

TRANSIT FACILITIES

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Transit Facilities

Evansville, Indiana

Issued By

THE CITY PLAN COMMISSION

1930

HARLAND BARTHOLOMEW & ASSOCIATES

City Plan and Landscape Engineers

Saint Louis, Missouri

HARLAND BARTHOLOMEW

EARL O. MILLS

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HARLAND BARTHOLOMEW AND ASSOCIATES

City Plan and Landscape Engineers, Saint Louis, Missouri.

317 North Eleventh Street

Harland Bartholomew Earl O. Mills

August 26th, 1930.

City Plan Commission,
Evansville,
Indiana.

Gentlemen:

It is our pleasure to transmit herewith a report on that phase of the Evansville comprehensive city plan dealing with the local and interurban transportation facilities. Since city planning involves primarily the physical development of cities, the recommendations contained herein pertain largely to the rearrangement and extension of track with several minor changes in car and bus routings. The major street plan previously prepared of necessity dictates the routes upon which future transit facilities must be accommodated.

This office would like to take this opportunity to express its appreciation of the splendid co-operation received from the Southern Indiana Gas and Electric Company, the Evansville and Ohio Valley Railway Company, and the Evansville Suburban and Newburgh Railway Company.

It is our hope that this final transit plan will be mutually satisfactory and beneficial to both the city and the railway companies, and thus be executed gradually as occasion permits.

Respectfully submitted,

BARTHOLOMEW and ASSOCIATES.

By Earl O. Mills—(Signed).

JGM:BS

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INTRODUCTION

Development of Urban Transportation:

Urban transportation has played an interesting and important part in the growth of our cities. The first street railway in the world was a horse car line established in New York in 1832. Later the advent of steam locomotion and also the cable car marked further advancement in the development of urban transportation but these forms of conveyances were soon supplanted by the electric car which was first introduced in this country in 1888 at Richmond, Virginia. The transition from the horse car to the modern electric street car was indeed rapid but the latter came none too soon to meet the needs of our rapidly growing cities. With the continual increase in population the distances between residential, commercial and industrial centers in cities have attained proportions never dreamed of in the early days. This obviously was made possible by the development of the street railway and in fact it is inconceivable that any modern city, small or large, could have expanded without a system of local transportation.

Although the number of private automobiles continues to multiply from year to year, the bulk of the population in practically every community is dependent upon public transportation. This is well illustrated by recent statistics in several cities. In Chicago¹ for example it was found that passenger automobiles formed 51.3 per cent of the traffic volume entering the Loop during a normal week day and they carried only 18.9 per cent of the total passengers. Street cars formed only 2 per cent of the traffic and carried 74 per cent of the passengers. In Baltimore a similar survey showed that the street cars carried 89 per cent of the total passengers. While the conditions may vary in different cities, these figures are generally representative of the number of persons using the street car as compared with the automobile.

The Motor Bus and Unification of Service:

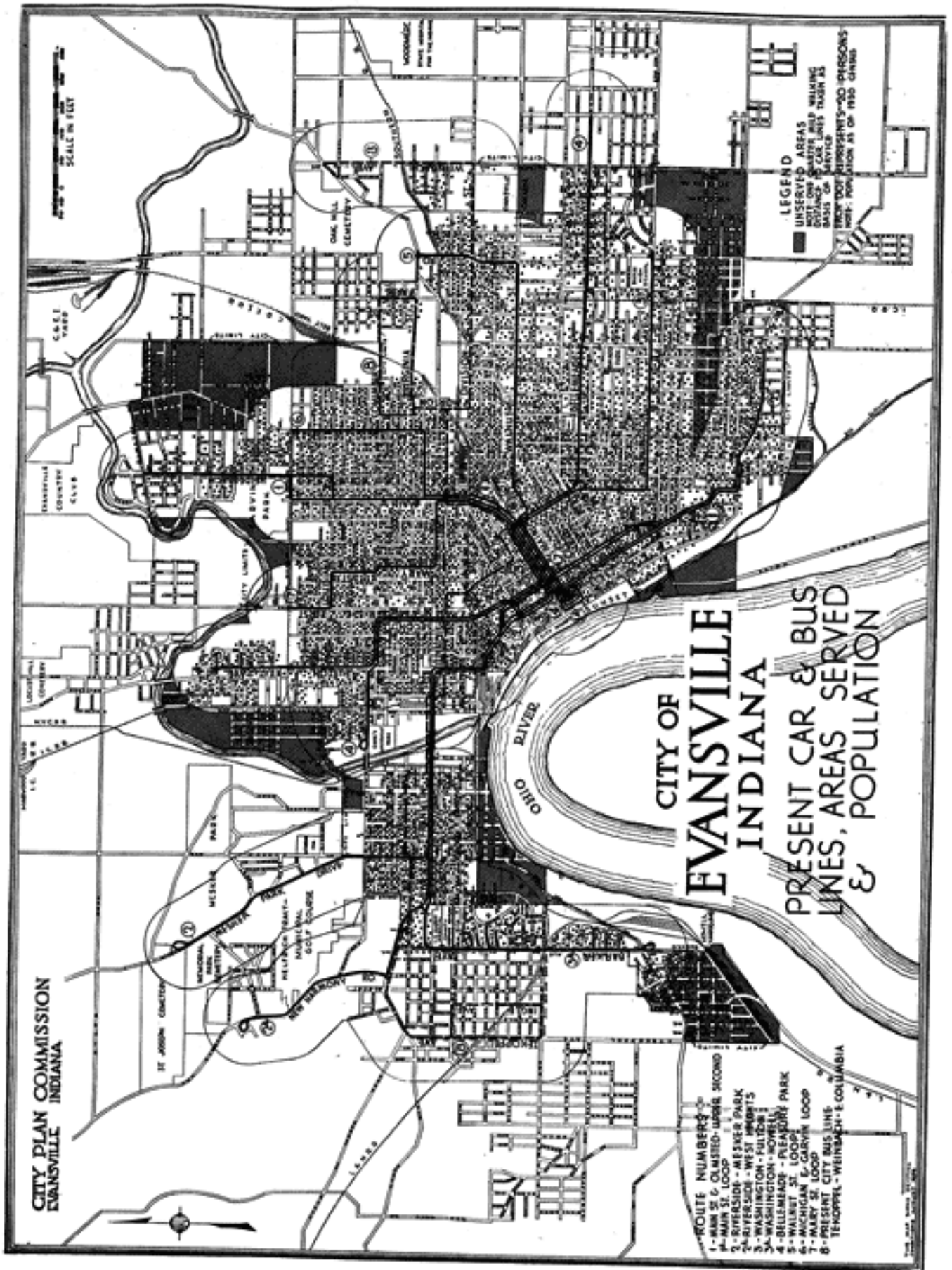
The advent of the motor bus as a public carrier brought about a new and perplexing problem to the railway industry. In most cities the bus as a public conveyance was inaugurated by individuals and in most cases in direct competition with the electric lines, though in a few instances buses were used to supplement existing electric lines. This latter service proved to be very useful and was soon recognized as a convenient and economical means of meeting the problem of providing service in sparsely populated districts. On the other hand the competition of unwarranted bus service with the electric lines began to work financial hardship on the railway system, especially so in the smaller communities. Some cities have passed ordinances regulating the operation of buses while in other communities no action has been taken to relieve this unnecessary and costly duplication of service. There is, however, a growing appreciation that buses should be used to supplement local transit systems and placed under the control of the railway companies.

