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Interurban Railroads of Indiana

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UNION TRACTION COMPANY—ANDERSON-MARION

For the origins of electric inter-city transit in Indiana one must look to the Gas Belt region around Marion, Anderson and Muncie. One of the first lines to be electrically operated between cities¹ was that of the Marion Electric Street Railway Company (\$80,000)² which was incorporated³ August 21, 1889 by Eli Halderman, *president*; Charles W. Halderman, *secretary and treasurer*; Warren C. McWhenny, Oscar E. Halderman and Oscar A. Gale. Work was not started until the spring of 1892; about August 1, 1893, the line was operated from Marion to Jonesboro and Gas City⁴ and the

¹ The word "interurban" was suggested to Mr. C. L. Henry while visiting the World's Fair in Chicago in 1893 where an "Intramural" railway was in operation. The word was used by a writer in the *Street Railway Journal* on page 529 of the August 1893 number in describing a six-mile line just completed between Buffalo and Tonawanda, N. Y.

² Increased to \$100,000 September 8, 1891.

³ Many of the early interurbans were incorporated under the act of June 1, 1860, which provided for incorporation of street railroads. Other companies were incorporated under the general railroad act and afterwards, when interurbans were recognized by law, filed with the secretary of state notice of determination to avail themselves of all rights and powers of interurbans. Acts of March 11, 1901, and March 7, 1903, defined status and privileges of interurbans similar to steam railroad companies.

⁴ All searches for official records concerning the opening of the line have been fruitless. The franchise of the Marion Electric Street Railway Company was extended on July 1, 1893, removing from July 1st to August 15th the time limit before or on which cars must be operated.

section south of Jonesboro was partly graded. The summer of 1894 saw the completion of the line as far as Summitville.

Other railway companies organized to build lines between Marion, Jonesboro and neighboring towns were Queen City Electric Street Railway company (\$150,000)⁵ incorporated February 27, 1891; Jonesboro & Marion Electric Railroad company (\$50,000)⁶ incorporated December 11, 1891; Queen City Electric Railway company (\$150,000)⁷ incorporated June 30, 1892. The next attempt to construct a line between cities of the Gas Belt was an effort of that persistent promoter of ill-fated electric railways, Mr. Noah J. Clodfelter. Not only was Marion to be connected with Anderson but Indianapolis was to be reached by way of McCordsville, Ingalls, and Pendleton. The company was incorporated September 5, 1894, as the Indianapolis, Anderson, Alexandria & Marion Electric Railway company. (\$100,000). Surveys were made and the contract for construction was let in November.⁸ Work was not begun that year, however, and May 29, 1895, the company was reorganized and changed its name to Indianapolis, Anderson & Marion Railway company (\$500,000.) A loan of \$500,000 was floated with Lyman & Wilgus, New York,⁹ a private right-of-way was sought in Anderson because no agreement could be made with the city lines, and in June, 1895, a small amount of work was done by the Standard Construction company of New York. It was intended to have the Anderson-Marion section ready for operation early in 1896, and later in the same year the Anderson-Indianapolis line. Late in 1895 work was resumed; in a short time cold weather stopped construction after some poles had been set up, rails and ties dis-

⁵ Directors: Geo. L. Mason, Wm. N. Tarnum, Wm. H. Wiley, Thad Butler, Fred S. Duruport.

⁶ Directors: Wm. E. Avery, Frank E. Snow, Chas. A. Jay.

⁷ Directors: Aretus W. Hatch, Jas. C. Devor, Willard C. Nichols, Andrew T. Hart, Edward M. Dewitt. Lewis Wallace, jr., was one of the incorporators.

⁸ *Terre Haute Gazette*, Nov. 1, 1894, p. 11. The directors were Noah J. Clodfelter, Francis M. Dice, Charles A. Miller, Alfred M. Painter, Vachel C. Quick, Walter L. Miller, and George F. Huggins. The incorporators of the new company were: Noah J. Clodfelter, Indianapolis; J. D. Lindsay, New York; J. T. Sullivan, Summitville; V. C. Quick, Alexandria; William R. Pierson, Fairmount; J. H. Winslow, Fairmount; W. R. Myers, Indianapolis; O. Bailey, Indianapolis; S. Free, Alexandria; and A. B. Wilgus, jr., New York.

⁹ *Indianapolis Sentinel*, May 2, 1895, p. 3.

tributed at Summitville and rolling stock ordered.¹⁰ January 27, 1896, Mr. Clodfelter reorganized the company again, its new name being Indiana Interurban Railway company (\$50,000). The purpose of the reorganization was to finance the Anderson-Marion section which was to be completed the following summer. Having secured financial support, Mr. Clodfelter resumed grading in June, 1896,¹¹ and most of the grading between Fairmount and Marion was completed. A power house was erected at Fairmount and others were begun at Alexandria, Jonesboro and Anderson. A stringency in the money market caused the work to be abandoned for the rest of the summer.

In May, 1897, work was begun again on the grade and the power houses. The resources of the company were exhausted so rapidly that very soon there was difficulty in paying the employees. June 1897, nearly a hundred laborers working five miles south of Fairmount went on a strike because they had not been paid for three weeks and mobbed the foreman.¹² August 30, 1897, the stockholders acknowledged insolvency and James A. Bradford was appointed receiver. A total of \$25,000 had been expended upon a few miles of grading that had been done near Fairmount and Gas City and some track that had been laid on the streets of Fairmount. The properties of the Indianapolis, Anderson & Marion Railway company were ordered sold at receiver's sale by the court and were purchased by the Union Traction company.¹³ Philip Matter purchased the distributed ties and poles for \$1,525 and the Anderson power house for \$300. The Fairmount power house was taken by lien holders.

The indefatigable Mr. Clodfelter thereupon organized the Indiana Traction Company (\$500,000).¹⁴ This company was to lay tracks between Marion and Alexandria to connect with

¹⁰ *Indianapolis Sentinel*, Nov. 7, 1895, p. 6. The directors were N. J. Clodfelter, W. R. Pierson, A. J. Yager, W. J. Kyle, Joseph H. Winslow, J. T. Sullivan and L. C. Boyd.

¹¹ *Indianapolis Sentinel*, June 13, 1896, p. 3; July 9, 1896.

¹² *Indiana State Journal*, June 30, 1897, p. 2.

¹³ *Indiana State Journal*, Oct. 20, 1897.

¹⁴ *Ibid.*, Nov. 30, 1897. The directors, N. J. Clodfelter, F. A. Maus, Indianapolis; L. N. Downs, Dee Allen, Battle Creek, Michigan; C. S. Cleaver, Chicago; C. G. Lohman, Indianapolis; and W. R. Pierson, Fairmount.

the Anderson-Alexandria line which was nearly done and also between Elwood and Alexandria. It was stated by the promoters that bonds were placed and that construction would commence as soon as weather conditions were favorable.¹⁵ Nothing, however, was ever done.¹⁶

The other pioneer in interurban railway construction in Indiana was Mr. Charles L. Henry of Anderson, ex-congressman and capitalist whose efforts during the early history of the electric railway earned for him the title, "Father of Interurbans". June 20, 1891, Mr. Henry bought the Anderson City mule line; in April, 1892, in partnership with Philip Matter of Marion he built an electrically operated line from the business section of Anderson to an outlying tract of land which they had recently plotted and offered for sale. In the same year the mule line was electrified.

In the fall of 1892, Mr. Henry went to Missouri and endeavored to buy certain city railway properties which he proposed to electrify and extend to the neighboring towns, but was unable to effect the purchase. In 1893 he returned to Indiana with the intention of building interurban lines but this purpose was also frustrated by the panic of 1893. Two years later in May, lines from Anderson to Marion and Elwood were surveyed; a contract had already been signed with the Marion Electric Street Railway company permitting the use of the latter's tracks. In February, 1895, Mr. Henry contracted for the Citizens Street Railway company of Indianapolis to haul interurban cars over the city tracks. The approaching financial depression and the campaign of 1896 delayed the plans again.

Finally September 3, 1897, the Union Traction company (\$300,000) was incorporated by Philip Matter.¹⁷ Anderson and Marion were the terminals to be connected. Ten days

¹⁵ *Indianapolis Sentinel*, Feb. 10, 1898, p. 3.

¹⁶ Mr. Clodfelter, though unfortunate in most of his business ventures, was the type of man to expend his life upon a great plan. He was far seeing—a dreamer, a writer of poetry. He was a highly respected citizen and is still kindly remembered by residents of the Gas Belt. He died Apr. 29, 1901, in an insane hospital.—*Indianapolis News*, April 30, 1901.

¹⁷ Mr. Matter had purchased and reorganized the Marion-Gas City line forming the Marion City Ry. Co. (\$500,000). John L. Forkner, Ellis C. Carpenter, Charles L. Henry and James A. Van Osdol were the other incorporators.

later work began on the Anderson-Alexandria section and December 23, 1897, the line was opened.¹⁸ A fifteen cent fare was charged for the twelve mile ride. The completion early in the next spring of the six mile link between Alexandria and Summitville gave continuous service between Anderson and Marion.

June 19, 1899 the Union Traction company bought the Marion city and the Marion-Summitville line.¹⁹ June 23, 1899, the Muncie, Anderson & Indianapolis Street Railroad company, a two million dollar company, was incorporated by George McCulloch, owner of the Muncie Street railway, and possessor of franchises along the route to Indianapolis; Charles L. Henry, Anderson; William C. Sampson, Muncie; Ellis C. Carpenter, Anderson; and James A. Van Osdol, Anderson. June 27, 1899, the Muncie, Anderson & Indianapolis Street Railroad company and the Union Traction company merged. The shareholders in the old companies received the same amounts of stock in the new.

By the fall of 1899 the grading from Muncie to Indianapolis was nearly done, but it was not finished until the next summer after franchises had been secured in Indianapolis. November, 1901, a contract was made with the city whereby the company agreed to pay a tax of five cents per round trip for a period of seven years, fifteen cents for the next ten years, and twenty-five cents for the following fifteen years.²⁰

In March, 1900, the Panhandle at Anderson refused to permit the traction company to cross its Belt line at Anderson. A switch was built across Arrow Avenue by the steam line, cars were placed on it and the point of the switch was torn out. During the consequent delay an injunction was obtained by the steam road forbidding the molestation of the railroad's property. In July the restraining order was dissolved and the crossing constructed.²¹

When the first car, after a series of demonstrations along the route, entered Indianapolis over the completed line Janu-

¹⁸ *Indianapolis Sentinel*, Dec. 24, 1897.

¹⁹ *Indiana State Journal*, June 21, 1899, p. 5.

²⁰ *Indianapolis Sentinel*, Nov. 7, 1901.

²¹ *Indianapolis Sentinel*, Mar. 27, 1900, p. 3.

ary 3, 1901, it rode upon the rails of the greatest system of electric railways in the world, a system which comprised 163 miles of track, 56 of which was in the cities of Marion, Muncie, Anderson, Alexandria and Elwood.²² Cars were run every hour and required about one and one-half hours for the trip. The first freight car began making daily runs in July, 1902.²³

At Marion the Union Traction had a long fight with the city council concerning the operation of the city lines. March 25, 1902, the Marion Transit company ceased operation without permission and merged with the Union Traction company. July 1, the council forfeited the city railway franchise and six weeks later ordered the company to remove its tracks.²⁴ Mr. McCulloch, president of the Union Traction company, protested against the order because his company intended to use the tracks. One year later the franchises of the Union Traction company were taken up and a new one given in return for which the Union Traction company was to sell part of the city tracks to the Kokomo, Marion & Western Traction company, remove certain rails from certain streets and make stipulated improvements in paving between the tracks.

A curve over White River three miles west of Anderson, where two serious accidents had occurred, was straightened in 1907 and another at the Pendleton-Fall Creek crossing was reduced two years later. During 1909 a thirty foot strip was bought for a great part of the way between Indianapolis and Anderson for the purpose of laying a second track. No construction has been done on the project, however.

ALEXANDRIA-TIPTON

Interurban lines in Indiana were built in short sections; this feature was partly a result of the conviction among traction men that electric locomotion was best adapted to local carrying and would never displace steam power for moving long distance and heavy traffic and partly a consequence of the difficulty of securing any great amount of capital in the

²² *Indianapolis Sentinel*, Jan. 4, 1901, p. 1.

²³ *Ibid.*, July 6, 1902, p. 5.

²⁴ *Indianapolis Sentinel*, Sept. 7, 1902; July 3, 1902.

young industry. The short units were early amalgamated into small systems. The connecting spur between Tipton and Alexandria is an illustration of this characteristic.

The Elwood-Alexandria line was built by the Elwood & Alexandria Railway company (\$225,000) which was incorporated May 4, 1898.¹ Being a short line and presenting few engineering difficulties, twelve months time was sufficient to build the railway. The first car was run June 26, 1899.²

The following year the Union Traction company of Indiana sought franchises and right-of-ways for a continuation of the line to Tipton. Although it was April, 1902, before construction started the line was ready for operation that fall. The opening was delayed several weeks because of a dispute with the Lake Erie & Western railroad, which paralleled the electric line, over a crossing three miles west of Elwood.³ The steam road demanded that the traction company provide a watchman; the long negotiations caused the Union Traction company some difficulty in securing an extension of the time limit clause in their Elwood franchise. Finally, an agreement was reached between the two companies and on the last day of the year 1902 at 9:30 P. M. a car made the trip from Elwood to Tipton.⁴ In February, 1903, the Union Traction company of Indiana, who had purchased the Elwood-Alexandria line, inaugurated through service between Alexandria and Tipton. The line furnishes a convenient link between the Anderson and Peru divisions of the Union Traction company.

ALEXANDRIA-MUNCIE

While the Tipton-Alexandria connecting link was being built, the Union Traction company asked for franchises and

¹ Dee Allen, Battle Creek, Mich.; Loren N. Downs, Kalamazoo, Mich.; Sherman B. Harting, E. L. Hollingsworth, Rensselaer; and Cassius M. Greenen, Elwood, were the incorporators.

² *Indiana State Journal*, June 28, 1899.

³ The Indiana state law reads as follows: "Where it becomes necessary for the track of one railroad company to cross the track of another railroad company, the company owning the road last constructed at such crossing shall unless otherwise agreed to between such companies, be at the exclusive expense of constructing such crossing in a manner to be convenient and safe for both companies." *Burns' Annotated Statutes of Indiana*, 1901. Section 5154.

⁴ *Indianapolis Sentinel*, Jan. 2, 1903, p. 6.

obtained contracts for the right-of-way for an extension of the line to Muncie in order to provide a direct connection between that city and the Indianapolis-Peru and Anderson-Marion divisions. An independent company which had been asking for franchises for a direct route from Muncie to Alexandria met with indifferent reception as soon as the Union Traction company entered the field. By September, 1902, arrangements were so far completed that the contract was let and construction was begun. Twelve months later, after completing the grade, building many bridges, and laying several miles of steel near Alexandria, the company found itself unable to raise funds to complete the road. The project rested until the high price of steel during the World War made it profitable to salvage the rails. No attempt has been made recently to revive the scheme.

MUNCIE-BLUFFTON

In the fall of 1900 a line was being promoted from Hartford City to Eaton. During the next year the Hexters of Cleveland and several local capitalists surveyed a route from Muncie to Hartford City and Ft. Wayne and incorporated July 9, 1901 the Muncie, Hartford and Ft. Wayne Railway company (\$100,000.)¹ During the summer of 1902 a power house was constructed at Eaton, Indiana; the authorized capital stock was raised to one million dollars July 22, 1902, and an issue of \$1,000,000 in gold bond securities was placed with the Guardian Saving & Trust company of Cleveland.² January 24, 1903 the first car ran from Muncie to Hartford City.³ In order to complete the road into Ft. Wayne an additional issue of one-half million dollars capital stock was authorized, but was never issued.

