

Trolley Car

William Kennedy

Trolley Car Treasury Frank Rowsome,1956 A century of American streetcars, horsecars, cable cars, interurbans, and trolleys.

Suburban Philadelphia Trolleys Kenneth C. Springirth,2007-08-08 The Philadelphia Suburban Transportation Company prospered through the hard times of the 1930s and was the last privately-owned trolley system in the United States. Aerodynamically designed Bullet cars of the Philadelphia and Western Railway dramatically reduced travel time on the Sixty-ninth Street to Norristown line. The Presidents' Conference Committee trolley cars of the Philadelphia Transportation Company linked the boroughs of Darby, Colwyn, and Yeadon with Philadelphia. Photographs of Media's 1977 town fair feature vintage trolleys in the only suburban community in the United States with a trolley line ending in its main street. Suburban Philadelphia Trolleys covers the history of the trolleys that served Philadelphia's western suburbs.

Southeastern Pennsylvania Trolleys Kenneth C. Springirth,2008 An extensive number of trolley car lines linked the city of Philadelphia to the rich farmland and picturesque towns of southeastern Pennsylvania. These trolley lines traversed miles of narrow streets lined with row houses whose residents were proud working-class Americans. These historic photographs trace the trolley cars' routes, including Route 23, the region's longest urban trolley route, from the expanses of Northwest Philadelphia's Chestnut Hill through the crowded commercial Center City to South Philadelphia with a variety of neighborhood stops at everything in between. Southeastern Pennsylvania Trolleys follows the history of the trolley cars that have served this diverse and historic region.

Chicago Trolleys David Sadowski,2017 Chicago's extensive transit system first started in 1859, when horsecars ran on rails in city streets. Cable cars and electric streetcars came next. Where new trolley car lines were built, people, businesses, and neighborhoods followed. Chicago quickly became a world-class city. At its peak, Chicago had over 3,000 streetcars and 1,000 miles of track--the largest such system in the world. By the 1930s, there were also streamlined trolleys and trolley buses on rubber tires. Some parts of Chicago's famous L system also used trolley wire instead of a third rail. Trolley cars once took people from the Loop to such faraway places as Aurora, Elgin, Milwaukee, and South Bend. A few still run today.

Greater Erie Trolleys Kenneth C. Springirth,2006-03-29 When the first electric trolley car entered service in Erie in 1889, it revolutionized public transportation in the region. Within a few years, Erie became a major trolley hub linking the eastern and central United States. With the exception of a 15-mile gap at Little Falls, one could travel from New York City to Chicago via Erie. Greater Erie Trolleys covers the network of trolley lines that operated between Erie, Conneaut, Buffalo, and Meadville. Greater Erie Trolleys illustrates the vital role trolley cars played in the expansion of the urban population. It documents the beginning of pleasure travel with photographs of the special trolley car excursions from Erie to Elk Park for picnics, dances, and sporting events. Ridership began to decline just as the automobile came on the scene and dirt roads became paved highways. Eventually the lines were abandoned, but the trolleys left an important mark in transportation history.

Western Connecticut Trolleys Connecticut Motor Coach Museum,2007-02-28 Throughout history, Americans have embraced technology with a special enthusiasm, and the innovation of the trolley car is no exception. This industry fueled the growth of many towns and cities in Connecticut, and Western Connecticut was able to keep pace with other parts of the state because of it. Although short lived, the trolley changed the landscape of the state and spurred progress in ways never imagined just a few years before. Marking an important milestone in the documentation of Connecticut's street railway heritage, Western Connecticut Trolleys is the sixth Arcadia Publishing book chronicling the history of all the streetcar lines and companies in the state.

Waterbury Trolleys Connecticut Motor Coach Museum,2005-06-22 Waterbury Trolleys traces the growth and expansion of the streetcar system throughout the Naugatuck Valley. This system became part of the Connecticut Company's extensive streetcar network, spanning 1,138 miles statewide at its peak in 1918. As automobiles became a primary mode of transportation, the streetcar lines in Waterbury transitioned to bus routes. By 1937, streetcars were officially replaced by buses. This wonderful collection of vintage photographs documents the network of streetcars that once thrived in Waterbury.