It has long been recognized that transit service should precede building development but to extend electric lines, with costly track construction, into new districts is almost financially impossible under present economic conditions. Hence this is where the bus finds its place in the transit system. Electric railway operators have agreed that the bus because of the low initial cost of installation, has certain advantages when used in a local transportation system to supplement electric lines. Buses as feeders to electric lines, however, should be placed on those streets which are ultimately to carry car lines and eventually as the traffic becomes dense enough to support the electric line, the latter could be extended and the buses moved elsewhere and again used as a pioneer service.

With the coordination of the bus and electric lines and the interchange of transfers between the two carriers a city could be adequately served for a reasonable fare. Transit service in a city is obviously a natural monopoly subject to regulation and any unnecessary or unwarranted duplication will inevitably result in inferior service or increased fare. The prosperity of any community, therefore, depends to a large degree upon the unification and amplification of transit facilities so that people may move to and from all parts of the city over a single system for a single fare.

Following is a series of study maps showing existing transit facilities together with recommendations for future rearrangements and extensions.

¹Electric Railway Journal, March 8, 1924: "Fundamentals of Transit Planning for Cities" by D. L. Turner.



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CITY OF EVANSVILLE INDIANA

PRESENT CAR & BUS
LINES, AREAS SERVED
& POPULATION

- ROUTE NUMBERS
- 1- MAIN ST. & OLDEST- URBAN SECOND
 - 2- MAIN ST. LOOP
 - 3- RIVERSIDE - MESKER PARK
 - 4- WASHINGTON - WEST HIGHTS
 - 5- WASHINGTON - HOWELL
 - 6- BELLEMEAD - PLEASANT PARK
 - 7- WALKET ST. LOOP
 - 8- MICHIGAN & GARVIN LOOP
 - 9- PRESENT CITY BUS LINES
TENORPEL - WEINBACH - COLUMBIA

LEGEND

UNSERVED AREAS
OF EXISTING CAR AND BUS
LINES ON BASIS OF SERVICE
INDICATED REPRESENTS - NO PERSONS
BASED ON POPULATION AS OF 1930 CENSUS

SCALE IN FEET

PLATE 1

Plate 1.
**Present Transit Lines, Areas Served and Distribution of
Population**

The local transit system in Evansville is owned and operated by the Southern Indiana Gas and Electric Company. The system comprises 10.309 miles of double track and 17.133 miles of single track or a total trackage of 37.751 miles on a single track basis. Seven lines are operated, three of which loop in the central district and four of which are through routed. The Walnut, Michigan-Garvin, and Mary Street lines loop in the central district while the Bellemeade-Pleasure Park, Washington-Fulton-Howell, Riverside-Oak Summit-West Heights, and Main Street-Upper Second Street lines are routed through the business district. One and two man cars are operated—37 regulars and 24 trippers daily. The cash fare is seven cents, 4 tickets for 25 cents, with free universal transfers. One crosstown bus line is operated between Tekoppel district and Weinbach Avenue, with a branch route to Columbia Street and Fares Avenue (total length of line 8.9 miles).

Plate Number 1 opposite illustrates graphically the present facilities in Evansville. The routing of each line is shown, together with the distribution of population and the areas served. Areas within one-quarter mile of a car line, or a five minute walk, are assumed to be reasonably served. This is a general standard for determining reasonable service and it will be seen from the accompanying plan that almost the entire population lives within the areas served. Those districts within the city headway and the like.

While the city's area is pretty well served, still there are certain minor adjustments that could be made in the present layout that would simplify and expedite service. There is an apparent need also for a predetermined plan indicating the location of all future extensions so as to insure an orderly and systematic expansion. Such a plan is contained herein and its preparation has been greatly simplified by the major street study previously made designating the main through routes. Below is a description of the present routes and on page 28 is a table giving the number of cars operated, limits and now unserved are also indicated.

Present Routings:

- (1) **MAIN STREET—UPPER SECOND AND OLMSTED AVENUE:**
From Olmsted Avenue on Heidelberg, Morgan, south on Main to Second, thence to Riverside and to end of line at Governor.
Returning, the route is the same to the intersection of Parrett and Second, where the cars turn north on Parrett to Third and thence over Third to Main, thence on Main, Louisiana and Heidelberg to City Line at Olmsted Avenue.
- (1a) **MAIN STREET LOOP:**
From loop on Louisiana, Heidelberg, Morgan south on Main to Second, Locust, First and return north on Main. Main Street Loop cars alternate with Upper Second cars.
- (2) **RIVERSIDE—MESKER PARK:**
From intersection of Riverside and Kentucky west on Riverside, Emmett, Second, Parrett, Third, Carpenter, Second, Fulton, W. Franklin, St. Joseph, Mesker Park Drive to end of line in Mesker Park.
- (2a) **RIVERSIDE—WEST HEIGHTS:**
Routing the same as above to intersection of Upper Mount Vernon Road and West Franklin, thence west over Upper Mount Vernon Road and New Harmony Road to end of line at Rodenburg Avenue.
Southbound, the above lines (2 and 2a) use Second instead of Third between Carpenter and Parrett.
- (3) **WASHINGTON—FULTON:**
From intersection of Washington and Lodge west on Washington, Eighth, Main, Third, Court, Second Avenue, Columbia, Fulton to terminus at Cedar (formerly Allen or Gavitt) Street.
- (3a) **WASHINGTON—HOWELL:**
Routing same as above to Main and Third, thence on Third to Carpenter, Second, Fulton, W. Franklin, Barker to end of line at Broadway.
Return routing over Second Street.
- (4) **BELLEMEADE—PLEASURE PARK:**
From intersection of Bellemeade and Lombard west on Bellemeade, Eighth, Main, Third, Court, Second Avenue, Columbia, to terminus at Pleasure Park.
Return over Second Street instead of Third.
- (5) **WALNUT STREET LOOP:**
From intersection of Willow Road and Oak Hill (or Blue Grass) Road south on Willow Road to Walnut, Eighth, Main to loop on Second, Locust and First, returning on Main.
- (6) **MICHIGAN AND GARVIN LOOP:**
From intersection of Morgan and Garvin, south on Garvin, Michigan, Main to loop on Second, Locust and First returning on Main.
- (7) **MARY STREET LOOP:**
From intersection of Morgan and First Avenues, south on First Avenue, Louisiana, Mary, Franklin, Main to loop on Second, Locust and First, returning on Main.
- (8) **CROSTOWN BUS: TEKOPPEL—WEINBACH—COLUMBIA:**
From loop on Tekoppel, Claremont (formerly Decker), Ingle and Igleheart, north on Tekoppel and easterly across the city by way of Mt. Vernon Avenue, West Virginia, Ninth Avenue, Franklin, Sixth Avenue, Illinois, Oakley, Sixth Street, Sycamore, Eighth, Main, Illinois, Morton, Division and Weinbach Avenue to loop on Oak Hill and Vogel Roads, returning via the same route.
An additional service is now given as a side route from the one above described, branching off at Illinois and Morton, thence north on Morton and looping on Virginia, Fares, Columbia, Sherman, Virginia and Morton.

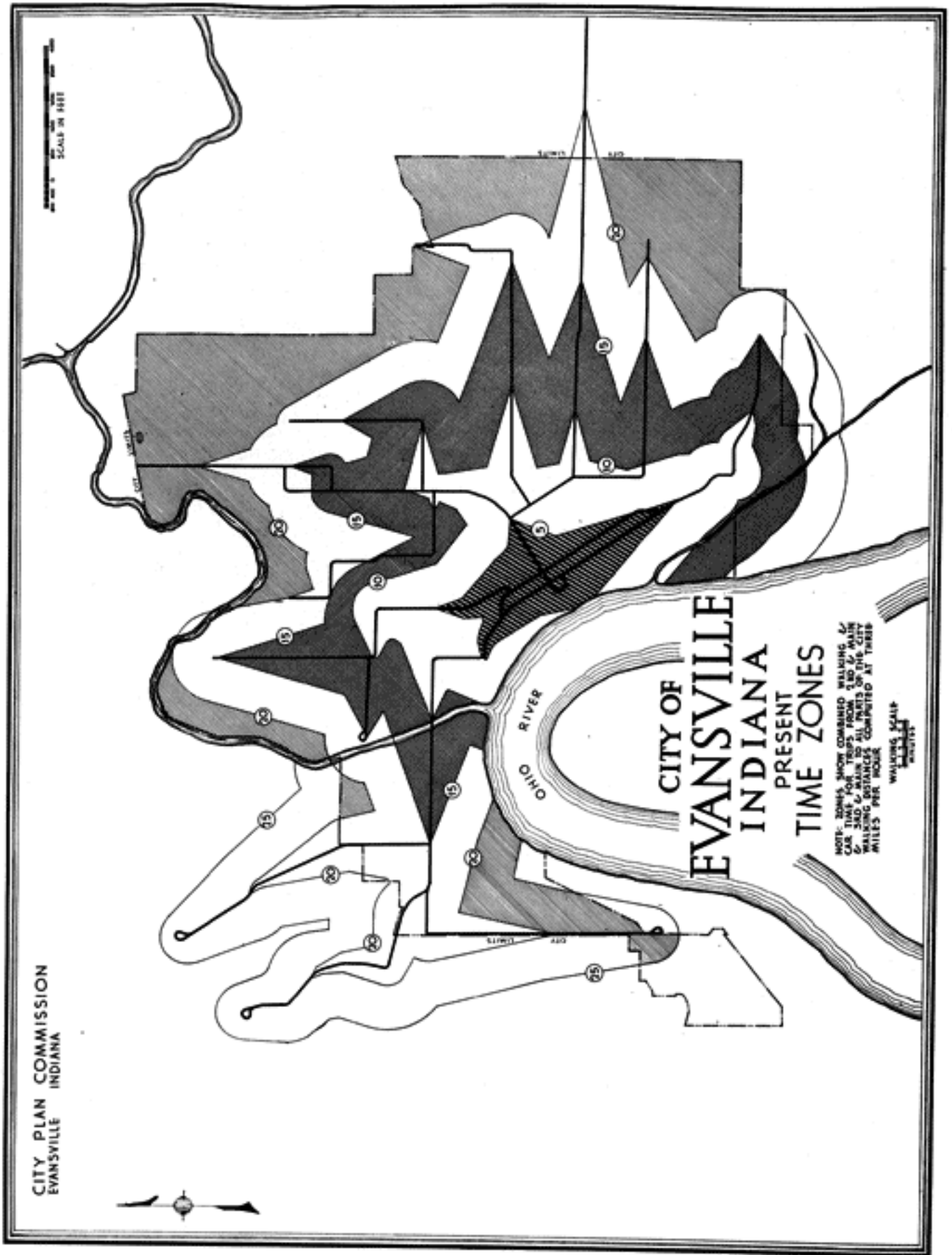


PLATE 2

Plate 2.