By May 10, 1903, cars ran as far as Montpelier on the extension.⁴ Though there was difficulty in getting laborers

¹ The incorporators were A. L. Johnson, W. E. Hitchcock, W. B. Cooley, J. C. Gilchrist, F. W. Osborn, S. A. Schener and S. M. Hexter who was president of the company.

² \$84,000 has since been cancelled by action of the sinking fund.

³ *Indianapolis Sentinel*, Dec. 21, 1902, p. 8.

⁴ *Indianapolis Sentinel*, May 10, 1903, p. 13.

to work on the line because of the heavy farm crops, the line was completed to Bluffton late that winter. The line from Bluffton to Ft. Wayne was not built until several years later by another company, the Ft. Wayne & Wabash Valley Traction company.

June 27, 1906, the Muncie, Hartford & Ft. Wayne Railway company leased its properties to the Indiana Union Traction company who owned or controlled one-half of the capital stock. The lessee agreed to pay operating expenses, taxes, interest on outstanding bonds, sinking fund installments and also pay a quarterly rental equivalent of 5% on one-half of the capital stock which on June 18, had been converted into preferred shares.⁵

INDIANAPOLIS-PERU-LOGANSFORT

January, 1898, Senator Gifford and several other citizens of Tipton organized the Atlanta Transportation company for the purpose of building a six mile line from Atlanta to Tipton and perhaps reaching to Windfall, Sharpsville and Kempton.⁶ A larger venture was that of the Indiana Central Railway company (\$50,000) incorporated August 30, 1901, to build from Indianapolis to Peru parallel to the Lake Erie & Western railroad.⁷

March, 1900, Horace C. Stillwell, the pioneer and successful financier of early electric lines, and Charles A. Ford, incorporated the Central Traction company with the purpose of connecting Indianapolis and Kokomo.⁸ All franchises were obtained⁹ and \$1,500,000 in bonds were sold to New York brokers.¹⁰ Contracts were let but no work was done that fall.¹¹ October, 1901, a new contract was awarded to R. L. Kirkpatrick & Company of Anderson, and grading began

⁵ 1921 Report Ind. Public Service Commission.

⁶ *Indianapolis Sentinel*, Jan. 20, 1898, p. 3; Apr. 18, 1899, p. 8.

⁷ The directors were: Charles H. Holmes, Allen Shewmon, Thomas M. Boyd, Frank H. Ry, and James Lynn.

⁸ *Indianapolis Sentinel*, Mar. 21, 1900, p. 6.

⁹ *Ibid.*, July 4, 1900, p. 10; July 9, 1900, p. 7; *Indiana State Journal*, Apr. 11, 1900, p. 2.

¹⁰ *Ibid.*, July 13, 1900, p. 2.

¹¹ *Indianapolis Sentinel*, Nov. 23, 1900, p. 2; Dec. 16, 1900, p. 13.

north of Arcadia.¹² The first plan was to touch Broad Ripple, Westfield and Arcadia and run north through Kokomo where a spur was to connect with Tipton; but, owing to difficulties with the city officials at Noblesville, the route was made to turn east from that point toward Elwood. Some construction was done the following spring. It was rumored that Union Traction interests were working in harmony with the constructing company.¹³

The rumor was verified. April 14, 1892, the Indianapolis & Northern Traction company, a \$3,500,000 corporation was incorporated by those interested in the Union Traction company, Charles A. Baldwin, William H. Bloss, Ellis C. Carpenter, Henry Moore, Albert S. Richey, Arthur Brady, Charles Berry. The articles of incorporation stated that the purpose of the company was to "build, buy or rent" lines of electric railway in any of the cities north and east of Indianapolis. The new company resumed the work of constructing the **grade** at the point where the Indiana Central Railway company stopped. The town of Carmel offered to obtain the right-of-way gratis between Broad Ripple and Carmel if the line were run through that place. In May, ties were distributed and grading was begun on the southern end of the line. July 16, 1902, the stockholders of the Union Traction company after considerable internal opposition voted to lease and later to merge with the Indianapolis & Northern Traction company. The lessee held the \$3,500,000 common capital stock of the lessor as security for guaranteeing a \$5,000,000 bond issue with the Colonial Trust company of New York.¹⁴ In May, 1903, the merging of the two companies was ratified by the two boards of directors.¹⁵ After uniting with the Indiana Northern Traction company the Union Traction company was said to be the largest traction corporation in the world. For the year ending December 31, 1901, nearly a million dollars

¹² *Ibid.*, Oct. 11, 1901, p. 2.

¹³ *Indianapolis Sentinel*, Oct. 25, 1901, p. 2.

¹⁴ *Indianapolis Sentinel*, July 19, 1902, p. 8; Mar. 15, 1903, p. 13.

¹⁵ Dr. Light and Geo. J. Marott of Indianapolis withdrew their suit against guaranteeing the bonds after the U. T. Co. had agreed to respect Mr. Marott's private interests in Kokomo lighting and railways.

was received from operating revenues. January, 1902, stock sold for 45; January, 1903, it sold for 91.¹⁶

A dispute over the right-of-way through the reservoir of the American Straw Board company of Noblesville delayed construction. There was, also, difficulty in hiring workers until a trainload of Italians were employed. September, 1903, cars began running between Tipton and Noblesville; and next month services between Kokomo and Indianapolis was opened.

The line entered Indianapolis through Broad Ripple over the tracks of the Broad Ripple Traction company,¹⁷ most of whose stock was held by the same persons that owned that of the Union Traction company. The short line was absorbed and managed by the Indiana Union Traction company in January, 1905.

In March, 1896, C. E. Everetts had promoted a line from Logansport to Indianapolis via Burlington, Frankfort, and Noblesville, Mattsville and Broad Ripple and subsidies had been voted along the line. Two years later Dr. Robert C. Light, of Broad Ripple, entertained similar plans and incorporated the Indianapolis & Logansport Traction company (\$100,000).¹⁸ His plans included also an extension from Logansport to Warsaw. The Logansport & Kokomo Railway (\$500,000) incorporated February 6, 1902, was for the purpose of building a Kokomo-Logansport line.¹⁹ Mr. Marott, who owned the Logansport city lines and who had decided to reach Indianapolis by connection with the Indianapolis Northern Traction company line at Kokomo, purchased the Logansport city line.²⁰ This step provided terminal facilities and gave Mr. Marott an advantage in the approaching struggle with the Boyd line which was building from Wabash to Peru.

¹⁶ *Indianapolis Sentinel*, July 17, 1903.

¹⁷ Incorporated by Randall Morgan, John B. Warner, Geo. S. Philler, John T. Burnett, Elbert B. Peck, Clarence Winter and John D. Thomson, July 17, 1899.

¹⁸ Incorporated Dec. 30, 1898. Directors: Geo. J. Marott, Horace F. Wood, Alfred R. Harvey, John C. Ruckelshaus, Indianapolis; Robt. C. Light, Broad Ripple; Michael A. Jordan, Logansport.

¹⁹ Directors: Harry M. Lau, Frederick A. Smart, Oliver H. Lau, Lewis A. Stoneman, Detroit; Wm. H. Beach, Holland.

²⁰ A similar scheme was later attempted by the Logansport, Frankfort & Indianapolis T. Co., incorporated Nov. 13, 1908, by S. H. Blakeslee, Cleveland; Allen Barone, Cleveland; Fred Cook, Cleveland. Connection with an Indianapolis line was to be made at Frankfort.

After being excluded from High Street by the Logansport, Rochester & Northern Traction company who had laid its track over night, the Wabash River Traction company secured a restraining order against Mr. Marott enjoining the use of Erie avenue and Fifth street. A short time afterward the Boyd syndicate purchased Mr. Marott's holdings in Logansport and laid its tracks on Erie avenue without interruption.²¹

The work of completing the Logansport and Peru extensions from Kokomo was undertaken by the Union Traction company during the summer of 1903. The lines were opened for traffic about August 1, 1904.²²

MARION-WABASH

Late in the fall of 1902 surveyors went over the route of a proposed line between Marion and Wabash. February 24, 1903, the Indiana Northern Traction company (\$25,000) was incorporated to build between the towns and north to North Manchester and Warsaw.¹ The contract for grading was given to J. G. White & Company of New York² and an agreement was made with President McCulloch permitting the use of the Union Traction company tracks in Marion.

The work of grading and track-laying progressed rapidly. At Fox Station south of Wabash it was feared that an injunction would be served when the company started to build through a cemetery; a number of workers were assembled, the materials were timed to arrive at nightfall, and under cover of darkness the track was laid without hindrance. In the next year the line was completed. The first power house at Lafontaine was abandoned for a larger and newer one at north Marion. January 1, 1905, the eastern financiers surrendered control of the line to the Marion men who had purchased the capital stock.³

²¹ *Indianapolis Sentinel*, May 10, 1902.

²² Logansport was first mentioned in time-tables published in *Indianapolis Sentinel*, August 7, 1904.

¹ The incorporators and directors were R. E. Breed, B. F. Burke, G. A. H. Shideler, Marion; E. H. Neal, Jonesboro; and George Breed, Philadelphia. The money for the enterprise was furnished by Jilson J. Coleman, New York; Henry Coleman, Philadelphia; and J. H. Young, New York.

² *Indianapolis Sentinel*, July 16, 1903, p. 2.

³ *Indianapolis Sentinel*, Dec. 5, 1904, p. 8.

December 2, 1905, the Indiana Northern Traction company, for the sum of about \$500,000 sold its nineteen miles of track, five cars and the Marion power house to the Union Traction company whose chief purpose for the deal was to establish limited service between Indianapolis and Ft. Wayne via Anderson and Marion.⁴

ANDERSON-MIDDLETON

In the spring of 1900 the Union Traction company surveyed a route between Daleville, which was on the Anderson-Muncie line, and Middleton, whose merchants were eager to have another outlet besides the Pennsylvania railroad. So much difficulty arose in securing the right-of-way that within a year the project was abandoned and a line from Anderson was discussed.

February 12, 1902, the merchants of Anderson, with the purpose of forestalling the possibility of a line from Daleville which would be disadvantageous to them, organized an electric railway company which was incorporated February 16, as the Merchants Traction Company (\$150,000).¹

By May 1, deeds for the right-of-way had been secured and the attempt appeared so feasible that Newcastle merchants urged the Merchants Association to continue their line through to Richmond.² The contract for grading was let, and an agreement was made with the Union Traction company to obtain power.³

The association was now ready for some other company to take over its holdings and complete the line. The Richmond & Northwestern Traction company, a venture of Lowe's Dayton system, was actively promoting its Richmond-Newcastle-Anderson scheme. A representative, Gus M. Hodges, came to Anderson in June and negotiated a transfer of the holdings of the Merchants Traction company in August, 1902.

⁴ *Indianapolis Sentinel*, Dec. 14, 1905, p. 6; Dec. 23, 1905, p. 2; Dec. 23, 1905, p. 7.

¹ The stockholders were all merchants of Anderson. The directors were Henry J. Stein, Joseph A. Menchoff, Eugene T. Brickley, Adam Qwickel, Abraham Waslon, and James S. Shackelford.

² *Indianapolis Sentinel*, Apr. 27, 1902, p. 12; May 25, 1901, p. 6.

³ Letter, Rufus H. Williamson, Marion.

December 3, 1902, Anderson extended the city franchise of the Union Traction company until 1952 and in return the traction company was to build repair shops, car barns, enlarge the local power plant, and build lines from Anderson to Elwood and from Daleville to Middleton.⁴ After buying the Anderson-Middleton properties and franchises from Gus Hodge⁵ the company discarded Daleville as a terminus and began construction from Anderson in the spring of 1903. Probably a consideration in building the line from Anderson was the fact that a better connection could be established at Newcastle with the Dunreith spur of the Indianapolis & Eastern Traction company.

When the trackage was almost completed to Middleton, construction southeast of the town ceased because of financial conditions, perhaps, and the distributed materials were gathered up.⁶ The Anderson-Middleton short line was placed in operation August 1, 1905.⁷ The scheme of completing the Anderson-Newcastle connection has been frequently revived but always without a success.

MUNCIE-UNION CITY

Early in 1902, Dr. Joseph E. Lowes and John E. Feight with other Dayton, Ohio, capitalists began promoting a line to connect Muncie with Dayton, Ohio, via Winchester, Union City and Greenville, Ohio. July 18, 1902, the Union City, Winchester & Muncie Traction company (\$10,000) was incorporated.¹ The company was to build from Muncie to the state line at Union City where the Greenville & Union City Traction company, of Ohio, would connect. September 29, 1902, the company was reorganized under the same name with E. P. Mathews, Dayton, Ohio, added to the directorate.

In the spring of 1903 construction was started on the Winchester-Union City end and a power house at Winchester

⁴ *Indianapolis Sentinel*, Dec. 3, 1902, p. 5.

⁵ Letter, Rufus H. Williamson, Marion.

⁶ *Indianapolis Sentinel*, Apr. 29, 1904, p. 3.

⁷ Letter, Arthur Brady, Pres. U. T. Co., Anderson.

¹ Dr. Lowes, president; Mr. Feight, secretary; Walton B. Gebbart, treasurer; Ralph E. DeWeese, general manager, of Dayton, Ohio; Charles Anderson, vice-president, Greenville, Ohio; and Theodore Shockney, Union City.

was begun. The line was completed by next year as far west from the state line as Farmland. It was not until the fall of 1905 that the Muncie terminal was reached.²

May 28, 1903, the Ohio company, building from Greenville to Union City, consolidated with the Union City, Winchester & Muncie Traction company, forming the Dayton & Muncie Traction company. The directorate of the Indiana corporation was chosen to manage the affairs of the new company; of the 8,000 shares of stock (\$100 each) issued by the consolidated company, the Indiana company received 6,500 and the Ohio company 1,500. An \$800,000 issue of bonds was sold to complete the road.

June 1, 1906, the Schoepf-McGowan syndicate bought the Dayton & Northern Traction company (operating between Dayton and Greenville, Ohio). June 16, 1906, the Muncie & Union City Traction company was incorporated (\$500,000) by the same interests with James A. Van Osdol, William C. Sampson, Harry A. Nicholl, Arthur C. Murry and Calvin H. Allen as directors, all being officials of the Union Traction Company. A few days later the Muncie-Union City line was sold to the new company and after July 1, 1906, it was operated as a division of the Indiana Union Traction company.³ In July an issue of \$925,000, 5% thirty year, gold bonds by the new company and the interest thereon were guaranteed by the Indiana Union Traction company and the entire capital stock of the issuing company was, therefore, turned over to the guarantor.⁴

MUNCIE-PORTLAND

August 12, 1898, H. Clay Billingsley, Elmer Bishop, R. E. Hasbronch, Charles A. Hanable and W. H. Keyser incorporated the Dunkirk & Redkey Traction company with a capitalization of \$75,000. The line was to be extended from Redkey to Dunkirk and Pennville. A 99 year franchise was obtained in Redkey and part of the right-of-way was contracted for.

² Letter, Arthur Brady, Anderson, Pres. U. T. Co.

³ *Ibid.*

⁴ *Indianapolis News*, July 16, 1900, p. 8.

In October of the same year a charter was granted the Camden, Dunkirk & Albany Electric Traction company to operate between the three towns, capital stock \$150,000.¹ Another scheme was that of the Albany, Dunkirk & Redkey Traction Company (\$25,000) which was incorporated October 26, 1898 by H. Clay Billingsley and others.²

Interest in these projects languished until August 9, 1902 when the Muncie & Portland Traction company (\$100,000) was incorporated.³ This line was to run from Muncie to Portland via Albany and Redkey and later to Ft. Recovery and other Ohio cities. Surveys were made and some franchises obtained.

Finally, July 7, 1905 another Muncie & Portland Traction Company (\$1,000,000), a successor of the former company of the same name, was incorporated to build from Muncie to Portland and into Ohio via Albany, Redkey and Dunkirk.⁴ That fall construction work was started and one year after its organization the company began operating cars over the line.⁵

June 15, 1916, one-half of the capital stock was converted into 5% preferred stock and on June 30, the line was leased to the Indianapolis, Newcastle & Eastern Traction company which turned over the operation of the line to its own lessee, the Union Traction company of Indiana.