Pennsylvania 's Trolley Car Heritage Kenneth Springirth,2016-03 Trolleys of Pennsylvania is a photographic essay covering trolley car systems in Pennsylvania. Pennsylvania had more operating trolley companies than any other state in the United States. Fairmount Park in Philadelphia was the first park in the world to have a trolley car line located entirely within the park. Johnstown, Pennsylvania, was the smallest city in the United States to place in service new modern Presidents' Conference Committee cars. Until Philadelphia's Route 62 (Darby-Yeadon) was combined with Route 13 in 1971, Route 62 was the shortest trolley car line in the United States. This book provides an insight into a variety of trolley car lines that have contributed to Trolleys of Pennsylvania.

Trolleys of the Capital District Gino DiCarlo,2009 When it came to first-class transportation, not many regions of North America had more to offer than the trolley lines of New York's Capital District. From their humble beginnings as horse roads forming belts around Albany, Schenectady, and Troy, these trolley lines helped move people around Upstate New York from the late 1800s until their final exit after World War II. The lines of the United Traction Company, Schenectady Railway, and the Hudson Valley Railway provided hundreds of miles of track around their home cities, as well as direct routes to resorts in the Adirondacks, Lake George, and Saratoga Springs. The trolley lines became famous for disasters that made national headlines, labor disputes, and engineering wonders that included the longest trolley bridge in the world. The vintage images in Trolleys of the Capital District provide insight into an era gone by and an often forgotten form of transportation.

Philadelphia Trolleys Allen Meyers,Joel Spivak,2003 Streetcar service arrived in Philadelphia in the 1850s, shortly after the consolidation of the city. After the Civil War, the horse-drawn omnibus gave way to a comprehensive network of streetcar lines with some routes measuring nineteen miles in length. By 1915, the electrification of the streetcar increased the number of routes in Philadelphia to a total of eighty-six. During the trolley's heyday, the city provided a vast test track for such companies as J.G. Brill, Kimball and Gorton Car Manufacturers, and the Budd Wheel Company. The Wharton Railroad Switch Company revolutionized the manufacture of switches and tracks. Of the lines that once operated in Philadelphia, five are still running today. Philadelphia Trolleys contains a variety of rare images, including a postcard of the Point Breeze Amusement Park, photographs of motormen's uniform badges and buttons, architectural drawings, early stock certificates, and a photograph of the Toonerville Trolley used in the silent movies produced by Lubin Studios in the 1920s.

San Diego Trolleys Douglas W. Mengers,2017-09-04 Starting with the first horse-drawn trolleys introduced by the San Diego Streetcar Company in 1886, San Diego's history included the growth and decline of several trolley systems. After electricity arrived, San Diego was the site of early experimentation for electric trolleys on the West Coast and home to a short-lived cable car system. In the 1890s, sugar baron John D. Spreckels purchased these failed lines and consolidated them into the San Diego Electric Railway. This railway expanded rapidly, leading to the development of new trolley suburbs at the turn of the century, including North Park, Normal Heights, and Mission Beach. Ridership waned with the Depression and the introduction of autobuses, and though it temporarily rose during the war years, this decline led to the dismantling of the trolley system in April 1949.

New Jersey's Trolley Heritage Kenneth C. Springirth,2020 New Jersey's Trolley Heritage is a photographic essay of trolley cars that once served Atlantic City, Ocean City, and Wildwood, plus the modernized Newark City subway, along with the new Hudson-Bergen Light Rail Line and River Line. From 1889 to 1955, electric trolley cars served commuters and vacationers in Atlantic City. Between 1938 and 1955, Atlantic City operated twenty-five streamlined Brilliners known as the Miss America Fleet, the largest fleet of these cars in service in the United States. The Shore Fast Line connected Atlantic City via Pleasantville and Somers Point to Ocean City. A portion of the Pennsylvania-Reading Seashore Lines was used by the Shore Fast Line. Open summer cars operated in Wildwood until it closed in 1945. After trolley service ended in Atlantic City, Newark's City Subway was New Jersey's only remaining trolley line until New Jersey Transit opened the Hudson-Bergen Line in 2000, and by 2011, linked North Bergen with Hoboken, Jersey City, and Bayonne. New Jersey's Trolley Heritage documents an important part of the state's trolley history including the River Line, which opened in 2004, connecting Camden with Trenton.