Present Time Zones

The present time zone plan shows by five minute intervals the time required on existing lines to reach different parts of the city from the intersection of Main Street with Second and Third. The distances reached in each zone as shown on Plate Number 2 are computed from the scheduled time of the railway company and a walking time estimated at three miles per hour. For example the heavy shaded area in the center represents those points which can be reached within five minutes or less from Main Street at Second or Third. Likewise those areas within the ten, fifteen and twenty minute zones can be reached from the above location in the respective times shown.

The twenty minute zone covers the city's area fairly well except those sections northeast of Garvin Park and in the southwest part of the City. The former can be brought into the twenty minute zone by the extension of the Michigan-Garvin line while the latter cannot be improved much, except by increased speed, because of the topographical conditions.

The extent of the areas that can be served in a given time depends upon the directness and speed of the car routings. This is well illustrated by a comparison of the fifteen minute zone on Fulton Avenue with that on Mary Street. The difference in the distances traversed by these two lines, however, is due partly to the schedule speed, the running time being faster on Fulton than on the Mary Street line. See Plate 2 opposite.

Obviously, therefore, city growth is limited not by distance but by the time required to travel between certain points. Usually the majority of people are not willing to spend more than thirty or thirty-five minutes in traveling between their homes and places of work. On surface cars with reasonably direct routes and average speed, the thirty minute time zone is generally in the vicinity of the five mile zone. Hence, if future extensions of car lines in Evansville are made as direct as possible, a very considerable area can be brought within the thirty-minute time zone. The proposed re-routing plan suggests direct routes in coordination with the major street plan.

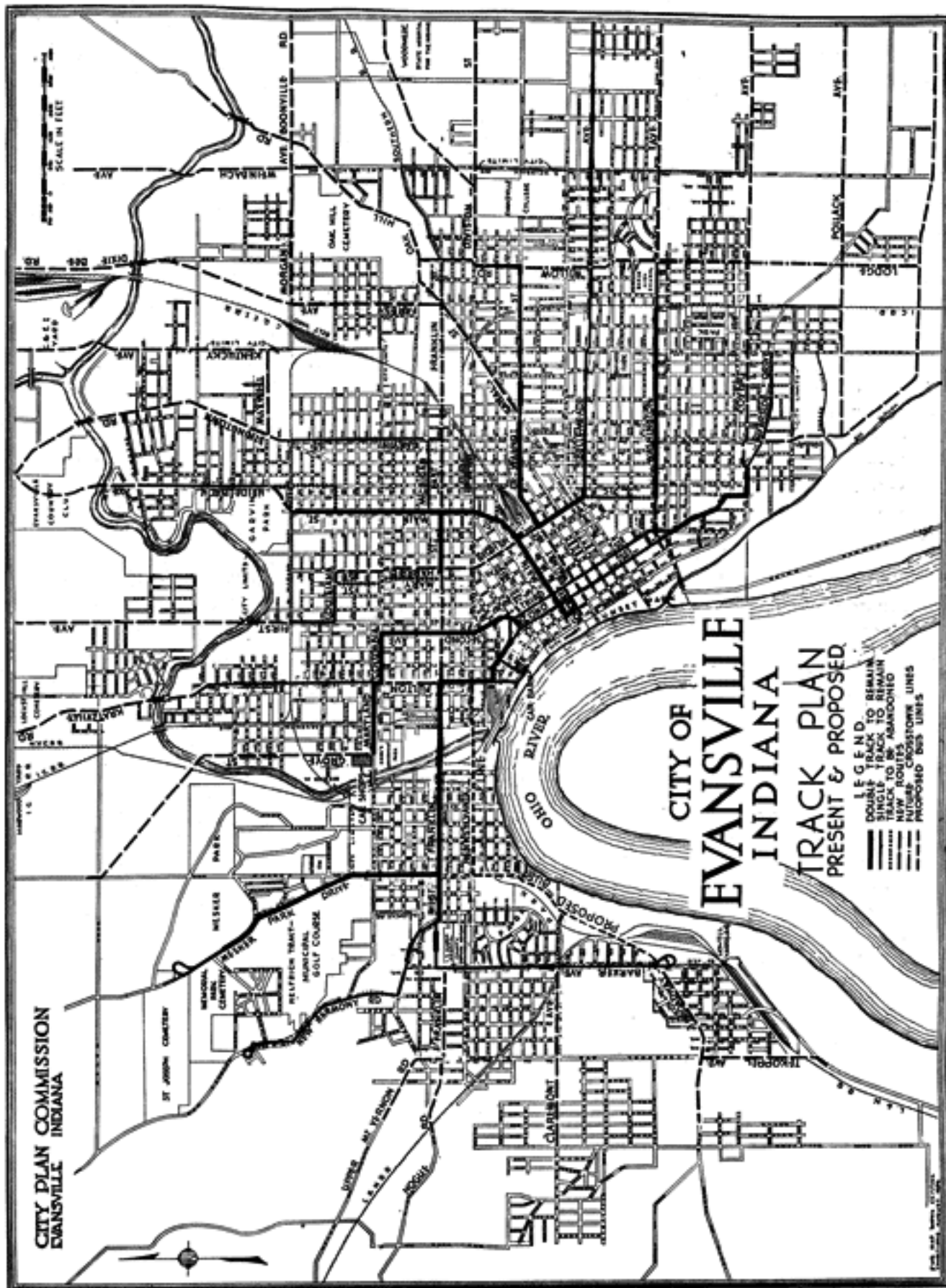


PLATE 3

Plate 3.

Track Plan

Since the transit study under the City Plan deals primarily with the physical layout, the track plan is therefore the basis of all future recommendations. Among other things there are two outstanding fundamentals essential to a good transit plan, i. e., it must be systematic and practicable.

A plan, to be systematic, requires that all lines should bear a certain relation to one another and be so arranged that all areas will be within one-quarter mile of a transit line and conversely duplication of service should be avoided as far as possible, particularly in the outlying districts.