INDIANAPOLIS-NEWCASTLE

On the 27th day of March, 1902, the Indianapolis, Newcastle & Winchester Rapid Transit Company (\$12,000) was incorporated.¹ Nothing was done toward the project of con-

¹ The first board of directors was Joseph A. Simpson, Chicago; George W. Simpson, Chicago; and George T. Whitaker, Dunkirk.

² L. F. Bell, John E. Bell, W. F. Nichlan, G. L. Sullivan.

³ Garrett Driscoll, Muncie; Truman O. Boyd, Portland; Judson A. Jaqua, Portland; James H. Leffler, Muncie; Frank H. Snyder, Portland; and John Detamore, Portland—men who were thought to be in harmony with Union Traction interests.

⁴ *Poor and Moody's Manual of Utilities*, 1922. Morris L. Hageman, Lewis A. Clark, Webster S. Richey, Arthur E. Smith and John L. McPherson were directors.

⁵ Letter, Ball Bros., Muncie. The present directors of the Muncie & Portland Traction company are E. B. Ball, W. C. Ball, F. C. Ball, G. A. Ball, and L. L. Ball, of the firm of Ball Brothers, Glass Jar Manufacturers, Muncie, Indiana.

¹ George Dunshee, Pittsburgh, Pennsylvania; Willard Wright, Pittsburgh,

necting Indianapolis and Newcastle until July, 1903, when Charles S. Hernley, a railway promoter and politician, in collaboration with W. W. and W. J. Hubbard and Charles T. Boyle began organizing a company for the purpose of building a line to Newcastle through Shirley and along the Eastern Division of the Peoria & Eastern railroad. Finally on November 7, 1903, the Newcastle & Winchester Traction company (\$100,000) was incorporated.² The Indianapolis-Newcastle section was to be completed first, but connection in Ohio was to be made later with Dayton and Columbus lines; Toledo, Ohio was the ultimate objective. On November 23, 1904 another company was organized by the promoters with a capitalization of \$3,500,000.³ It was called the Indianapolis, Newcastle & Toledo Electric Railway company. Branches were intended to be built from Newcastle to all of the surrounding territory.

In March, 1905, the city of Indianapolis granted a franchise permitting the use of certain streets for an entrance and provided for the construction of a belt line around the city to pass through Millersburg, Lawrence, Mallot Park, Mt. Nebo, Broad Ripple, Poplar Grove, Flackville, through Eagle Creek Valley, past the State Fair grounds and through the army post. At Millersburg it would connect with the main line to Newcastle.

By July, 1905, all stock had been sold and in the same month a \$4,500,000 bond issue was taken by New York capitalists.⁴ It was planned to build a power station and establish offices at Newcastle. Spurs from Newcastle were surveyed to Muncie, Winchester and Richmond. The Electrical Equipment company of Chicago was awarded the contract for constructing the road and Allis-Chambers company of Phila-

Pennsylvania; Henry Colgrave, Duquense, Pennsylvania; Richard W. Sangsdale, Indianapolis; and J. C. Tarkington, Indianapolis, were incorporators.

² Union B. Hunt, Winchester; Daniel C. Storms, Lafayette; Benjamin F. Koons, A. N. Fisher, Indianapolis; Charles S. Hernley, Newcastle; J. T. Burroughs, Losantville; and Robert G. Hunt, Modoc, as directors. James Goodrich and other Republican politicians were stockholders.

³ Increased to \$4,500,000, Sept. 5, 1907. F. M. Ingler and Charles S. Hernley of the old company were directors of the new, together with D. M. Parry, president; William E. Stevenson secretary, Indianapolis; Eli Marvin, treasurer; Eugene Bundy, Newcastle; and Robert M. Churchman, Indianapolis.

⁴ *Indianapolis Sentinel*, July 27, 1905, p. 4; July 29, 1905, p. 8.

delphia was given the contract for furnishing electrical equipment.⁵

One hundred teams began grading at Newcastle, August 14, 1906. The following month a \$40,000 power plant was started at the Elliot farm near Newcastle. One of the chief engineering difficulties encountered was the Blue River Valley grade which was a mile long and required several hundred men nearly a year to complete. During November, 1907, the Electrical Installation company completed the grading and was engaged in laying track. September 5, 1907, the stockholders voted to raise the capital stock to \$4,500,000.

Because of failure to pay the contractors, a lien of \$150,000 was filed against the interurban company and a receiver requested. No opposition was offered by the defendants to the suit and the Union Trust company of Indianapolis was named receiver.⁶

The receiver and creditors agreed that receivers certificates to the amount of \$450,000 were needed and would be issued to complete the line. D. M. Parry, Eli Marvin, W. E. Stevenson, Eugene Bundy and Charles Hernley offered \$200,000 realty and properties as security for the issue of certificates.

After considerable litigation the court ordered an issue of \$460,000, 6% receivers' certificates and the line was pushed to completion. The first part to be opened was the section between Newcastle and Shirley, which was operated in January, 1910; the first car to make the trip to Indianapolis was run April 4, 1910.⁷ Regular service was not opened at once because of difficulty in arranging connection with the city line at Indianapolis. The company desired the use of 18th, 19th or Park streets in order to reach Massachusetts Avenue, but these entrances were refused by the Board of Works and the company was compelled to use 20th street. Permission to use the street was granted May 18 and by the first of July the track was completed and regular passenger and freight service between Indianapolis and Newcastle was established.

⁵ *Indianapolis News*, June 14, 1906, p. 12.

⁶ *Indianapolis News*, Nov. 6, 1907, p. 3; Nov. 7, 1907, p. 5.

⁷ *Indianapolis News*, April 7, 1910, p. 17; June 3, 1910, p. 10.

The Indianapolis, Newcastle & Eastern Traction company (\$1,000,000) was incorporated June 1, 1912. The properties of the insolvent railway company were sold at foreclosure sale to the new organization;⁸ a \$1,200,000 bond issue which was used to satisfy receivers' certificates, and which is still outstanding, was filed with the Fidelity Trust company of Philadelphia, June 1, 1912; and the capital stock was called in and cancelled in favor of a new issue of one million dollars. The properties were leased October 25, 1912 to the Union Traction company, who by agreement, pays operating expenses, taxes, interest on outstanding bonds, 5% on preferred capital stock and \$525 annual dividends on common stock, \$10,420 incidental rent and an agreed sum to help maintain the organization of lessee.⁹

June 30, 1916, the Muncie and Portland Traction company which was already controlled through stock ownership by the Union Traction company was leased by the Indianapolis, Newcastle & Eastern Traction company and was operated as a division of the Union Traction company.¹⁰

NEWCASTLE-MUNCIE

In the early part of 1901, E. T. Ice began buying right-of-way for a line that was to connect Muncie, Newcastle and ultimately Cincinnati. In March a survey was made and during that summer several franchises were secured. The project seemed uncertain for nearly a year, apparently because of lack of financial support, but by June, 1902, Boston capitalists had promised support and Mr. Ice and another promoter, J. H. Davidson, had enlarged their plans by proposing to build beyond Muncie to Alexandria and Normal City. In June the Madison county and Alexandria city franchises were secured, and August 8, 1902, the enterprise was incorporated

⁸ John P. Todd, Frank Thompson, Fred A. Likely, William Winter, and Blythe Hendricks were directors. The Indianapolis, Newcastle & Northeastern T. Co. (\$10,000) incorporated by Jas. Elliot, Geo. Elliott and Edgar Elliot was thought to be organized to buy the line at the sale. *Indianapolis News*, Mar. 12, 1912, p. 4.

⁹ 1921 Report to Ind. Public Service Commission.

¹⁰ The present directors are Arthur Brady, W. H. Forse, jr., F. C. Ball and E. B. Ball.

under the name of Newcastle, Muncie & Alexandria Traction company (\$10,000).¹ All right-of-ways were secured between Newcastle and Muncie and the new company contemplated an extension through Cambridge City, Dunreith and Knightstown to Connersville. The farmers living along the proposed line were so eager to have it built that they voluntarily graded large portions of the right-of-way.

The attempt to connect Newcastle and Muncie dragged for three years. In September, 1905, the Indianapolis, Newcastle & Toledo Traction company began clearing the right-of-way for an extension of its line to Muncie. Effort was concentrated upon the western end, however, when funds became scarce, and work was stopped on the Muncie division.

In July, 1912, the Union Traction company which had recently secured the Honey Bee route and wished to connect it with its main Indianapolis-Dayton line, surveyed a right-of-way between the two cities. The next month the survey was extended to Richmond. In October the Fisher Welsh Construction company of Indianapolis was given the contract and by August, 1913, had completed the line.²

PRESENT ORGANIZATION OF UNION TRACTION COMPANY

It has already been recounted how C. L. Henry organized the Union Traction company, September 3, 1897, and built from Anderson to Summitville where connection was made with the Marion City Railway company line from Marion. June 19, 1899, the Marion City line was purchased by the Union Traction company¹ and eight days later the Marion, Anderson & Indianapolis Street Railroad Company which controlled the Muncie city lines owned by George McCulloch, consolidated with the Union Traction company forming the Union Traction company of Indiana. Besides Mr. McCulloch and Mr. Henry, a Philadelphia capitalist, Randall Morgan, figured

¹ E. T. Ice, Mt. Summit; F. P. Ice, Mt. Summit; Clay C. Hunt, Newcastle; J. H. Davidson, Indianapolis; and J. F. Thompson, Newcastle, were directors. November 21, 1902, the promoters incorporated another company, the Newcastle & Muncie Traction Company (\$10,000). E. T. Ice, F. P. Ice, Clay C. Hunt, Charles B. White, Indianapolis; and Frank W. Nixon, Newcastle, were directors.

² *Electric Railway Journal*, Sept. 6, 1913, p. 404.

¹ *Indiana State Journal*, June 21, 1899.

in the enterprise through his western representative, Hugh McGowan.² After the line to Indianapolis was completed the growing trade inspired the officials to expand the system.

The Indianapolis Northern Traction company organized by Union Traction officials to take up the properties and rights of the Central Traction company voted to consolidate July 16, 1902 and the following May the action was ratified by both directorates. The capital stock was \$8,500,000, an amount equal to the sum of the capital stock of the two companies.

June 9, 1903 the Indiana Union Traction company (\$5,000,000) was incorporated by Horace C. Stillwell, Ellis C. Carpenter, Charles W. McGuire, Harry F. Guthrie, Edgar A. Turpin, Charles R. Leas and Arthur Brady. The company, whose directors were stockholders in the old Union Traction company of Indiana, operated the lines of the latter company by terms of a lease. May, 1912, the two companies, by vote of their stockholders were merged into a new Union Traction Company of Indiana with a capital stock of \$9,000,000. The merger was declared to be necessary in order to make needed improvements.³ During the year 1912 several injunction proceedings were instituted enjoining the consolidation of the two companies, the opponents of the merger invoked a clause in an Indiana statute which provided that "one of the merging companies must be operating its own line," but in the fall of 1915 the State Supreme court declared that the merger was legal.⁴

All except \$4,000 of the authorized issue of \$9,000,000 capital stock is issued. There is now an outstanding bonded in-

² Hugh J. McGowan, one of the most prominent traction operators and a widely known citizen of Indiana, was born in Missouri, January 24, 1857. He was successively farmer boy, hostler, agent for Barber Asphalt Co. and gas promoter. He became interested in electric railways, and, through the syndicate which he represented took over the Indianapolis city car lines, and supervised erection of the large Terminal Building. He died December 19, 1911. As his body left the church December 21, at 11:30 A. M. all electric cars in Indianapolis, Richmond and Terre Haute stopped for five minutes.

³ *Indianapolis News*, May 14, 1912, p. 19.

⁴ *Indianapolis News*, May 14, 1912, p. 19; Sept. 20, 1912, p. 1. The present directors of the company are: Arthur Brady, president, Marion; W. H. Forse, jr., secretary-treasurer, Anderson; H. A. Nicholl, general manager, Anderson; Frank C. Ball and Edmund Ball, of Ball Brothers Manufacturing Company, Muncie; John P. Frenzel, Indianapolis; Randall Morgan, Philadelphia; Samuel

debtedness of \$13,711,000 on all the lines.⁵ The various divisions, comprising 284.57 miles of main track are: Anderson-Marion, Anderson-Middleton, Muncie-Union City, Muncie-Anderson-Indianapolis, Alexandria-Tipton, Indianapolis-Broad Ripple-Logansport-Kokomo-Peru; and, in addition, the city lines of Anderson, Marion, Muncie, Elwood and Broad Ripple. Besides these lines which are owned there are three leased lines: Muncie, Hartford & Ft. Wayne Railway company; Indianapolis, Newcastle & Eastern Traction company; and the Muncie & Portland Traction company. The total trackage is 459.67 miles. One hundred thirty-four closed and ninety open passenger cars, and two hundred seventy-four freight cars are owned by the Union Traction Company.

MICHIGAN CITY-GOSHEN

The decade beginning in the year 1895 was an active period of promoting, merging and constructing interurban railways in the region around South Bend and other cities in the north tier of counties. Laporte and Michigan City were especially favored by ambitious capitalists most of whom dreamed of, and a few worked at, schemes of connecting the two cities. What proved to be a very profitable line was the one from South Bend to Goshen; its success led to an impossible number of promotions throughout northern Indiana.

The South Bend & Elkhart Railway company (\$100,000) was incorporated March 23, 1898.¹ The following March² the South Bend & Elkhart Railway company merged with the South Bend Street Railway company,³ General Power and

T. Murdock, Indianapolis; Cortland Van Camp, Indianapolis; R. K. Willman, Hartford City.

⁵ 1921 Report to Ind. Public Service Commission.

¹ Letter, Wilbur Stonex, Summitt, N. J. Arthur Kennedy, J. McM. Smith, Frank Dunnahoo, A. L. Brick and DeWitt Dilworth were the incorporators. The latter owned Mishawaka and Elkhart city lines and was a majority stockholder in the new company. The line from South Bend to Elkhart was built that summer and operated in December.

² The merger was ratified March 15, 1899, but the certificate of consolidation was not filed at the office of secretary of state until Oct. 1, 1906.

³ Incorporated by J. Ben Birdsell, Frank C. Nippold, Abraham L. Brick, Walter A. Funk and James McM. Smith. The latter was the principal owner of the South Bend street railway.

Quick Transit company,⁴ Indiana Electric Railway company⁵ and the Elkhart, Goshen & Southern Railway company⁶ forming the Indiana Railway company. The consolidated company issued \$1,000,000 capital stock and authorized a \$1,000,000 bond issue.

The attention of railway builders was next turned toward routes west from South Bend. The Michigan City and Laporte Street railway,⁷ incorporated May 27, 1895, and financed by Russel Harrison, owner of the Michigan City street railway, was proposed to connect the two cities of Michigan City and Laporte. Seven years later Mr. Harrison revived the scheme under the name of the Michigan City Traction company.⁸ The Northern Traction company⁹ (\$150,000), incorporated August 19, 1898, did some grading on its Laporte-Michigan line but its franchise was revoked because of failure to comply with orders from the county commissioners regarding the grading on the public highway.¹⁰

June 18, 1900, the Laporte & Michigan City Railway company (\$300,000) was incorporated.¹¹

The line of railway was constructed that summer and fall.

An attempt to connect South Bend and Laporte was made by the Laporte & South Bend Railway company, a million dollar corporation, incorporated January 23, 1901.¹² The Indi-

⁴ Incorporated Apr. 2, 1894, by W. L. Kizer, J. DuShane, W. G. Coon, Andrew Anderson and James McM. Smith. The company was authorized to sell \$100,000 capital stock.

⁵ Incorporated May 21, 1894 (\$25,000), by J. J. Burns, J. H. McSweeney, W. L. Stonex, K. G. Ripley and E. A. Dausman.

