AC system for power. Being the only service between the two cities the railroad saw heavy traffic but unfortunately few profits. It was no longer profitable after and ended operations on December 15, It ceased operations in It operated until the early s. Grand River Valley Railroad: It served Grand Junction and Fruita and also operated freight service to the nearby fruit and vegetable farming in the area. It was unable to remain profitable after the Great Depression and was shutdown in It operated some extremely steep lines, as high as 7. On November 21, a fire severely crippled operations when the carbarn was destroyed and much of the equipment.