A plan to be practicable must recognize existing conditions and accept the present physical layout as the nucleus for any future rearrangement. In all transit systems, especially those which have resulted from the consolidation of several competing lines or have developed haphazardly, there exist certain defects which should be rectified to simplify operation and adapt the system to future needs. Supplementing the suggestions for the correction of these deficiencies, there should be a definite plan for extensions. This plan should be carefully studied in its relation to and coordination with the other phases of the city's structure.

Such a plan has been prepared for Evansville—Plate Number 3 opposite. This plan shows existing track to remain, track to be abandoned and new routes proposed. Fortunately the coordination of the present track plan and major street plan for Evansville works out unusually well. There are but a few instances where present track is proposed to be abandoned, principal among which are those stretches on St. Joseph, north of W. Franklin; Mary, north of W. Franklin; Michigan between Main and Garvin; Eighth between Bellemeade and Washington (unless used for interurban); Main Street loop at Garvin Park and Riverside, east of Garvin.

New track construction necessary to permit these removals would be required on the following streets: East Franklin between Main and Garvin, Washington between Second and Eighth, Main Street cut-off through Garvin Park and Covert Avenue east of Governor.

Covert Avenue is just one-half mile south of Washington and is the next logical street to the south for a car line. At present Covert Avenue is used by the E. and O. V. Railway Company east of Kentucky Avenue. Riverside Drive, which now carries a local line as far east as Kentucky Avenue, is not well located to serve as a transit route as it would leave too great an area without service south of Washington. If the Riverside line were extended still farther eastward on Riverside, the unserved area would be increased, and eventually another line would be necessary to provide reasonable service between Washington and Riverside. Hence it is proposed to use Covert Avenue and abandon the track on Riverside.

Many of the new routes shown on the track plan will, no doubt, in the first instance be used by buses as feeders to the electric lines until traffic becomes sufficiently dense to justify the extension of the car lines. The crosstown line proposed on Lodge Avenue and Franklin Street could well be established and continued as a bus line.

REROUTING PLAN

SHOWING PROPOSED CROSTOWN LINE
AND CHANGES IN THE FOLLOWING LINES

- 1 MAIN
- 2 MESKER PARK
- 3 WASHINGTON
- 4 BELLEMEADE
- 5 WALNUT
- 6 MICHIGAN - GARVIN
- 7 MARY

LEGEND

- PRESENT ROUTE TO REMAIN.
- - - - ROUTE TO BE ABANDONED.
- PROPOSED NEW ROUTE.
- MAJOR STREET

Note:-
Dots indicate route to be
abandoned - not Track.



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CITY PLAN ENGINEERS

Plate 4.

Re-Routing Plan

The principle of "through routing" now used on several of the lines in Evansville is generally admitted to be more satisfactory than "looping" cars in the congested district. Through routing reduces the time and travel of cars in the business district, avoids considerable transferring and consequently reduces congestion and expedites service. The success of through routing, however, depends largely upon the proper combination of lines; that is, the characteristics of the districts served by each end of the line should be similar.

Obviously city growth will bring about certain changes and it is therefore manifestly impossible to predict many years in advance just what the future combination of lines should be. Periodical counts and surveys are usually made by railway companies to check the peculiarities of each line with the view of rearranging some of the combinations for the sake of convenience and economy. Hence, the plan here proposed does not contemplate any changes in the combination of lines but does suggest several re-routings of existing lines and improvements in the track layout. The Re-routing Plan (Plate Number 4 opposite) illustrates graphically several recommendations which might well be included in an initial program for improving the service in Evansville.

Proposed Re-Routings

Plate 4—Re-Routing Plan, continued.

(1) MAIN STREET:

Extend Main Street line northward over new cutoff and the Princeton interurban track (owned by the S. I. G. & E. Company) to serve the district northeast of Garvin Park. It might be desirable to retain a loop at Garvin Park for emergency but in such event the size of the loop could be reduced.

(2) MESKER PARK:

No changes.

(3) WASHINGTON:

Construct new track on Washington Avenue from Second to Eighth and operate Washington line west to Third and thence north, also south on Second and east on Washington. This would effect a saving of approximately 1800 feet for each car operated. On a seven and one-half minute headway, there would be eight cars per hour each way or a total of 16 trips per hour. A saving of 1800 feet per trip (per hour) would effect a total saving of $5\frac{1}{2}$ car miles per hour and for an 18 hour day a total of approximately 100 car miles.

To carry the computation a step further, 100 car miles per day at say 25 cents per car mile equals \$25.00 per day or approximately \$9,000 per year. Due to other elements entering into the preparation of schedules it would not be possible of course to effect a saving equivalent to this amount but such change should result in considerable economy since this improvement requires little additional capital outlay. It would be possible to construct the new connection when replacement would be necessary on Eighth Street and thus abandon an old length of track as long as the new one required.

(4) FULTON:

Construct track on Fulton Avenue from Columbia to E. Franklin and operate Fulton line directly south on Fulton to Second Street, passing the L. & N. R. R. Station. At present traffic desiring to reach the L. & N. station is required to pass through the business district. The direct routing of the Fulton line would be nearly 1,000 feet shorter and would have the further advantage of affording a better transfer connection with lines to the west.

(5) BELLEMEADE:

Construct track on Walnut from Second to Eighth and re-route the Bellemeade and Walnut Street lines over Walnut. A walking transfer should be permitted at Eighth Street between lines using Main and those using Walnut. This change would relieve traffic on Main Street and encourage the proper development and expansion of the central business district. It is also proposed to use the Walnut Street track for interurban lines.

(6) WALNUT STREET:

See Bellemeade.

(7) MICHIGAN-GARVIN:

When track replacement is necessary on Michigan between Main and Garvin the new track could better be located on Franklin which is a major street and is ultimately to carry a crosstown line.

(8) MARY STREET:

Construct new track on Eighth Street and Harriet Street from Main to Franklin and eventually relocate Mary Street track on Harriet north of Franklin. The Mary Street line to be re-routed north on Eighth to Harriet. The connection between Main and Franklin would effect a saving of 1,600 feet for each car, which is but a little less than the saving made on the Washington line.