⁶ Incorporated Dec. 21, 1897 (\$10,000), by W. H. Holcomb, H. J. Judson, N. J. Aldrich, H. D. Holcomb and F. J. Willis. The directors of the merger company were: Francis Torrana, J. McM. Smith, W. L. Stonex, A. L. Brick and W. Lyon.

⁷ Incorporated by H. B. Tuthill, Alvin J. Tillotson, Alonzo S. Nichols, James F. Gallaher and Edward G. Blinks. \$50,000 capitalization.

⁸ Incorporated Dec. 1, 1902, by Russell B. Harrison, Jeremiah B. Collins, Miner A. Schutt, Samuel G. Boyd and Walter E. Wright.

⁹ Incorporated by John W. Lovett, William A. Huffman, Warren E. Hooven, Clement W. Hooven and George Nichol.

¹⁰ *Indianapolis Sentinel*, Feb. 21, 1900, p. 7.

¹¹ Edward F. Michael, Lucius T. Harding, Lewis B. Bradley, Alanson M. Hewes, James A. Brett, Alva L. Searles and Morgan A. Weir. The name of the company was changed to Chicago & South Shore Railway Co., January, 1902.

¹² Incorporators: Harrie T. Harvey, Burritt Hamilton, Charles A. Wilson, Edward B. Lacy, Lemuel Darrow, Lycurgus McCoy and Robert Van Shoick.

ana Western Railway company,¹³ another million dollar company was incorporated March 27, 1903 to build from South Bend to Michigan City via New Carlisle; this company merged with the Indiana Railway company, December 22, of the following year.¹⁴

July 1, 1905, the Laporte & Michigan City Traction company, which had purchased the properties of the Laporte & Michigan City Railway company and the South Bend Western Railway company¹⁵ consolidated, forming the South Bend, Laporte & Michigan City Railway company with a capitalization of \$1,000,000 and having the directorate of the second company. The shareholders of the South Bend Western Railway obtained all of the capital stock except \$15,000. On the 14th of the following December the consolidated company merged with the Indiana Railway company forming the Northern Indiana Railway company with the directorate of the latter, and capitalized at \$4,000,000, which was the sum of the capital stock of the constituent companies.

In June, 1906, President Kennedy of the Northern Indiana Railway company notified the general manager to begin work at once on the South Bend section which was the last gap between Michigan City and Goshen. The work progressed slowly during the next two years and was completed only in August, 1908, after the Dietrich-Murdock syndicate had assumed control of the system.¹⁶ After a short negotiation the owners of the Northern Indiana Railway company sold their interests to the Murdocks of Lafayette and the Morgan-Dietrich interests. January 25, 1907, the new owners of the line organized the Chicago, South Bend & Northern Indiana Railway company with a capitalization of \$5,000,000 common, and \$2,500,000 preferred stock. A deed of trust was filed with

¹³ Incorporated by: D. D. Bates, Henry F. Wurzer, John M. Brown, Eugene Miller, Wm. Stover.

¹⁴ Each stockholder in the two companies received a pro rata share of the new capital stock.

¹⁵ Incorporated June 1, 1905, by Wm. L. Taylor, Wm. W. Babcock, Mortimer P. Reed, Charles G. Lohman and Fred W. Buelzingslowen. A \$350,000 bond issue of the Laporte & Michigan City Traction company still covers the property of the merging company. \$37,000 has been retired by action of sinking fund. 1921 Report to Ind. Pub. Service Commission.

¹⁶ *Indianapolis News*, Aug. 27, 1908, p. 12.

the Central Union Trust company to cover an issue of \$2,489,000 in gold bonds.¹⁷ Six days later a bond issue of \$5,000,000 was guaranteed by executing a trust deed with the Central Trust company of New York. February 5, the new owners began operating the line; July, 1907, the work on the South Bend-Laporte section was resumed, and a regular schedule of cars was established August 26, 1908.¹⁸

The line has never been extended to Chicago as its owners long planned. In 1912 a traffic agreement was made with a Great Lakes steamship line to exchange freight which was consigned to Chicago.

The company operates 108 passenger and 14 freight cars on its 122 miles of track. The line has always been a profitable one; in the official report for 1910 it was called the "most prosperous in the country." During 1921 the total operating revenues were \$1,252,504; dividends of \$50,000 were declared.

SOUTH BEND-ST. JOSEPH, MICHIGAN

The South Bend & Northern Railway company (\$10,000) was an Indiana corporation organized by Demas D. Bates to build a line from South Bend to the state line where the South Bend & Southern Michigan Railway company,¹ a Michigan corporation, was to join and build to Niles, Michigan. Some work was done both in Indiana and Michigan that fall, but the lines were not completed until December, 1905.²

December 8, 1902, the two companies merged and assumed the name of the Michigan corporation.³ February 7, 1906, the Niles & Buchanan Railway company, incorporated in Michigan November 14, 1904, merged with the newly consol-

¹⁸ *Indianapolis News*, August 27, 1908, p. 12.

¹⁷ The directors of the company were Charles F. Dietrich, James, Charles M., and Samuel T. Murdock, Alfred E. Dietrich, H. J. McGowan, Joseph A. McGowan, A. L. Kitselman, W. T. Durbin, Robert A. Todd and Henry B. Smith.

¹ Jas. B. McCance, Mortimer P. Reed, Fred W. Buelting-slown were directors. The Indiana company was incorporated August 30, 1902, by Demas D. Bates, Clyde Smith, Edward F. Gaffney, William W. Babcock and C. H. Sandage.

² *Indianapolis Sentinel*, Dec. 12, 1905, p. 6. A \$750,000 bond issue is dated Oct. 1, 1902.

³ The issue of \$750,000 capital stock was authorized and the following men elected directors: James B. McCance, Mortimer P. Reed, Fred W. Buelting-slown, Demas D. Bates and William W. Babcock.

idated company, which was now known as the Southern Michigan Railway company.⁴

February, 1910, Samuel T. Murdock and other capitalists owning the Chicago, South Bend & Northern Indiana Railway company bought the railway and began to operate it in conjunction with their Indiana lines.⁵ The thirty-two miles of roadway reaches from South Bend to St. Joseph, Michigan. Thirteen passenger and three freight cars are operated by the company. The line has returned a good profit each year: from a gross operating income of \$292,000 in 1921 a net profit of \$17,000 was paid in dividends.⁶

CINCINNATI-AURORA

The Cincinnati, Lawrenceburg & Aurora Electric Street Railroad company (\$10,000) was incorporated October 24, 1898, by J. C. Hooven, George H. Helvey, G. A. Rentchler, C. E. Hooven and Fred D. Shafer of Hamilton, Ohio. The company was to build a line from Aurora to Lawrenceburg and to the state line, where an Ohio company of the same name was to connect a line that was to lead to Cincinnati. The two companies consolidated in June, 1899, retaining the name and directorate of the Indiana corporation. In August the capital stock was raised from \$35,000 to \$750,000; and in May, 1904, was further increased to \$1,000,000.

In May, 1900, the roadway was completed and cars began operating as far as Aurora.¹ The Cincinnati, Lawrenceburg & Aurora Electric Street Railroad company and other companies as well, sought franchises for a line that would reach to Rising Sun.² The city council of Aurora refusing to vote

⁴ An issue of \$400,000 gold bonds is dated Mar. 1, 1906. The directors were James B. McCance, Mortimer P. Reed, Fred W. Bueltzingslowen, William W. Babcock and Edward F. Gaffney.

⁵ *Indianapolis News*, Feb. 15, 1910, p. 11.

⁶ 1921 Annual report to Ind. Public Service Commission.

¹ Letter, Stanley Shaffer, Att'y for Receivers, Cincinnati.

² Ind. Southern Electric Ry. Co. (\$10,000) incorporated Dec. 20, 1902, by Ernest Swarthout, Cassius McMullen, August Herrman, Randall J. Wymond and Wm. Webber. Ind. & Ohio Southern Interurban Rd. Co. (\$150,000) incorporated Jan. 3, 1912, with Lucian Harris, Raymond Lynch and Raymond Zutler as directors. Louisville & Cincinnati Interurban Ry. Co. (\$50,000) incorporated June 26, 1903, by Geo. Lewman, Richard Veach, John Zuland, Louis Hartman and John F. McCulloch. Cincinnati, Louisville and Indpls. Electric Rd. Co.

a franchise, the traction company endeavored to buy the tracks of the Big Four Railroad running from Lawrenceburg to Aurora, which would give the only outlet to Rising Sun. After the failure to secure the privilege of extending to the western town, the traction company transferred the material, which had been ordered for the extension, to the branch line from Valley Junction, Ohio, to Harrison, Ohio.

Because of the financial burden of repairing the devastation wrought by the floods of 1913 along the Ohio river the company was thrown into receivership by a court in Ohio June 23, 1913, and December 31, 1913, in Indiana. Frank Shutts was appointed receiver. Upon his resignation December 28, 1914, Edward Stark was appointed and was assisted by C. E. Hooven who was appointed January 17, 1918. The last meeting of the stockholders was held September 26, 1916.³ Only \$808,000 of the authorized capital stock has been issued. The operating revenues for the last fiscal year were \$180,900.07; the operating expenses were \$137,698.21, leaving a profit of \$43,201.80.

INDIANAPOLIS-SEYMOUR

March 4, 1891, the Indianapolis, Greenwood & Suburban Railway company (\$150,000) was incorporated. The project was reorganized November 12, 1894, under the name Indianapolis, Greenwood & Franklin Railroad (\$150,000). Franchises were obtained, the road was bonded at about \$10,000 per mile, Marston and Bracey of Chicago were given the contract for grading in November, 1895, and considerable work was done including the construction of some bridges.¹

(\$100,000) incorporated by Wm. B. Mayo, Wilbur Hargitt, and three stockholders of the C. L. & A. Electric Street Rd. Co.: J. C. Hooven, C. E. Hooven and Frank B. Shutts.

³ 1921 Report to Ind. Public Service Commission. The present directors are: J. C. Hooven, Lon Vorhies, Stanley Shaffer, Don Hooven and L. G. Van Ness, all of Cincinnati.

¹ Letter, Wm. Irvin, Columbus, Ind. There were five directors: Grafton Johnson, James Z. Polk, who endowed the Polk Memorial (Community House) at Greenwood, Morris Howland, Alexander M. Hannah, and John W. Ry. Grafton Johnson and Harve Brewer, of Greenwood; C. W. McDaniels, of Franklin; Henry L. Smith and James K. Sangsdale, of Indianapolis, were the incorporators.

The unfinished road was sold to Charles E. Coffin who disposed of a controlling interest to the Irwins of Columbus in June, 1899.² Construction was resumed and on the first day of the new century the first interurban car to enter the city of Indianapolis arrived at the terminal of the company's line at Washington and Illinois streets.³

Work on the Franklin extension progressed so rapidly that cars began running on the 31st of May, 1901. August, 1902, the contract for the Franklin-Columbus extension was let, and September 4, a car ran over the line and regular service was established fifteen days later.

November 20, 1902, the Indianapolis, Greenwood & Franklin railroad changed name to Indianapolis, Columbus and Southern Traction company and raised the authorized capital stock to \$285,000.

Surveys for the extension to Seymour began in the spring of 1905. Much difficulty was met in securing the right-of-way south of Columbus: the Pennsylvania Railroad refused to permit the traction company to cross its tracks in south Columbus at grade level on a private right-of-way. Upon petition of the traction company, the city council opened Madison Avenue across the railroad tracks and a city franchise was then granted. The decision of the Circuit Court that an under or overhead crossing was not practical was sustained by the State supreme court and the traction company was allowed to cross at grade.⁴ Grading began on the extension May 31, 1905 and the first car was operated September 28, 1907.⁵ May, 1910, the track was laid with new rails and in April, 1911, several miles of second track were laid south of Indianapolis. The main power station was built at Edinburg; new substations were built in 1908 at Franklin, Columbus and Reddington.

Being the first line to enter the city, the Indianapolis, Columbus & Southern Traction company was the first one

² *Indianapolis News*, Mar. 22, 1907, p. 25.

³ *Ibid.* Letter, Wm. Irwin.

⁴ *Indianapolis News*, Jan. 8, 1907, p. 9; Feb. 20, 1907, p. 12; May 28, 1907, p. 7.

⁵ Letter, Wm. Irwin, Columbus.

called upon to test the legality of an electric line handling freight. At first the merchants objected to the unwieldy cars blocking the streets; but after their rapid and convenient service was demonstrated and the early experience of the company proved somewhat unprofitable, the attitudes of the merchants and traction officials were reversed. Many electric railway officials come to consider the freight business an expensive accommodation because of the extra equipment and men needed. At the present time the freight handling is one of the most hopeful outlooks for the interurban officials and it is being eagerly encouraged by most of the traction lines. September 7, 1912, the Indianapolis, Columbus & Southern Traction company was leased by the Interstate Public Service Commission.⁶

LOUISVILLE-SELLERSBURG

The next division of the Indianapolis-Louisville line to be built was the Louisville-Sellersburg section. The Louisville & Southern Indiana Traction company (\$3,000,000) was incorporated June 17, 1903 and leased a line across the Kentucky and Indiana bridge and extended it as far north as Charleston during the summer of 1906.¹ The company made many surveys for a line to Corydon, West Baden and French Lick.² The New Albany-Jeffersonville spur was built by the Jeffersonville City & Suburban Railway company and operated April, 1907.³

The railways were acquired by the Louisville & Northern Railway & Lighting company (\$5,000,000).⁴ July, 1907, the Watson-Junction-Sellersburg line was completed.

⁶ *Poor and Moody's Manual of Utilities*, Consolidated, 1922.

¹ First operated July 25, 1906. Incorporators were Samuel Insull, James Dunbar, R. W. Waite, J. F. Stratton and J. O. English.

² *Indianapolis News*, Feb. 26, 1907, p. 12; Aug. 24, 1907, p. 4.

³ Jeffersonville City & Suburban Ry. Co. (\$25,000) incorporated Jan. 17, 1900, by Thos. Scott, Chas. McGuire, Oscar Barth, Robt. Morris, Henry F. Klose, Earl Givin and Harry Heath.

⁴ Incorporated by John C. Henderson Robert W. Waite, Charles D. Kelso, William H. Newhouse and Roy F. Bornwasser. A similar route had been selected by the Jeffersonville, New Albany & Sellersburg Rapid Transit Co. (\$10,000) incorporated Feb. 11, 1901, by Louis Schneck, Geo. Holzbog, Leonard Kranz, John D. Durment, John H. Stotsenburg.

The gap between Sellersburg and Seymour was built by the Indianapolis & Louisville Traction company (\$3,000,000).⁵ A bond issue of \$1,250,000 was guaranteed by the Colonial Trust company of Pittsburg, Pennsylvania, and later, a second one of \$400,000 October 17, 1907, the Sellersburg-Seymour line was incorporated. February 10, 1908, limited cars began running between Seymour and Louisville; several months later cars ran from Indianapolis to Louisville.⁶ Through freight service began in November, 1909.

In June, 1911, the Colonial Trust company of Pittsburg, and Frank E. Brooks, trustees for the \$1,250,000 bond issue, petitioned for a receiver, alleging that no interest had been paid on the funded debt since October, 1908. John W. Greely, of Jeffersonville, one of the directors, was appointed receiver, June 26, 1911.⁷ March 28, 1912, the company was reorganized and was called the Indianapolis & Louisville Electric Railway company (\$1,200,000.)⁸

September 5, 1912, Malcolm E. Thornton, J. Fred Doyle, L. Ote Heikes, Louis C. Joyer, Arthur K. Zachary, Albert E. Papineau and William R. Watson, all of Chicago, incorporated the Interstate Public Service company. A capitalization of \$3,000,000 was authorized, increased at various times to \$15,000,000.