The Trolley Car Family Eleanor Clymer,1947 The story of the Parker family who live in a trolley car.

Pittsburgh Streamlined Trolleys Kenneth C. Springirth,2006 Pittsburgh Streamlined Trolleys covers the history of the trolley car system that once had the third largest fleet of Presidents' Conference Committee trolley cars in North America. Pittsburgh Railways Company was very innovative and constantly made design improvements in its trolley cars. This led to increased ridership, as these streamlined trolleys were quiet, fast, and had comfortable seating. With the increased use of automobiles, ridership declined. After the Port Authority of Allegheny County took over Pittsburgh Railways, most of the trolley routes were abandoned. However, a number of trolleys were refurbished with paint schemes that included psychedelic commercial advertising and community messages. The last runs of these trolleys occurred in 1999, and new light rail vehicles are now in service.

Philadelphia Trolleys Roger DuPuis II,2017-01-23 Using evocative photographs from private collections, Philadelphia Trolleys: From Survival to Revival carries readers on a nostalgic trip through nearly 50 years of transportation history, starting with the takeover of local transit service from the private sector by Southeastern Pennsylvania Transportation Authority (SEPTA). Sporting a rainbow of paint schemes in the 1970s, Philadelphia’s fleet of streamlined 1940s trolley cars brought a welcome splash of color to gritty city streets. But more than a coat of paint was needed for America’s largest surviving streetcar network, and SEPTA faced tough choices about how much to keep as aging vehicles and infrastructure desperately required renewal or replacement. Long-lived Presidents’ Conference Committee (PCC) streamliners were retired, and SEPTA invested in Kawasaki light-rail vehicles, which are still serving Philadelphia commuters 35 years later. Many SEPTA PCC cars found new homes, from Maine to San Francisco—and, more recently, on SEPTA’s own revived Girard Avenue line. The story comes full circle as SEPTA officials once again gear up to select a new generation of Philadelphia trolleys.

Riding the Yellow Trolley Car William Kennedy,2017-01-03 The collected nonfiction of the Pulitzer Prize-winning author of Ironweed: “A great pleasure to read no matter what the subject” (Library Journal). When William Kennedy arrives in Barcelona, his guidebook recommends taking the trolley around town—but the trolleys haven’t run in the city for years. He’s on his way to interview the novelist Gabriel García Márquez when, out of the corner of his eye, he sees something impossible: a yellow trolley running down the street. Márquez, however, is not surprised; like all great writers of both fiction and nonfiction, he knows that impossible things happen every day. A remarkable collection from one of America’s greatest authors, Riding the Yellow Trolley Car features work from all stages of Kennedy’s career. Through each piece runs the thread that ties together his greatest works: a love and deep understanding of his hometown, the city of Albany, New York, and the good and evil men who have made it what it is. Featuring interviews and essays on some of the most prominent authors of the twentieth century, from Saul Bellow and E. L. Doctorow to Norman Mailer and the legendary García Márquez—as well as insightful reflections on topics from baseball to the death of a prominent cat to Kennedy’s wife’s hiccups—Riding the Yellow Trolley Car is an essential book for all those who love to read, or live to write.

Straphanging in the USA Martin W. Sandler,2003 An illustrated look at how the problem of moving large numbers of people within cities has been addressed through a series of vehicles and systems, from horse-drawn cars to the modern subway.

Maybelle the Cable Car Virginia Lee Burton,1997-03-31 Maybelle was a cable car a San Francisco cable car. . . She rang her gong and sang her song from early morn till late at night. . . . By recounting the actual events in San Francisco's effort to keep the city's cable cars running, this classic story illustrates how the voice of the people can be heard in the true spirit of democracy. Virginia Lee Burton's original art for Maybelle the Cable Car was retrieved from the archives of the San Francisco Public Library to re-create this edition with all the vibrant charm of the original, which was published in 1952.

The Forgotten Trolley Mary Ruth Weaver,2020-06-25 Inspired by her husband’s love of trolleys, Mary creates an ironic, funny and altogether timeless tale of the trouble one retired trolley has in keeping the faith when he is no longer of service to his passengers.

Breezers Stephen L. Meyers,1993

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