Crosstown Line

Establish a crosstown line on Franklin east from Fulton to Willow Road, thence south to Zoar. The route of the present crosstown bus line might be altered to follow this route. By a transfer connection at Fulton and Franklin this would create a complete crosstown route around the central business district from east to west providing a direct connection with Evansville College, Bosse and Catholic High Schools.

The extent of this line, of course, should be determined from time to time according to traffic needs. For example, in the first step the line could well be terminated on the south at Washington and extended southward as travel justifies. Also on Fulton Avenue, it might be found better to extend the crosstown line southward to the L. & N. R. R. station than to stop it at Fulton and Franklin. These are matters that can be better determined by experience after the line is in operation. In this instance the use of the bus is desirable as it affords greater flexibility in the development of crosstown traffic.

It must be borne in mind that all the above changes are made as a guide for future development and cannot possibly be accomplished in a short space of time. It should be the policy, however, that in determining the location of future transit service, either bus or electric lines, the Plan should be adhered to so that a systematic ultimate scheme may be secured.

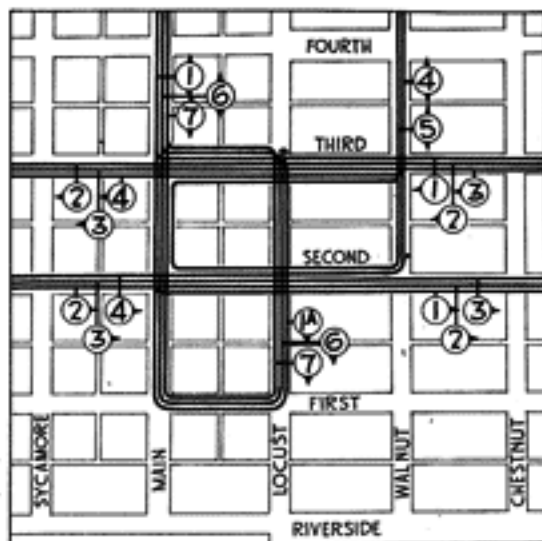
ROUTINGS IN BUSINESS DISTRICT

EVANSVILLE · INDIANA CITY PLAN COMMISSION



PRESENT ROUTING

NOTE
ARROWS INDICATE DIRECTION OF CAR MOVEMENT.



STEP NO. ONE PROPOSED REROUTING



PROPOSED FINAL REROUTING



TRACK PLAN PRESENT & PROPOSED

ROUTE NUMBERS

- 1- MAIN STREET - UPPER SECOND
- 1^A- MAIN STREET LOOP
- 2- RIVERSIDE - MESKER PARK
- 3- WASHINGTON - FULTON

- 4- BELLEMEADE - PLEASURE PARK
- 5- WALNUT STREET LOOP
- 6- MICHIGAN & GARVIN LOOP
- 7- MARY STREET LOOP

Plate 5.

Routings In Business District

The routing of street cars in the business district is an important phase of the traffic problem in every city. The acceleration of vehicular movement through the central area and the prohibition or elimination of all obstacles which impede circulation is essential to the relief of traffic congestion. Insufficient street space, parking of vehicles and left turns are found to be the chief causes of delay.

In Evansville the street space in the business district compares favorably with that in other cities and should be ample to adequately care for a city considerably larger than the present. There are, however, two other matters in the business district of Evansville which should be given immediate attention. One is the layover and loading of express packages on interurban cars on Locust Street between Second and Third which has already caused considerable inconvenience and complaint; the other is the left turns made by street cars at Second and Main Street. The removal of the interurban lines from Locust Street is discussed under a later chapter on interurban service, and the re-routing plan for local lines in the business district suggests the elimination of left turns at important intersections, particularly on Main Street at Second.

The removal of the interurban lines from Locust Street would permit the use of this track for local lines and left turns at Second and Main could be avoided by looping on Main, First, Locust, Third and Main Streets in lieu of Main, Second, Locust, First and Main Streets. In order to eliminate left turns at Second and Main the final re-routing plan, (Plate Number 5, opposite), also suggests a new loop on Walnut, First, Locust, Second and Walnut Streets and the operation of the Main Street-Southeast Second Street line southeastwardly via Main, First, Locust, and Second Streets. Step One, Re-routing in Business District, shows how certain changes could be made prior to the construction of the new loop by allowing left turns at Second and Main for the Main Street and the Walnut Street lines. This arrangement would also create a left turn at Third and Main, for the Walnut Street line, which does not now exist. To obviate this would necessitate either combining the Walnut with another line, constructing new loop on Walnut or double tracking Locust from Second to Third. The latter, however, would not be desirable from a standpoint of vehicular traffic movement. For the present and proposed routings through the business district, see Plate Number 5.

Plate 6.

Interurban Lines

Evansville is served by three interurban railway companies: The Evansville and Ohio Valley Railway Company, the Evansville Suburban and Newburgh Railway Company, and the Southern Indiana Gas and Electric Company; and by nine interurban bus companies: the Consolidated Coach Company, the Egyptian Transportation Company, the Gray Goose Line, the Greyhound Lines, the Louisville and Evansville Transportation Company, the Red Star Transportation Company, the Smith Motor Coach Company, the Southern Limited and the Wabash Valley Coach Company.

THE EVANSVILLE AND OHIO VALLEY RAILWAY COMPANY operates one traction line to Rockport (31 miles) and Grandview (36.5 miles) on the east (known as the Rockport line) and bus lines to Henderson, Kentucky (12 miles) on the south and Mt. Vernon (20 miles) on the west. Bus service is also given from Rockport to Owensboro, Kentucky, (10 miles) on the south and from Grandview to Cannelton (22.5 miles) on the east.

THE ROCKPORT LINE enters the city from the east over its own tracks on Covert Avenue and Kentucky Avenue to Riverside Drive. From the intersection on Riverside at Kentucky this line operates over the S. I. G. & E. Company's track to the E. & O. V. passenger station at the north corner of Second and Locust Streets via Riverside, Emmett, Second, Parrett, Third and Locust Streets. On leaving Evansville, going east to Rockport, the same route is traversed except that operation is on Second Street between Locust and the intersection of Second and Parrett Streets.

THE HENDERSON BUS LINE enters the city from the south and operates over Stinson, Broadway, Barker, Franklin, Fulton, Second, Carpenter, Third and Locust to the interurban station. Returning it goes by way of Second and Walnut Streets to Third, thence by the same route as described above.