The company owned numerous lighting and heating plants over the state. The Indianapolis & Louisville Electric Railway company, which purchased at foreclosure sale the Indianapolis & Louisville Traction company March 21, 1912, was leased by the Interstate Public Service company. September

⁵ The company was incorporated January 17, 1906, by John E. Greely, Jeffersonville; Samuel D. Miller, Indianapolis; Robert Candee, James F. Crahen and B. F. Rice, Chicago.

⁶ *Indianapolis News*, Feb. 10, 1908, p. 10. The Hoosier Fliers (north bound) and the Dixie Fliers (south bound) began being operated by I. & L. T. Co. Sept., 1908. *Indianapolis News*, Sept. 14, 1908, p. 11.

⁷ *Indianapolis News*, June 26, 1911, p. 2.

⁸ The directors were James Chaplin, Bethel B. Veech, Jerome Hill, William E. English, Nathan G. Eyster, Charles C. Tennis and John E. Greeley. One hundred per cent. of the capital stock is owned by the Interstate Public Service Company. Directors (1920 Report): Harry Reid, E. Van Arsdel, J. E. Guthrie, B. Weedon, Indianapolis; L. M. Brown, Columbus; H. H. Buckman, Scottsburg; J. F. Stratton, New Albany. \$1,172,950 of the authorized capital stock has been issued.

7, 1912, the Indianapolis, Columbus & Southern Traction company was leased. The company now operates through cars between Indianapolis and Louisville and maintains hourly service between Indianapolis and nearby towns along the line of the Indianapolis, Columbus & Southern Traction company.

TERRE HAUTE, INDIANAPOLIS & EASTERN TRACTION COMPANY

INDIANAPOLIS-RICHMOND

In November, 1898, two Greenfield men, Wm. C. Dudding and F. G. Banker, secured franchises and right-of-way for a line from Anderson to Greenfield and thence to Indianapolis, at the same time that Elmer J. Binford from the same city was seeking franchises for a line from Indianapolis to Richmond. Two months later Chas. M. Cooper and Nathaniel Morris of Indianapolis, both representing independent interests, applied for a free right-of-way along the National road. Three of the groups of capitalists pooled interests and chartered the Indianapolis-Greenfield Rapid Transit company (\$100,000).¹ September, 1899, the capital stock was increased by an additional issue of \$390,000, and the following month work began on the sixteen mile line. Construction was carried on so rapidly that a trial car carrying officials of the line and press representatives made the trip to Greenfield June 13, 1900.

Several stockholders of the company organized the Central Traction company, afterwards called the Indianapolis & Eastern Traction company.² They began surveying a route from Greenfield to Knightstown, which was to be one link in their Indianapolis-Richmond scheme. The Greenfield-Charlottesville section was placed in operation in May, 1902. Before the remaining part of the Knightstown extension was completed construction gangs were placed on the National road between Knightstown and Dublin at which point the Indianapolis &

¹ Messrs. Dudding, Banker, Morris and Binford were associated with Lorenzo McDonald of Greenfield, and John J. Cooper of Indianapolis.

² The directors were Frank Fauvre, John W. Chipman, Logan Scholl, Ansel Fatout and Emil Rassman.

Eastern railway planned to connect with the line of the Richmond Street & Interurban Railway company then building from Richmond to Dublin.

While the line from Greenfield to Indianapolis was constructed first, Richmond and the small towns to the west were the first to be visited by the surveyors and stock agents. As early as August, 1895, a plan to connect their city with Connersville and Liberty received the support of the citizens of Richmond.³ Three years later N. J. Clodfelter, the pioneer promoter of interurbans in the Gas Belt, promised to construct a line from Richmond to Connersville. The next year more plans were made, the most promising being the scheme of Benjamin Starr, John Barnes, B. F. Wissler, W. K. Bradbury and John H. Roling, who chartered the Richmond Interurban Railway company for the purpose of building the much desired line east from Richmond through Centerville, East Germantown, Cambridge City to Dublin.⁴ The Union Trust company of St. Louis owned a majority of the stock.

After failing twice to obtain franchises along the National Road, J. M. Lontz and Perry Freeman were successful in April, 1900, and one year later the eastern capitalists whom they represented organized the Richmond Street & Interurban Railway company.⁵

The company obtained a ready access to the streets of Richmond by purchasing the properties of the Richmond City Railway company which was sold under a decree of April 22, 1895. The Richmond-Centerville section, 6 miles long, was begun first and was ready for operation January, 1902. The rest of the line to Dublin and the spur from Cambridge City to Milton was then pushed to meet the line of the Indianapolis & Eastern Railway company which was building its extension from Knightstown to Dublin. After installing the last piece of machinery at the Lewisville power station, a car made the

³ *Indianapolis Sentinel*, August 2, 1895; August 14, 1895.

⁴ Incorporated March 9, 1899 (\$10,000).

⁵ The incorporators were: Henry B. Smith, Hartford City; Philip Matter, Marion; Wm. Wallace, Jas. Murdock, Lafayette; John M. Lontz, Perry J. Freeman, John W. Van Dyke, Richmond; Lemon G. Neel, St. Marys; and Hugh J. McGowan.

trip from Indianapolis to Richmond June 5, 1903;⁶ regular service from the capital to Dublin, where connections were made with Richmond, was established the next September⁷ and through freight service was inaugurated in July, 1905.⁸

The through service and the establishment of through sleeping car service from Dayton, Ohio, to Indianapolis was delayed for a year because of the impossibility of running the large cars under the bridge of the C., C. & L. railroad tracks on Main street, Richmond. After this barrier was removed the limited service, which had been suspended for several months, was resumed and in January, 1905, buffet and parlor car service was run in conjunction with the Dayton & Western between Indianapolis, Richmond, Newark, Ohio, and Columbus, Ohio.⁹

In the spring of 1906 the Indianapolis & Eastern changed the location of some of the rural stations, the location of which, as the residents along the line insisted, was fixed in the company's franchise, and, therefore, could not be changed. The land owners in Hancock county, whose farms adjoined the right-of-way, also complained that the traction company failed to maintain the road at the specified grade level, a condition which made it nearly impossible to cross the tracks.¹⁰ Upon petition of the property owners, the county commissioner revoked the franchise of the company and ordered the tracks removed from the National Road.¹¹ In February, 1908, a suit of the Indianapolis & Eastern railway secured the voiding of the county commissioner's order.

In the spring of 1907 the traction company became involved in a controversy with the city of Richmond that endured for six years. The city wished to exclude freight cars from the principal street, but the interurban company ob-

⁶ *Indianapolis Sentinel*, June 5, 1903.

⁷ *Indianapolis Sentinel*, Sept. 10, 1903.

⁸ With the driving of a gold spike on the road between Lima and Findlay, O., on the 30th of Dec., 1905, the last link was completed in a line that connected Indianapolis and Pittsburgh, Pa. Only one change was necessary to make the trip. The lines were all owned by the McGowan-Dolan-Morgan-Schoepf syndicate.

⁹ *Indianapolis Sentinel*, Aug. 9, 1903; Jan. 15, 1905.

¹⁰ *Indianapolis News*, Mar. 20, 1906.

¹¹ *Indianapolis News*, Mar. 26, 1906.

jected to the expense of constructing a freight line. Another grievance against the traction company was the failure to pave between its tracks as required in its franchise. In June, 1907, the city council threatened to revoke the franchise of the Richmond Street Railway company,¹² and the following month passed an ordinance forbidding the Dayton & Western to use the streets of the city.¹³ The Terre Haute, Indianapolis & Eastern, which had succeeded to the interests of the Indianapolis & Eastern and also was controlled by the same interests as the Dayton and Western, retaliated by operating the freight cars of the Dayton & Western inside the city limits. Later a building was leased outside the east corporate limits of the city for use as a freight house.

After a series of legal battles fought by the traction companies, the city council and committees of the citizens, who opposed the proposition of the council to compel the inter-urban company to build a freight line through Glen Miller park, the line was built through the park and a freight house in north Richmond was used by the Terre Haute, Indianapolis & Eastern and the Dayton & Western. The citizens still maintained that the railway tracks marred the beauty of the park; and in the spring of 1911, the city council, which had reversed its position, now belligerently ordered the traction company to remove its track from the park.¹⁴ The city asserted that the council's permission to build tracks in Glen Miller was illegal. After more litigation the company began removing its tracks from the park in June, 1913.¹⁵

The Terre Haute, Indianapolis & Eastern Traction company now operates seven limited trains daily between Indianapolis and Richmond whose connections are made with Dayton, Ohio; the Dayton & Western Traction company operates six through cars daily between Dayton and Indianapolis. There is also a through freight service between the two towns.

¹² *Indianapolis News*, July 16, 1907.

¹³ *Indianapolis News*, Aug. 20, 1907.

¹⁴ *Indianapolis News*, Apr. 19, 1910; May 20, 1910; Jan. 6, 1911.

¹⁵ *Indianapolis News*, July 17, 1911.

DUNREITH-NEWCASTLE

August 8, 1913, the Dunreith-Spiceland section of the Newcastle spur was completed by the Terre Haute, Indianapolis & Eastern Traction company; the opening of the Spiceland-Newcastle section was delayed by a dispute with the Lake Erie & Western railroad over a switch crossing at Fourteenth street, Newcastle. September 11, the branch line was formally opened and the next day was busily engaged hauling passengers to the Newcastle Old Settlers picnic.¹⁶

In 1906, the Schoepf-McGowan syndicate who then owned the line was considering a shortening of the Indianapolis-Newcastle route by building from Newcastle directly to Greenfield, a distance of 23 miles. The amount of time by which the schedule could be shortened was not deemed sufficient, however, to compensate for the construction of 23 miles of new track; besides, a rival line was being promoted from Indianapolis to Newcastle. Consequently the proposal was dropped.

TERRE HAUTE-INDIANAPOLIS

The region around Terre Haute enjoyed an unusual share of early promotions. Before the feasibility of extending electric lines over the rough country roads and fields was demonstrated in Indiana, several street railways had been organized in Terre Haute and Brazil whose purpose was to build lines on city streets and on roads leading out of the city. The first of these was the Brazil Electric Railway company (\$50,000) incorporated December 6, 1892.¹⁷ On the 24th day of the same year and month the Brazil Rapid Transit Street Railway company (\$75,000) was incorporated. The organizers declared their intention of building a line from Cottage Hill cemetery in Brazil to Knightsville and Harmony along the National road.¹⁸ The line began operations July 16, 1893 and, there-

¹⁶ *Indianapolis Sentinel*, Sept. 10, 1903, p. 4.

¹⁷ Directors: Douglas H. Smith, Richard S. Lemant, Robt. J. Smith, Merl N. A. Walker, Guy M. Walker. Mr. Smith owned all the shares except the qualifying shares of the other directors.

¹⁸ The directors of the company were G. Van Ginkel, R. M. Baylies, O. S. Baylies, J. D. Sowerwine and S. E. Baylies.

fore, was, as Brazil residents proudly insist, the first inter-city electric line in the state of Indiana.¹⁹ When the Indianapolis Coal Traction company line was built from Greencastle to Brazil in 1906-1907 the track of the Brazil Rapid Transit Street Railway company was used for most of the distance between Harmony and Brazil.

The Terre Haute & Brazil Electric Railway company (\$16,000) was incorporated to build from Terre Haute to Brazil; but the residents of Williamston united in opposition to the proposed line and Clay county refused a franchise along the National road.²⁰

Still another railway was proposed by the Terre Haute Electric Railway company (\$500,000).²¹ The company which actually built the Terre Haute-Brazil line was the Terre Haute Electrical company (\$1,000,000) incorporated June 23, 1899. November 20, 1899, construction started,²² and the following September was completed.²³

June 1, 1903, the company was reorganized for the purpose of building lines radiating from the city. It was known as the Terre Haute Electric Traction company (\$3,000,000).²⁴ May 18, 1904, the official name of the company was changed to Terre Haute Traction and Light Company.

While the Terre Haute Electric Railway company was promoting its line to Brazil, an independent line was being promoted from Indianapolis to Plainfield. W. E. Stevenson, in 1897, at the head of a company capitalized at \$200,000, was promised stock subscriptions to the amount of \$65,000 by residents along the route.²⁵ June 18, 1901, the Indianapolis, Plainfield & Western Traction company (\$200,000) was in-

¹⁹ Statement of H. D. Fall, Brazil, Supt. Brazil Div. T. H. I. & E. T. Co.

²⁰ Directors: Max Joseph, W. W. White, C. F. Miller, J. G. Elder, J. N. Hickman, Major Collins, R. J. Smith.

²¹ Incorporated Jan. 4, 1894, by: Paris P. Thomas, John G. McNutt, M. T. Burke, Russel P. Harrison and Thomas A. N. Hay.

²² *Indianapolis Sentinel*, Nov. 21, 1899, p. 7.

²³ Letter, E. W. Walker, Gen. Mgr. T. H. Division. William R. McKeen, Demas Deming, John G. McNutt, John E. Lamb and John F. Bensley, incorporators.

²⁴ The directors, all of Terre Haute, were: Ray G. Jenckes, Buena V. Marshall, Bertis McCormick, Samuel C. McKeen, Gardener F. Wells, Finlay A. McNutt and Allen H. Dunham.

²⁵ *Indianapolis Sentinel*, Aug. 25, 1897, p. 5.

corporated.²⁶ December 26, of the same year the company that built the present line was incorporated as the Indianapolis & Plainfield Electric Railroad company (\$100,000) with Indianapolis men as directors.²⁷ A rival project was promoted by five Indianapolis men: Charles F. Smith, Emmet M. Smith, Joseph Littell, Philip Goetz and John B. Bright, who organized the Indianapolis & Western Traction company (\$100,000), incorporated January 4, 1902. One month later the authorized capital stock of the Indianapolis & Western Traction company was raised to \$500,000 and a bond issue of the same amount was authorized. Before all arrangements could be made the line promoted by Henry Smith began operating cars between Indianapolis and Plainfield.²⁸ This service began in the fall of 1902.

August 29, 1903, the Indianapolis-Plainfield Electric Railroad company consolidated with the Danville & Cartersburg Railroad company,²⁹ the name of the new corporation being the Indianapolis Coal Traction company.³⁰

In 1905 the Dolan-Morgan-McGowan syndicate purchased the line and in September began unloading ties at Greencastle for the western extension of their Danville line. The syndicate changed their plans the following summer, and, in the face of threatened resistance by the Vandalia railroad, who alleged that the traction company could not legally build from Plainfield because the terms of the Danville franchise required an extension from that place, surveyed a route from Plainfield to Greencastle. In June, 1906, contracts were let;³¹ and the next month³² the Greencastle-Harmony link was begun. July

²⁶ George Munroe, Chicago; Addison Ballard, Plainfield; Benjamin F. Nysewander, George E. Reynolds and Frank M. Smalley, Indianapolis.

²⁷ Albert Lieber, H. C. Pomeroy, W. C. Van Arsdel, Henry L. Smith and Fred A. Gregory.

²⁸ *Indianapolis Sentinel*, Nov. 30, 1902, p. 4; July 28, 1902, p. 2; Aug. 16, 1902, p. 8.

²⁹ Incorporated July 25, 1903, by: A. C. Kimberlin, Jas. L. Barrett, Joseph S. Cruse, John J. Appel, Henry A. Mansfield, ohn K. Sharpe, jr., of Indianapolis; and Amos Carter, of Plainfield.

³⁰ The men chosen to constitute the first board of directors were: Albert A. Lieber Frederick Francke, H. C. Pomeroy, Fred A. Gregory, William S. Fish, William C. Van Arsdel and Henry Smith, all of Indianapolis.

³¹ *Indianapolis News*, June 6, 1906, p. 4.

³² *Ibid.*, July 23, 1906, p. 12.

4, 1907, regular service was inaugurated between Plainfield and Greencastle;³³ in the following January the Greencastle-Harmony section was completed and through cars began running between Terre Haute and Indianapolis.³⁴ Through limited service was established the next July.