THE MOUNT VERNON BUS LINE enters from the west on Broadway and follows the same route thru the city as the Henderson line.

EXPRESS AND FREIGHT. Express and freight shipments on the E. & O. V. Railway are handled as follows:

"Shipments¹ consisting of small packages which we term as 'Passenger Express' are handled on our passenger cars from our station at 214 Locust Street, but shipments of ordinary less than carload freight are received at and delivered to our Fifth Street station which is located at 14 N. W. Fifth St., at which place we have a joint agency with the Southern Indiana Gas and Electric Company's Princeton Traction Line. The freight from and to this station is handled in motorized cars which are operated through the city over the tracks of the street car company, going from Fifth Street to Main and from Main Street to Second or Third, as the case may be, thence using the same routes as described under item No. 1.

"This company has physical connection with the Illinois Central Railroad on its Rockport line, a short distance east of Kentucky Avenue. Carload Freight is interchanged at this point only. Carload freight in ordinary box cars is not hauled through the city of Evansville, for example, although we have physical connection with the L. and N. at the western edge of the city, we cannot interchange with that line direct. Carload freight moving from points on our Rockport Division, east of Evansville, must be delivered to the Illinois Central at our connection with that line, east of the city, and that line in turn switches it to the L. and N."

THE EVANSVILLE, SUBURBAN AND NEWBURGH RAILWAY operates one traction and one bus line out of Evansville: a traction line to Newburgh (10.33 miles) and a bus line to Boonville (19.8 miles).

THE NEWBURGH TRACTION LINE enters the city from the east over the company's own track.

"This company² has the right to construct and operate one and not more than two tracks in Fifth Street from the south line of its intersection with Main Street, southwardly to the intersection of Canal Street, thence eastwardly along Canal Street to the corporate limits. At this time but one main track is in use."

THE BOONVILLE BUS LINE enters the city from the east and operates over Virginia, Canal, Walnut, Eighth, Sycamore and Fifth Streets to the interurban station near Locust Street. Returning it goes by way of Fifth and Walnut Streets to Canal, thence by the same route as described above.

The Company owns its freight and passenger station on Fifth Street between Main and Locust Streets and also its car barn and freight yard on Canal Street located on the property extending from the alley east of Evans Avenue to the alley west of Bedford Avenue between Canal and Walnut Streets except the Canal Street frontage for a distance of 100 feet east of the car barns. The route in the city is from the station on Fifth Street west of Locust via Fifth and Canal Streets to the city limits.

¹Quoted from a letter from the E. & O. V. Railway Company.

²Quoted from a letter from the E. S. & N. Railway Company.

Plate 6—Interurban Lines, continued.

EXPRESS AND FREIGHT. The express and freight shipments on the E. S. and N. Ry. are as follows:

"Less than carload freight and express is handled by motor truck, making two trips per day to Boonville and one trip per day to Newburgh; carload freight is handled on Canal Street only, in standard freight cars propelled with standard steam locomotives, which are used during the daytime for switching cars into and from industries located on Canal Street into which side tracks are extended."

THE SOUTHERN INDIANA GAS AND ELECTRIC COMPANY operates the **PRINCETON LINE** out of Evansville to the towns of Princeton (28.7 miles) and Patoka (33.0 miles) on the north.

This line enters the city from the north and operates via Heidelbach, Morgan, Main, Second and Locust Streets to the E. and O. V. passenger station which it also uses. Returning it goes by way of Locust and Third Streets, thence via the same route as described above.

EXPRESS AND FREIGHT—The Princeton line has a joint freight station with the E. and O. V. Railway Company on Fifth Street between Sycamore and Main and conducts its express and freight business in a similar manner to that of the E. and O. V. Railway.

THE INTERURBAN BUS COMPANIES use a joint passenger station at Third and Locust Streets. Exceptions are the Wabash Valley Coach Company, which operates the Terre Haute line from the E. S. and N. station on Fifth Street between Main and Locust, the E. S. and N. Railway Company, and the E. and O. V. Railway Company, which operate the Boonville and the Henderson and Mt. Vernon lines respectively, and which use their own terminals, as described above.

THE CONSOLIDATED COACH COMPANY operates a bus line to Nashville, Tennessee, and one to Hopkinsville, Kentucky, the latter by connection with the E. and O. V. at Henderson.

THE NASHVILLE LINE enters the city from the south by way of Stinson, Broadway, Barker, Franklin, First Avenue, Fourth and Locust Streets. Returning it goes by way of Locust, Third, Court, Market, Second Avenue, Franklin, thence via the same route as described above.

THE EGYPTIAN TRANSPORTATION COMPANY operates a bus line to St. Louis, Missouri, entering the city from the north by way of Princeton.

THE ST. LOUIS BUS LINE operates over the following streets: Columbia, Fares, Canal, Walnut, Eighth and Locust to the bus station at Third and Locust Streets. Returning it goes by way of Third, Sycamore, Main and Columbia Streets.

THE GRAY GOOSE LINE operates a bus line via Ohio River ferry at Cypress to Owensboro, Kentucky on the east.

THE OWENSBORO BUS LINE enters the city from the east by way of Lincoln, Canal, Eighth and Locust Streets to the bus station at Third and Locust. Returning it goes by way of Third, Walnut, Eighth, thence via the same route as on entering the city.

THE GREYHOUND LINES operate a bus line to French Lick and Indianapolis on the north.

THE FRENCH LICK AND INDIANAPOLIS BUS LINE enters the city from the east by following route: Lincoln, Canal, Eighth, and Locust to the joint bus station at Third and Locust. Returning it goes by way of Third, Walnut, Eighth and thence via the same route as indicated above.

THE LOUISVILLE & EVANSVILLE TRANSPORTATION COMPANY operates a bus line to Louisville on the east.

THE LOUISVILLE BUS LINE enters the city from the east and operates over the same route as the French Lick and Indianapolis Line.

THE RED STAR TRANSPORTATION COMPANY operates a bus line to Princeton and Vincennes on the north.