From the first the Brazil merchants complained of the rates to Indianapolis. In retaliation for alleged discriminations in rates city merchants filed a petition asking the court to enjoin the Terre Haute, Indianapolis & Eastern Traction company (who had assumed operation of the line) from operating interurban cars in Brazil, declaring that the company held franchises for operation of city cars only. The city officials also filed thirty suits against the company under a statute that limited the speed of electric cars inside the city limits to six miles per hour.³⁵ Terre Haute also attempted to wring far reductions from the company by entering an injunction suit which alleged that the act of 1901 authorized the interurbans to carry freight in the country only.³⁶ After a wearying and fruitless litigation lasting over two years the State Railroad commission fixed an equitable tariff of rates.

INDIANAPOLIS-MARTINSVILLE

April 27, 1893, the Indianapolis & Martinsville Electric Railway company was incorporated (\$50,000).¹ The line was to pass through the counties of Marion, Johnson and Morgan.

The next proposal to build to Martinsville was by the Indianapolis, Martinsville & Southern Railroad company (\$50,000) which planned a line through Waverley and Glens Valley.² Some franchises were obtained and connection with the Indianapolis city lines was arranged for at Meridian and the

³³ *Ibid.*, July 4, 1907, p. 10.

³⁴ *Ibid.*, Jan. 23, 1908.

³⁵ *Indianapolis News*, Jan. 28, 1908, p. 14; Feb. 14, 1908, p. 4; Sept. 15, 1908, p. 15; Feb. 17, 1909, p. 17.

³⁶ *Electric Railway Journal*, Nov. 2, 1909, p. 635; *Indianapolis News*, May 9, 1910, p. 8; July 17, 1910.

¹ With Oscar Mathew, James C. Devore, Henry A. Smock, John Hardwick and E. F. Branch, of Martinsville; Benjamin C. Stevenson and James Stevenson, of Indianapolis, as directors.

² Incorporated June 9, 1899. Capital raised to \$900,000, July 16, 1903. The incorporators were Daniel Lesley, Albert W. Moore, William A. Perkins, Joseph T. Gist and Sylvan W. Kuhn.

Belt. Farmers along the proposed route subscribed \$50,000 in tickets. July 16, 1903, the name was changed to Indianapolis & Southwestern Traction company because the company planned to build through Bloomington to Vincennes and Evansville.

The Indianapolis & Martinsville Traction company (\$10,000) incorporated July 11, 1899, was another unsuccessful attempt.³

The Indianapolis & Southwestern Traction company (\$50,000) was still another scheme to connect Martinsville with the state capital.⁴ The route was surveyed parallel to the Indianapolis & Vincennes Railroad.

Finally, April 24, 1901, the Indianapolis & Martinsville Rapid Transit Company (\$100,000) was incorporated. Work was started in a short time and by November 12, 1901, when the capital was raised to \$750,000 the roadbed was graded as far as Mooresville. In order to complete the line a thirty-year-\$750,000 5% mortgage was executed January 1, 1902 by Security Trust company of Indianapolis.⁵ Hourly service as far as Mooresville began August 11, 1902 and as far as Martinsville in April, 1903.⁶

In June, 1903, a survey was made for an extension to Bloomington; an entrance into the coal field through Paragon, Gosport, Spencer, Northington, Clinton and Sullivan was also considered. The engineering difficulties which the country has always presented, together with the meagre prospect for traffic, discouraged these extensions.

In June, 1905, a Boston syndicate headed by Stone and Webster, who were investors in Terre Haute lines, bought \$75,000 capital stock of the Indianapolis & Martinsville Rapid Transit company, thereby obtaining a controlling vote in the

³ Sterling R. Holt, Philander H. Fitzgerald, Jesse C. Tarkington, Joseph T. Elliot, jr., and Fred A. Joss, all of Indianapolis were directors.

⁴ Dr. James E. Lowes, Ralph DeWeese and John E. Feight, Dayton capitalists who promoted the Muncie and Union City line, Reamy E. Fields, Hamilton, Ohio; Jessie C. Tarkington, Henry J. Branden and Ovid B. Jameson of Indianapolis were directors.

⁵ *Poor and Moody's Manual of Utilities, Consolidated*. Five Indianapolis men were directors: Charles F. Smith, Emmett M. Smith, Amory T. Irwin, Philip Goetz and James Bright.

⁶ *Indianapolis Sentinel*, July 28, 1902, p. 3; Aug. 3, 1902, p. 7; Apr. 22, 1903, p. 2.

directorates.⁷ The entire stock soon afterwards was transferred to the Schoepf-McGowan syndicate and is now all held by the Terre Haute, Indianapolis & Eastern Traction company with the exception of the qualifying shares of the directors. April 1, 1907, the line was leased to the Terre Haute, Indianapolis & Eastern Traction company for a period of 999 years, the lessee to pay taxes, pay bond interest, maintain property and pay \$500 annually for expenses of organization.⁸

INDIANAPOLIS-LAFAYETTE

One of the bitterest struggles between two competing interurban companies over possession of a right-of-way took place in the city of Crawfordsville and on the Lafayette pike near Zionsville. State and federal court suits were energetically contested and even street brawls were not unheard of.

Among the first promoters of a line northwest from Indianapolis were Frederick Ayres, William M. Taylor and John F. Carson, a lawyer of Indianapolis, who selected a route along the Crawfordsville Pike. The next year, 1901, nine Frankfort men headed by David F. Allen incorporated a company for the purpose of obtaining franchises through the counties of Marion, Hamilton, Boone and Clinton to Frankfort. In November of the preceding year A. O. McCain, Ernest Dawson, William and Alfred Glossbrenner, president of Levy Printing company, Indianapolis, and J. S. Holiday, began securing franchises and right-of-ways along the Lafayette pike. February 22, 1901, the promoters incorporated the Indianapolis & Lebanon Traction company (\$400,000).¹

The company decided to build as far as Frankfort and obtained the necessary franchises.² The towns of Traders Point and Royalton offered liberal stock subscriptions in return for building the railway along the Lafayette pike; while Zionsville

¹ *Indianapolis Sentinel*, June 2, 1905, p. 8.

² Present directors are: Joseph McGowan, Robert I. Todd, Harry S. New, John J. Appel, J. Frank Wild, W. Kesley Schoepf and Charles Murdock.

³ The following were directors: William Helfenbeger, Jacquilin S. Holiday, Eli P. Baker, Caldwell N. Glossbrenner, W. J. Goodall and L. S. Woodbridge, Indianapolis; William J. DeVol and Samuel M. Ralston, afterward governor of Indiana, Lebanon.

⁴ *Indianapolis Sentinel*, Apr. 3, 1901, p. 2.

and Whitestown offered stock subscriptions and a generous subsidy.³ The latter route was chosen.

A few months later George Townsend and William S. Reed, who had purchased interests in the line, reorganized the company, calling it the Indianapolis, Lebanon & Frankfort Traction company.⁴

A few months after the incorporation of the Indianapolis & Lebanon Traction company, a rival group of railway builders organized the Lafayette & Indianapolis Rapid Transit Railway company (\$25,000).⁵ The route was to parallel the Big Four railroad from Stockwell into Indianapolis. One hundred and five condemnation suits were instituted to appropriate parts of the right-of-way.⁶ Some franchises were obtained but a serious legal battle with the Indianapolis, Lebanon & Frankfort Traction company over that part of the route which lay between Lebanon and the Marion county line and another part of the proposed roadway near Crawfordsville ended unfavorably and the promoters were compelled to abandon the plan.⁷

A short time after their successful outcome of the right-of-way contest Townsend and Reed, who had been engaged in ballasting the track of the Indianapolis & Shelbyville Traction company, began work on the Indianapolis-Lafayette line. A \$200,000 power plant was constructed at Lebanon. Some surveys were made for a contemplated extension of the line to Chicago but nothing was ever done.

December 17, 1902, the company had changed its name to Indianapolis and Northwestern Traction company and raised its capital stock from \$25,000 to \$2,500,000; the following

³ *Indianapolis Sentinel*, Apr. 3, 1901, p. 8.

⁴ The reorganized company was incorporated Feb. 14, 1902, by Geo. Townsend, Pierre Gray, Wm. S. Reed, Robt. P. Woods and Emanuel I. Fisher.

⁵ The incorporators were A. O. Behm, H. A. Taylor, W. C. Mitchell, George P. Haywood, Charles E. Ruger, Lafayette; James M. Zion and James P. Staley, Lebanon; Robert A. Clark and John M. Waugh, Colfax; Freemont Wells, Stockton; and Lewis C. Riley, Thorntown.

⁶ *Indianapolis Sentinel*, Apr. 18, 1902, p. 5.

⁷ The L. & I. Rapid Transit Ry. Co. claimed that, after they had surveyed and filed upon certain lands the I. L. & F. T. Co. had surveyed and begun construction. Eight miles of roadway had been graded. *Indianapolis Sentinel*, July 26, 1902, p. 3; July 15, 1902, p. 3; July 22, 1902, p. 5; Aug. 16, 1902, p. 8; Sept. 6, 1902, p. 5; Sept. 7, 1902, p. 7.

year it was raised to \$3,000,000; and in March, 1907, again raised to \$3,500,000.

The line was completed in the fall of 1903.⁸ The Central Union Telephone company of Chicago brought federal suit and injunction proceedings to restrain the traction company from turning on the current in the trolley wires, declaring that it would damage their circuits. The court finally permitted the current to be turned on.⁹ A city car was borrowed from the Indianapolis City Railway company and a trial trip was made September 5, 1903.

In May, 1905, a curious situation arose in railroad circles. The steam lines from Indianapolis to Chicago had all agreed to run no excursions to Chicago that summer. The Monon Railroad advertised in Indianapolis for an excursion from Lafayette to Chicago in cooperation with the Indianapolis & Northwestern Traction company. The excursion was run in spite of the protests and threats of the steam lines.¹⁰ The entire following summer a similar arrangement was made with the Cloverleaf at Frankfort to run to Detroit, Toledo and St. Louis.¹¹

April 1, 1907, the Indianapolis & Northwestern Traction company was leased by the Terre Haute, Indianapolis & Eastern Traction company for a period of 999 years, the lessee to pay taxes, bond interest, preferred dividends, maintain property and pay \$500 annually for upkeep of organization.¹²

There were rumors in the spring of 1906 concerning a line to be built from Lafayette to Williamsport and Danville, Illinois.¹³ In the same year some Montmorenci and Otterbein citizens promoted a line west from Lafayette to Bloomington or Danville, Illinois, and incorporated August 1, 1906, the Lafayette and Hoopetown Interurban Railway company (\$10,000).¹⁴ Some franchises were obtained and two bond-

⁸ Opening of traffic was delayed because of inability to get cars.

⁹ *Indianapolis Sentinel*, Sept. 2, 1903, p. 10; July 12, 1903, p. 1.

¹⁰ *Indianapolis Sentinel*, May 22, 1904, p. 8.

¹¹ *Indianapolis Sentinel*, June 7, 1905.

¹² 1921 Report to Ind. Public Service Commission.

¹³ *Indianapolis Sentinel*, Jan. 13, 1906, p. 9.

¹⁴ Incorporators: Harry A. Miller, Isaac E. Switzer, Daniel E. Harrington, Elmer Hawkins, Edward L. Zies, Wm. Randall, John W. Bankson, Ward A. Smith, Lawrence Burns, William Walsh.

ing houses of Philadelphia were competing for the loan when the panic of 1907 occurred. The Lafayette & State Line Traction company (\$10,000),¹⁵ incorporated February 6, 1906, contemplated the construction of a line from Lafayette to Williamsport and to State Line City.

LEBANON-CRAWFORDSVILLE

The Crawfordsville Traction company was incorporated January 9, 1901 by Crawfordsville men who contemplated building lines in Crawfordsville and Montgomery counties.¹⁶ The following year the directors decided to make Indianapolis a terminus, for which purpose the principal stockholders of the Traction company organized the Consolidated Traction company, and included in the directorate some of the stockholders of the old Indianapolis & Lebanon Traction company¹⁷ and the Lafayette & Indianapolis Traction company¹⁸ who had been unsuccessful in their contests with Townsend and Reed, of the Indianapolis & Northwestern Traction company, for the ownership of the right-of-way between Indianapolis and Lebanon. The Consolidated inherited all the animosities of its various constituents. The struggle with Townsend and Reed was resumed, the dispute being over the possession of a city franchise in Crawfordsville. The city would grant but one franchise, and this franchise was eagerly sought by both companies because each wished to control the line that the other must be compelled to use.

The city council voted to grant the Indianapolis & Northwestern Traction company the right to use Main street and almost at once revoked the privileges notwithstanding the company had deposited the necessary bond. The company began to lay track on Main street;¹⁹ the city thereupon brought

¹⁵ Incorporators: Ora Clark, Fremont Goodwine, John Hoover, W. S. Hail and W. H. Goodwine.

¹⁶ \$100,000, Jan. 9, 1901. Incorporators: P. C. Somerville, Jessie F. Davidson, Bayard E. Taylor, David W. Gerrard, A. F. Ramsey, Andrew E. Reynolds, Wm. H. McDoel, Chas. N. Van Cleave Wm. T. Whittington.

¹⁷ E. P. Baker, A. M. Glossbrenner.

¹⁸ G. P. Haywood, W. C. Mitchell. The other incorporators were A. F. Ramsey, Edward Hawkins, Chas. Van Cleave, Andrew E. Reynolds, Peter C. Somerville, Jacob F. Mark, Robert W. McBride.

¹⁹ Wm. S. Reed led 140 laborers into town and began unloading ties and

against the aggressors a suit of contempt which was dismissed upon petition of one thousand citizens of Crawfordsville. Although the Consolidated Traction company continued the struggle with energy, the Indianapolis & Northwestern Traction company secured the necessary franchises and laid its track in time to operate cars before the fall of 1903.

INDIANAPOLIS-CRAWFORDSVILLE
(Ben Hur Route)

After failing in their effort to build the Consolidated Traction company line,²⁰ the promoters organized September 19, 1905, the Indianapolis, Crawfordsville & Western Traction company for the purpose of building a direct line to Crawfordsville.²¹ The route touched Brownsburg, Pittsboro, Jamestown, New Ross, Mace, Crawfordsville, Waynetown, Veedersburg, Covington and extended to the state line, from which point a connection would be built to the McKinley system at Danville. February 2, 1906, the authorized capital stock was raised to \$3,000,000 and in June the contract was awarded to the Moore-Mansfield Construction company. The power plant was erected at Crawfordsville; July 7, 1907, the work was completed and regular service began.²²

In August, 1907, the Moore-Mansfield Construction company filed a complaint in Marion County circuit court against the interurban company and the trustees of the bonds, asking for enforcement of a mechanics lien to obtain \$28,018.75 due

was summoned and ordered to array their engines and hose in battle formation against the invaders. At the first stroke of a pick on the pavement just south of rails. The police were appealed to by the town officials, and the fire department the court house, the water was turned on and several industrious toilers were lifted off their feet. A workman punctured the hose with a pick, whereupon he was divested of his weapon by four valiant councillors. A few shovel wounds were received and several bricks were exchanged by the opposing forces before the two lines retreated and work was abandoned. *Indianapolis Sentinel*, May 31, 1903, p. 7.

²⁰ See "Indpls. & Northwestern T. Co."

²¹ The incorporators were P. C. Somerville, Charles N. Van Cleave, A. E. Reynolds and A. F. Ramsey of Crawfordsville; Eli P. Baker, Lebanon; Tullie C. Grubbs and John L. Davis. The capital stock was \$1,600,000 common stock and \$400,000 5% preferred stock. The first five men were directors of the unfortunate Consolidated T. Co.

²² *Indianapolis News*, July 4, 1907, p. 10; July 8, 1907, p. 10.

on construction.²³ Pursuant to the action, H. J. Milligan was appointed receiver²⁴ but in January, 1912, the action on a cross bill to establish the merits of the lien decided that the construction company was not a privileged creditor. At the same time, upon petition of several creditors, the court ordered the sale of the road.²⁵ April 6, 1912, the properties of the Indianapolis, Crawfordsville & Western Traction company were sold at the upset price of \$1,000,000 to Joseph T. Elliott & Sons, bond dealers of Indianapolis.²⁷ The unredeemed bonds were then bought up at 66 $\frac{2}{3}$ cents on the dollar. The road-bed was in good condition because a large part of the earnings during management by the receiver was expended on improvements.²⁸

The purchasers gave possession of the line three weeks later to the Indianapolis, Crawfordsville & Danville Electric Railway company, which had been incorporated April 20, 1912.²⁹ Stockholders of the Terre Haute, Indianapolis & Eastern Traction company at once acquired a controlling interest in the properties and by terms of a lease dated May 1, 1912, began to operate the line as a division of their system. The lessee agreed to pay taxes, pay bond interest, maintain the sinking fund, pay preferred and common dividends, maintain properties and pay \$500 a year to the organization of lessor.

The closing of the Crawfordsville-Danville, Illinois gap has been considered at various times; it is the only unfinished part of a St. Louis-Buffalo route, and if built, would give both Indiana and Illinois lines a heavy traffic that is now carried by the Big Four. In 1907 the efforts of the Indianapolis, Craw-

²³ *Indianapolis News*, Dec. 7 1909, p. 9.

²⁴ In 1913 the operating revenues were \$214,708 and by 1921 had reached \$384,688. Deficits or surpluses by years are: 1913—def. \$8,403; 1914—def. \$1,030; 1915—def. \$666; 1916—sur. \$1,043; 1917—sur. \$6,825; 1918—sur. \$16,054; 1919—sur. 20,903; 1920—sur. \$3,605; 1921—sur. \$4,172.

²⁵ *Indianapolis News*, Oct. 22, 1909, p. 16.

²⁷ *Indianapolis News*, Apr. 8, 1912.

²⁸ *Ibid.*

²⁹ By Fred A. Likely, Helen E. Clayton, John P. Todd, Walter S. Glass and Henry H. Hornbrook. The capital stock consisted of shares totaling \$600,000, of which one-third was 5% preferred stock. An additional issue of \$200,000 preferred stock was authorized May 17, 1912, but was never issued. The present directors are: John J. Appel, Robert I. Todd, Joseph McGowan, C. E. Elliot and Charles M. Murdock.

fordsville & Western Traction company to obtain a right-of-way was frustrated by the McGowan syndicate who first procured it. The next year the company obtained all county and some city franchises. In 1910 the project was revived again. June 14, 1912, the Crawfordsville & Danville Interurban company (\$5,000)³⁰ was incorporated, and July 18, 1912, the Crawfordsville & Danville Traction company (\$10,000)³¹ was incorporated by Indianapolis capitalists for the same purpose. Nothing was ever done, however.

INDIANAPOLIS-DANVILLE

In February, 1899, D. P. Erwin, D. M. Parry and Daniel Ransdall of Indianapolis were voted a franchise in Hendricks county permitting the construction of an electric railway along the National Road from Danville to Cartersburg.³² June 27, the venture was incorporated under the name of Indianapolis, Plainfield & Western Rapid Transit company (\$100,000).³³ Another promotion along the same route was by Crawford C. Fairbanks, Floyd A. Woods, Frederick A. Joss and H. C. Brubaker, jr.³⁴ The Indianapolis, Danville & Western Traction company incorporated July 2, 1901, by Cincinnati capitalists also contemplated a line to Danville. Little progress was made toward constructing the line until February 5, 1903, when the Indianapolis, Danville & Rockville Traction company (\$100,000) was incorporated.³⁵ This line was proposed to reach to Bainbridge and Rockville. Franchises were secured, the capital was increased to \$700,000, July 8,

³⁰ Incorporators were: A. M. Boyles, W. A. Johnson and E. G. McCormack of Perrysville, Ind. The fifteen directors were residents of the various cities along the line.

³¹ Incorporators were: John A. Shafer, M. Burton Keller, Jas. F. Edwards, Paul C. Green and Clinton B. Marshall.

³² *Indiana State Journal*, May 1, 1899, p. 7.

³³ The directors were D. P. Erwin, D. M. Parry, Taylor Reagan, Henry C. Adams, George C. Webster, Oscar Hadley and D. M. Ransdall. In June, 1900, two other promoters, F. C. Groninger and B. C. Miller, sought a franchise along the National Road to Danville. *Indianapolis Sentinel*, Jan. 24, 1900.

³⁴ *Ibid.*

³⁵ The directors were: W. B. Blair, W. C. Osborn, John W. Ader, Everett Wagner, John W. Trotter, Charles P. Hornaday and George R. Pattison, all Danville men.

1903, and work began September 10 on the route between Avon and Danville.³⁶

March 24, 1903, a company to build from Indianapolis to Terre Haute via Danville, Greencastle and Brazil was incorporated under the name of Indianapolis, Greencastle & Western Traction company (\$50,000).³⁷ Messrs. Fauvre, Wilson and Coffin purchased stock in the Indianapolis, Danville & Rockville Traction company and in the election of January 12, 1904 were made directors together with William F. Churchman, J. W. Trotter, G. T. Pattison and W. C. Osborn. March 6, 1905, the name of the corporation was changed to Indianapolis & Western Railroad company and the scheme of the old Indianapolis, Greencastle & Western Traction company to build to Terre Haute was included in the plans of the reconstituted company. On May 2, 1905, the capital was raised to two million dollars, of which \$750,000 was 5% preferred stock; and July 28, thirty gangs of graders began work on the Greencastle extension, but after seven miles were completed construction stopped. After the McGowan interests acquired the line the Danville-Avon grade of the Greencastle extension was abandoned in favor of the Plainfield route.³⁸

The Morgan-Randall-Dolan syndicate of Philadelphia acquired a controlling interest in the unfinished line in the summer of 1905, and pushed the construction to completion.³⁹ There was delay in securing material and labor, so that it was September 1, 1905 before a regular schedule was inaugurated.⁴⁰ The line is now operated as a division of The Terre Haute, Indianapolis & Eastern Traction company.

After the Greencastle extension from Plainfield was opened in 1907 there was much agitation in favor of finishing the old Danville-Greencastle project as far as Amo, thereby making

³⁶ *Indianapolis Sentinel*, Sept. 10, 1903, p. 4.

³⁷ F. M. Fauvre, Indianapolis; Charles E. Coffin of the Central Trust Company, Indianapolis; M. B. Wilson of the Columbia National Bank, Indianapolis; Ansel Fatout, Indianapolis; John W. Chipman, Indianapolis; Emil Rassman, Indianapolis; and Augustus L. Mason were directors of the company. The seven men were directors in the Central T. Co., afterwards called Indianapolis & Eastern Ry.

³⁸ *Indianapolis Sentinel*, July 29, 1905, p. 8; Mar. 11, 1908, p. 14.

³⁹ *Ibid.*, Oct. 16, 1905; *Indianapolis News*, June 6, 1906, p. 4.

⁴⁰ *Indianapolis Sentinel*, Sept. 1, 1905, p. 8; *Indianapolis News*, Aug. 29, 1906.

a connection between the two western lines of the syndicate. During the spring of 1912, Bainbridge offered a bonus of \$6,000 and other towns a total of \$10,000 if the Terre Haute, Indianapolis & Eastern Traction company would build the Rockville extension. Although the railway company agreed to undertake the construction if the residents along the route would subscribe as a bonus 20% of a \$750,000 issue of capital stock, nothing was ever done.⁴¹

TERRE HAUTE-CLINTON

The citizens of Dana, Clinton and Farm Ridge met June 16, 1902 with the Commercial Club of Terre Haute to discuss a line north from Terre Haute to Danville, Illinois. Gardner F. Wells of the Terre Haute Electrical company, afterwards known as Terre Haute Traction & Light company, obtained franchises and in the spring of 1903 began active work. In November of the same year the line was opened to traffic.⁴² The company has since found itself unable to build the line beyond Clinton. In October, 1907, the residents along the route that had been outlined in the franchise considered the construction of the extension themselves but the panic of 1907 defeated their plans.

Another luckless attempt to extend the line was that of five Indianapolis men, who incorporated the Vermillion Traction company (\$25,000) June 12, 1912 for the purpose of building a line to connect Clinton with the Illinois system at Danville.⁴³

TERRE HAUTE-SULLIVAN

W. P. Ijams, who was at the head of an \$800,000 company, held franchises in several towns surrounding Terre Haute. No activity was displayed until 1905 when a bitter fight was waged for possession of the south side entrance. The Stone-Webster syndicate (Terre Haute Traction & Light company)

⁴¹ *Electric Railway Journal*, Apr. 6, 1912, p. 603.

⁴² Letter, E. M. Walker, Gen. Supt. T. H. Division, Terre Haute, Ind.

⁴³ Directors: John A. Johnston, John W. O'Hara, Joseph A. Davidson, John L. Bienz, W. O. Dunlavy.

secured right-of-ways and franchises and in the spring of 1906 began work upon a line to Sullivan. In June the line was completed.⁴⁴ In 1908 the Terre Haute, Indianapolis & Eastern Traction company, the lessee of the Sullivan line, proposed a six mile spur from Shelburn to Hymera; an extension to Linton was also considered; but most of all, the company desired that the line be extended to Vincennes and southward to meet the Murdock line which ran from Evansville to Pataka. Because of inability to finance the project the gap has never been closed.

TERRE HAUTE-PARIS

The Stone-Webster syndicate of Boston, which owned the Terre Haute Electric Traction company, laid a track from Terre Haute to West Terre Haute (Macksville) during the night of December 1, 1902, immediately after the city council had granted a franchise to the company.⁴⁵ The cause of the hasty action was a desire to forestall a rival group of capitalists from the use of the streets for a Terre Haute-Paris, Illinois, line. January 7, 1907, the Terre Haute & Western Railway company was incorporated in Illinois to build from Sanford, Indiana, to Paris, Illinois, a distance of 10.5 miles. The Terre Haute-Sanford section was built by the Terre Haute Traction & Light company⁴⁶ in the same year and began service in October.⁴⁷ By the terms of a 999 year lease dated November 15, 1907 the Terre Haute Traction & Light Company agreed to operate the entire line from Terre Haute to Paris, Illinois, pay all taxes, bond interest, preferred and common dividends, maintain property and pay \$500 annually for organization expenses.⁴⁸ The line is actually operated by the Terre Haute, Indianapolis & Eastern Traction company, which has leased the Terre Haut Traction & Light company.

⁴⁴ Letter, E. W. Walker, Supt. T. H. Division T. H. I. & E. T. Co., Terre Haute.

⁴⁵ *Indianapolis Sentinel*, Dec. 3, 1902, p. 5.

⁴⁶ T. H. El. T. Co. changed name to Terre Haute Traction & Light company, May 18, 1904.

⁴⁷ Letter, E. W. Walker, Supt. T. H. Div. T. H. I. & E. T. Co., Terre Haute.

⁴⁸ 1921 Report of T. H. I. & E. T. Co. to Ind. Public Service Commission.

PRESENT ORGANIZATION OF THE TERRE HAUTE, INDIANAPOLIS
AND EASTERN TRACTION COMPANY

The two great interurban systems centering in Indianapolis present a contrast in their origin. The Union Traction company of Indiana owns most of its lines; the Terre Haute, Indianapolis & Eastern Traction company leases a large part of its lines. The former, a pioneer in the field, added to its mileage by merging all lines it built or acquired by purchase; the latter came into being ten years after most of the Indiana lines were built, and brought its various divisions into the system by purchase or lease after an earlier company had constructed them.⁴⁹

The original Terre Haute, Indianapolis & Eastern Traction company was incorporated March 1, 1907 (\$100,000).⁵⁰ The original organization was a merger of the Indianapolis-Richmond, Indianapolis-Danville, Dunreith-Newcastle, Cambridge City-Milton lines; the Terre Haute Traction & Light company was leased March 25, 1907; the Indianapolis & Northwestern Traction company and Indianapolis & Martinsville Rapid Transit company were leased April 1, 1907, and the Indianapolis, Crawfordsville & Danville Electric Railway company was leased May 1, 1912.

The capital stock is \$18,200,000, one-half of which is preferred. Outstanding bonds for which the company is liable total \$7,500,000.⁵¹

Affiliated non-carrier companies of the Terre Haute, Indianapolis & Eastern Traction company are United Traction Coal company (\$150,000), Shirly Realty company (\$67,352), Western Indiana utilities (\$200,000), Car Trust Equipment company (\$140,000) and Arcade Realty company (\$22,000). The Terre Haute Light & Power department (\$1,030,713.19)

⁴⁹ 1921 Annual Report to the Ind. Public Service Commission.

⁵⁰ By Robert I. Todd, president; Thomas B. McMath, vice-president; W. T. Milholland, secretary-treasurer; F. M. Durbin and L. J. E. Foley. The present directors are Randall Morgan, Philadelphia; Robert I. Todd, president and general manager, Indianapolis; W. Kesley Schoepf, Cincinnati; John J. Appel, vice-president, Indianapolis; James W. Lilly, Indianapolis; L. T. Hixson, Indianapolis; James A. McGowan, secretary-treasurer, Indianapolis. W. F. Milholland, assistant secretary-treasurer, Indianapolis, and F. H. MacMorris, Philadelphia, are also stockholders.

⁵¹ \$1,930,233.18 in bonds is owned by the company itself.

is leased; the West Tenth Street power plant, Indianapolis (\$555,125.23) and Steam Heat Arcade, Terre Haute (\$945.20) are owned. All except the last three subsidiary companies pay no dividends.⁵²

INDIANA SERVICE CORPORATION

WABASH-LOGANSFORT

A group of eastern capitalists represented by Robert Sumanton of Huntington considered, in 1899, a line from Ft. Wayne to Terre Haute and Vincennes through Peru and Logansport along the Wabash and Erie canal. During the fall of 1900 Aaron Dukes of Peru was engaged in promoting an electric line along the tow-path of the canal from Ft. Wayne to Lafayette. A group of New Haven, Connecticut capitalists, F. Colman Boyd, Dennis A. Blakeslee, Dwight W. Blakeslee, John S. Bradley, Samuel C. Morehouse and others, working with Nelson G. Hunter of Wabash organized and incorporated March 28, 1900, the Wabash River Traction company (\$20,000) for the purpose of constructing an electric railway between Peru and Wabash. Franchises and right-of-ways were obtained, several subsidies were voted to aid the company and construction started that year. In March, 1900, a strike occurred when twenty of the laborers who had been paid \$1.35 a day refused to work for less than \$1.50 a day. The foreman hired Italians to work in the places of the strikers and violence was feared for several days.¹

June 27, 1901, the last rail was laid near Rich Valley and on August 3, the seventeen miles of track was formally opened.²

May 9, 1902, having purchased the interests of George J. Marott in the Logansport street railway, and intending to continue their recently completed Wabash-Peru line on to Logansport and Lafayette, the stockholders of the Wabash River Traction company organized the Wabash-Logansport Traction

⁵² *Ibid.*

¹ *Indianapolis Sentinel*, Mar. 28, 1901, p. 2; Apr. 18, 1901, p. 2.

² *Indianapolis Sentinel*, Aug. 4, 1901, p. 2.

company (\$100,000).³ The Logansport, Rochester & Northern Traction company was seeking an entrance into the city at the same time and the city council was willing to permit only one line to be built into the town for the use of both companies. Each wanted to own the line. The Logansport, Rochester & Northern Traction company secured an injunction against the Boyd line prohibiting them from building on High street. They then began laying track on Erie avenue instead of High street and on Market street to Fourth street where the city lines were to be met.⁴

About the middle of the summer the McCulloch-McGowan-Jones-Schoepf interests purchased the holdings of the Logansport, Rochester & Northern Traction company and continued the fight against Boyds. By a strategem, the Wabash River Traction company was restrained from getting its franchise, and, wearied by the long struggle, and disheartened by the acquisition of the Logansport, Rochester & Northern Traction company, with so powerful an antagonist, sold the Peru-Wabash line and the unfinished Peru-Logansport section.⁵ The new owners soon completed the line.

FT. WAYNE-WABASH

The line from Ft. Wayne to Huntington was promoted and financed by Townsend and Reed in the late fall of 1901. The Ft. Wayne & Southwestern Traction company (\$600,000) was incorporated January 4, 1901.⁶ A spur from Huntington to Warren and Marion was contemplated as well as the main line from Ft. Wayne to Huntington. Huntington granted a \$7,000 bonus to the company in return for locating its power plant in the city. The Boyd line (The Wabash River Traction company) at that time nearly completed from Peru to Wabash,

³ *Indianapolis Sentinel*, May 1, 1902, p. 8. Incorporated May 9, 1902. Directors: Chas. Blakeslee, Dennis A. Blakeslee, Dwight W. Blakeslee, F. Coleman Boyd, Willis M. Anthony, Samuel C. Morehouse, John S. Bradley, New Haven, Conn.; Nelson G. Hunter, Lyman T. Law, Wabash.

⁴ *Indianapolis Sentinel*, Nov. 7, 1902, p. 2; May 10, 1902, p. 3; May 11, 1902, p. 2.

⁵ *Indianapolis Sentinel*, Aug. 8, 1902, p. 5.

⁶ By George Townsend and William S. Reed of Chicago; Fred G. Morehouse of Detroit; and Charles C. Miller, William M. Moran and Newton D. Doughman of Ft. Wayne.

bitterly contested every franchise and threatened to build a rival line parallel to the Ft. Wayne & Southwestern Traction company from Ft. Wayne to Logansport.⁷

December 12, 1901, a steam engine pulled a coach containing railway and city officials to Huntington and back; March 30, the line was formally opened as far as Huntington; and by the 15th of June, 1902, cars were running from Ft. Wayne to Andrews. August 10, the line was completed to Wabash.

In April, 1907, came the end of a long suit concerning the ownership of the tow-path on which the electric line had been built. The day after notice of appropriation of the land had been filed by the Ft. Wayne & Southwestern Traction company the owner of the right-of-way, Aaron Dukes, deeded it to the Ft. Wayne & Wabash Valley railroad. The situation was further complicated in August, 1902, by the Ft. Wayne, Logansport & Lafayette Traction company filing condemnation proceedings against the owner, who was either the Ft. Wayne & Southwestern Traction company or the Ft. Wayne & Wabash Valley railroad. The deed to the railroad company was declared illegal by a lower court but upon appeal to the State supreme court was held legal and \$13,791 damages awarded to the plaintiff.⁸

In July, 1904, the Ft. Wayne-Wabash line was sold for about one million dollars to the Ft. Wayne & Wabash Valley Traction company.⁹

LAFAYETTE-LOGANSPORT

Stockholders of the Ft. Wayne & Wabash Valley Traction company incorporated April 2, 1906, the Lafayette & Logansport Traction company (\$500,000) to build the extension of the Ft. Wayne-Logansport road as far as Delphi and Lafayette.¹⁰ Most of the deeds to the right-of-way were secured and a few condemnation proceedings instituted during the summer. There was a dispute over the terms of a franchise which would permit the company to build a 600 foot extension

⁷ *Indianapolis Sentinel*, Mar. 2, 1901, p. 2; Oct. 25, 1901, p. 2.

⁸ *Indianapolis News*, Apr. 9, 1907, p. 4.

⁹ *Indianapolis Sentinel*, July 4, 1904, p. 1.

¹⁰ Art. of Incorporation.

of the Lafayette city lines in order to meet the interurban line at the city limits.¹¹ A million dollar mortgage was filed with the Guarantee & Safe Deposit company of Philadelphia. Work began at Delphi June 14, 1906; the road was ready for the first car June 28, 1907, and on July 1, regular service was begun.¹² Cars of the east and west divisions turned at Logansport until October 1, 1907, when through service was inaugurated.

FT. WAYNE-BLUFFTON

After completing the Muncie-Bluffton section of their proposed line, W. E. Hitchcock and Louis Hexter obtained a charter for the Bluffton & Ft. Wayne Traction company¹³ for the purpose of pushing their line as far as Ft. Wayne.¹⁴ An earlier scheme to connect the two towns with Richmond was that of the Ft. Wayne, Bluffton & Richmond Traction company (\$50,000) incorporated November 27, 1902.¹⁵

April 2, 1905, a company was organized by the stockholders of the Ft. Wayne & Wabash Valley Traction company for the purpose of bonding the road that the latter proposed to build from Ft. Wayne to Bluffton.¹⁶ The corporation was known as the Ft. Wayne, Bluffton & Marion Traction company (\$50,000). The contract for construction was given to the Myer Construction company. July 1, 1907, the line was opened for traffic; the properties were deeded to the Ft. Wayne & Wabash Valley Traction company and operated as a division of that system.¹⁷

LAFAYETTE-BATTLE GROUND

Citizens of Lafayette gave a donation of \$1,000 to the Ft. Wayne & Wabash Valley Traction company to purchase right-

¹¹ *Indianapolis News*, May 10, 1906, p. 15.

¹² *Indianapolis News*, June 29, 1907, p. 11; July 1, 1907, p. 9.

¹³ Incorporated May 23, 1905.

¹⁴ Directors: A. L. Johnson, Theo. F. Rose, W. B. Cooley, W. E. Hitchcock, Louis Hexter, A. G. Lupton, L. J. Schlesinger.

¹⁵ By Edward Manier, Versailles, Ohio; William F. Dumen, Ft. Wayne; Frank X. Schaffer, Charles Durst and Charles F. Manning, Dayton, Ohio.

¹⁶ Letter, H. E. Vordemark, secretary and treasurer, Ind. Service Corporation. Its directors were Frank H. Cutshall, Samuel L. Morris, Harry E. Vordemark, Fred C. Baede and F. H. Schmidt.

of-way for a line connecting Lafayette with the beautiful and historic spot eight miles north of the city, the scene of the famous fight between General Harrison and Tecumseh. The track was laid by October 1, 1905, and a barbecue was held at the park on the 18th of the same month in celebration of the event.¹⁸ April 6, 1920, the Lafayette Service company (\$10,000) was incorporated.¹⁹ Because of insufficient traffic and dilapidated condition of the track a receiver was appointed, and April 1, 1922, cars ceased running to the park. Cars are now operated as far as the Soldiers' Home, a distance of four miles from Lafayette.²⁰

PRESENT ORGANIZATION OF INDIANA SERVICE CORPORATION

The Ft. Wayne-Lafayette line having been constructed by three separate companies was purchased by men who were interested in the Union Traction company and various Ohio lines. August 25, 1902, the Ft. Wayne, Logansport & Lafayette Traction company (\$1,000,000) was incorporated to build a line from Ft. Wayne to Lafayette; its real purpose was to contest the ownership of the tow-path of the Wabash and Erie Canal. May 29, 1903, the Ft. Wayne, Logansport, Lafayette & Lima Traction company was incorporated with a capital stock of \$7,500,000, of which \$1,000,000 was preferred stock.²¹ February 25, 1904, the name of the company was changed to Ft. Wayne & Wabash Valley Traction company.

The company was in an exceedingly prosperous condition after purchasing the Logansport-Peru extension and completing connection for operating through cars to Indianapolis from Ft. Wayne.²²

¹⁷ *Ibid.*

¹⁸ *Indianapolis Sentinel*, Oct. 1, 1905, p. 9. In 1910 the company surveyed an extension of the line to Reynolds.

¹⁹ *Indianapolis News*, Apr. 1, 1922. By Walter J. Devine, Frank H. Cutshall, James M. Barrett, jr., Harry D. Brown jr., and Harry Williams, who assumed management of the line. It has never paid expenses.

²⁰ *Ibid.*

²¹ The directors were George G. McCulloch, James and Charles Murdock, Henry Paul, ex-Senator Stephen B. Fleming, J. Levering Jones, Randall Morgar Bayard Henry and Hugh J. McGowan.

²² Through cars began running May 1, 1906.

In February, 1911, the stockholders voted to refinance the corporation because of need of new funds for enlarging shops and terminals and because of the many damage claims arising from the wreck at Kingsland, September 21, 1910, in which 41 persons were killed.²³ Accordingly, there was incorporated February 25, the Ft. Wayne & Northern Indiana Traction company with a capital stock of \$8,000,000, one-half of which was 6% preferred stock.²⁴ A total of \$4,000,000 common and \$2,500,000 preferred stock was issued; \$8,900,000 in bonds and \$1,000,000 floating indebtedness was taken over by the reorganized company.

January 15, 1920, the Indiana Service corporation was incorporated with a capital stock totaling \$7,400,000 of which \$2,159,000 preferred and an equal amount of common stock is now outstanding. The bondholders of the Ft. Wayne & Northern Indiana Traction company, who had organized themselves into the Bondholders Protective association, and had incorporated the Indiana Service corporation, bought the properties at receiver's sale December 29, 1919.²⁵ The Indiana Service corporation now operates the Ft. Wayne-Bluffton and Ft. Wayne-Lafayette divisions and the Ft. Wayne, Wabash and Logansport city lines, a total of 181 miles of track. It owns twenty passenger and seventeen freight cars.²⁶

INDIANA RAILWAYS & LIGHT COMPANY

KOKOMO-MARION

August 5, 1895, the Kokomo & Greentown Street Railway company (\$50,000) was incorporated by four men from De-

²³ *Indianapolis News*, Feb. 13, 1911, p. 14.

²⁴ The incorporators and directors were: Harry E. Vordemark, Fred H. Schmidt, Arthur H. Mohr, James H. Haberly, Henry J. Bowerfind, William H. Rohan, Karl Jurgensen, Fred Hitzman, Stephen Morris, Irving E. Bitner and Alexander A. Karthold.

²⁵ Annual Report to Ind. Public Service Commission, 1921. The directors of the new company were: Henry C. Paul, Samuel W. Greenland, Harry E. Vordemark, Fred H. Schmidt, Frederick R. Fahling, Harry V. Norford, James M. Barrett, Robert M. Tuestel and Harry E. Verdeman.

²⁶ The directors holding until March 8, 1922, are: Robert M. Tuestel, president; Samuel W. Greenland, vice-president; Henry Sanders, Frank M. Tait, Percy M. Chandler, Henry C. Paul and James A. Barrett. Harry E. Vordemark is secretary.

troit, Michigan.¹ Messrs. Snow and Avery, who were furnishing the money, obtained many franchises and right-of-ways.

March 13, 1899, the Kokomo Railways & Light company (\$80,000) was incorporated.²

In the fall of 1902, a line was promoted by R. S. Vivian and O. V. Darby between Kokomo and Wabash by way of Marion. The right-of-way was secured and February 18, 1903, the Kokomo, Converse and Marion Traction company (\$10,000) was incorporated to build the Kokomo section.³ The following month the name of the company was changed to the Kokomo, Marion & Western Traction company and the capital stock was increased to one million dollars. The Kokomo Railways & Light Company, all of whose stock except five shares was owned by the Kokomo, Marion & Western Traction company, surrendered its capital stock and merged with the Kokomo, Marion & Western Traction company, the one million dollar capital stock of the latter company was converted into shares of the same value in the name of the new Kokomo, Marion & Western Traction company.

About the same time a rival line was being promoted by C. H. Bundy and J. E. Clark, who, it was claimed, were to be supported by Union Traction interests. Franchises were obtained, but were allowed to lapse.

A reorganization of the Kokomo, Marion & Western included many Marion, Kokomo and Indianapolis men.⁴ This was said to be the first large line in the state financed by local capitalists. The city lines of Kokomo were owned by the stockholders of the traction company and afforded a ready entrance into the city. The Kokomo-Greentown section began operations in the fall of 1903 and the entire line two years later.⁵ September, 1908, the company's tracks were joined

¹ Frank E. Snow, William E. Avery, Charles E. Hilton, John S. McDonald and Fred H. Allen of Kokomo.

² By William P. Stevens, Henry L. Woolfenden, L. J. Kirkpatrick, C. L. Harry and Fremont Woodruff.

³ The directors were: Henry D. Thomas, Marion; Roscoe Kimple, J. A. Kimple, Converse; T. C. McReynolds, C. C. McFann, George E. Bruner and O. V. Darby, Kokomo.

⁴ George J. Marrott, Indianapolis; Lee Hall, H. D. Thomas, Marion; L. J. Kirkpatrick, O. V. Darby, G. E. Bruner, C. C. McFann and T. C. McReynolds, Kokomo; R. F. Cummins, Bluffton. *Indianapolis Sentinel*, May 8, 1903, p. 8.

⁵ Letter, Annie Darby, Kokomo.

with those of the Marion, Bluffton & Eastern Traction company and through service from Kokomo to Bluffton was established.

KOKOMO-FRANKFORT

In 1903, the advantage to be obtained from a line connecting the Indianapolis & Northwestern Traction company and the Indianapolis & Northern Traction company lines between Crawfordsville and Kokomo was realized, but it was not until May 22, 1908, that plans had developed enough to incorporate the Kokomo, Frankfort & Terre Haute Traction company.⁶ The right-of-way between Kokomo and Terre Haute via Crawfordsville and Rockville was partly secured; and in the early spring of 1910 there was a keen contest between this company and the Kokomo & Western Traction company in which several subsidy elections were actively fought and lost by both companies.⁷ In March, 1910, the chief stockholders in the Kokomo, Frankfort & Terre Haute Traction company sold their franchises and other rights to those interested in the Kokomo, Marion & Western Traction company.

It was not until June 4, 1911, that the owners arranged the sale of a bond issue with eastern capitalists and incorporated the Kokomo, Frankfort & Western Traction company (\$10,000) for the purpose of extending their Marion-Kokomo line to Frankfort. Two weeks later the authorized capital stock was raised to \$100,000; in July, A. J. Yaager, of Indianapolis, was given a contract and construction was begun at once near the town of Forest. September 18, 1912, the forty-five miles of track were completed and was thrown open to traffic.⁸

⁶The incorporators were William H. Elkenberry, Russiaville; Martin W. Elkenberry, Kokomo; William F. Newby, Russiaville; Dr. Oliver Gard, Frankfort; Judge James Kent, Frankfort; Joseph C. DeWeese, Kokomo; Elias B. Swift, Kokomo; Robert H. Ross, Kokomo; Albert E. Alter, Forest.

⁷*Indianapolis News*, Feb. 2, 1910, p. 11; Feb. 3, 1910, p. 3; *Electric Railway Journal*, Feb. 12, 1910, p. 299.

⁸The president was George J. Marott and the secretary, Thomas McReynolds; other incorporators were Lex Kirkpatrick, John Carter, Lee Hall, Philip Palmer, John Holiday. *Indianapolis News*, Aug. 2, 1911, p. 11; *Electric Railway Journal*, Sept. 28, 1912, p. 546.

December 7, 1912, the Kokomo, Marion & Western, which owned the capital stock of the Kokomo, Frankfort & Western and the Kokomo Public Utilities company, operating a steam heating plant, consolidated with its subsidiary companies and formed the Indiana Railways & Light company.⁹ The authorized capital stock was three million, of which one-third was 5% preferred. The company has issued \$2,000,000 common stock and \$492,000 preferred stock. Its funded debt consisted of \$3,030,000, of which \$1,876,000 now outstanding.¹⁰

⁹ Dec. 7, 1912.

¹⁰ The directors of the consolidated company were: George J. Marott, John Holiday, Alexander R. Holiday, Henry Kahn, Lee Hall, Thomas McReynolds and Lex Kirkpatrick. The directors now acting are: A. B. Armstrong, Lee Hall, C. N. Hodgkin, L. B. Hodgkin, Alexander R. Holiday, D. C. Jenkins, L. J. Kirkpatrick, Geo. J. Marott, T. C. McReynolds, Wm. H. Turner, John H. Holiday.

(To be continued)