THE VINCENNES BUS LINE enters the city from the northeast by the following route: Columbia, Main, Eighth and Locust to the joint bus station at Third and Locust. Returning it goes by way of Third, Main and Columbia Streets.

THE SMITH MOTOR COACH COMPANY operates a bus line to Paducah, Kentucky on the southwest.

THE PADUCAH BUS LINE enters the city from the southwest and operates over the same route as the Nashville Line.

THE SOUTHERN LIMITED operates a bus line to Chicago, Illinois, on the north.

THE CHICAGO BUS LINE enters the city from the northeast by way of Columbia, Fares, Canal, Walnut, Eighth and Locust to the joint bus station at Third and Locust. Returning it goes by way of Third and Walnut, thence via the same route as on entering the city.

THE WABASH VALLEY COACH COMPANY operates a bus line to Princeton, Vincennes and Terre Haute on the north.

THE TERRE HAUTE BUS LINE enters the city from the northeast and operates over the following streets: Columbia, Fares, Canal, Walnut, Eighth, Locust, Sixth, Sycamore and Fifth to the E. S. and N. Station near Locust Street. Returning it goes by way of Fifth, Locust, Sixth, Main, and Columbia Streets.

SCHEDULE OF TRIPS: The number of trips made by the various interurban lines is indicated in Chart No. 2, on page 29.

¹Quoted from a letter from the E. S. and N. Railway Company.

RECOMMENDATIONS FOR IMPROVEMENT OF INTERURBAN FACILITIES WITHIN CITY.

JOINT PASSENGER STATION. The interurban plan here proposed involves but few important changes. The principal one for consideration at this time is the removal of the passenger station from Second and Locust Streets and the substitution of a joint passenger station to accommodate all interurban lines, both traction and bus. The layover and loading of interurban cars on Locust Street, while not so objectionable in the past, is now proving to be a serious impediment to traffic circulation in the congested district, especially under the system of handling "passenger express" shipments on these cars, and obviously any plan for the future must necessarily look toward the remedying of this situation.

While it is fully appreciated that there are many elements entering into any scheme for the consolidation of the interurban facilities, either freight or passenger, there are, however, certain advantages to be gained both by the individual lines and the public. The operation of such a joint station should be much more economical for individual companies, and certainly it would be more convenient for those using the interurban services. The station should, of course, be planned to serve as an interurban terminal both for traction lines and for bus lines.

Recognizing these advantages the plan here proposed suggests a joint passenger station and also a single freight station for all lines. Under the re-routing plan for the local lines, new track is proposed on Walnut Street from Second to Eighth and this could also well be used for interurban lines. With interurban track now on Fifth Street and the construction of new track on Walnut, the district in the vicinity of this intersection would become desirable for a new passenger terminal. It would be conveniently located in the business district but not so close to the center as to interfere with the natural expansion of business. It should also have sufficient land area to provide for the loading and unloading of passengers on the premises rather than in the street.

FREIGHT STATION. In suggesting the location of a central freight station for all lines, it was considered essential to find a site somewhat removed from the congested district and one that would be convenient to shippers and accessible for all lines. One location that seems to meet these requirements is at or near Eighth and Sycamore.

TRACTION LINE ROUTES. The routes of the various lines would remain substantially as they are now except that the passenger lines would use Walnut Street instead of Locust and the freight lines would be routed over Eighth Street. The use of the tracks on Canal Street and Covert Avenue exclusively by the interurban lines while not seriously objectionable at present is a matter which must eventually be adjusted as the city expands. Both of these streets are and should be designated as main thoroughfares and are further well adapted as car line streets. The re-routing plan for local lines recommends the use of both these streets for future car line extensions as there are no other streets which could be used in their place that will fit in with a systematic plan. The present cooperation in the use of track by the local and interurban lines gives reason to believe that this situation can be adjusted satisfactorily when the need arises.

BUS LINE ROUTES. In general the present routes of interurban buses follow the major streets. As the major street system is developed and certain streets not now available for use are completed, it is possible that some of the present bus routes can be even further simplified and improved. Any new bus routes and any changes in existing routes should be planned to follow the major streets for the sake of directness.

APPENDIX

Chart Number One.
City Street Car and Bus Service

DATA ON NUMBER OF CARS OPERATED DAILY AND HEADWAY.

NUMBER	NAME	THRU OR LOOP ROUTED	NUMBER OF CARS OPERATED	EXTRA CARS OPERATED	HEADWAY BASE
1	MAIN STREET- UPPER SECOND & OLMSTED AV.	LOOP	2	4	15
		THRU	4	0	15
2	RIVERSIDE- OAK SUMMIT	THRU	2 1½	2 0	15 30
2 (a)	RIVERSIDE- WEST HEIGHTS	THRU	1½	1	30
3	WASHINGTON- FULTON	THRU	5	4	7½
			2	1	15
3 (a)	WASHINGTON- HOWELL	THRU	3	4	15
4	BELLEMEADE- PLEASURE PK.	THRU	3	3	15
			2	1	15
5	WALNUT STREET	LOOP	4	1	10
6	MICHIGAN- GARVIN	LOOP	3	3	12
7	MARY STREET	LOOP	4	0	10
TOTAL			37 CARS	24 EXT. CARS	
8	CROSSTOWN BUS: TEKOPPEL- WEINBACH- E. COLUMBIA		4 BUSES	11 EXT. BUSES	20-30

**Chart Number Two.
Interurban Service**

NUMBER OF TRACTION CARS AND BUSES OPERATED

COMPANY	DESTINATION	NUMBER OF TRIPS EACH WAY DAILY	EXTRA TRIPS
A—TRACTION CARS			
EVANSVILLE & OHIO VALLEY RAILWAY CO.	ROCKPORT	15	
	GRANDVIEW	11	
EVANSVILLE, SUBUR- BAN and NEWBURGH RY.	NEWBURGH	15	
SOUTHERN INDIANA GAS & ELECTRIC CO.	PRINCETON & PATOKA	17	
B—BUSES			
CONSOLIDATED COACH COMPANY	NASHVILLE	2	
	HOPKINSVILLE (By connection with E. & O. V. at Henderson)	2	
EGYPTIAN TRANS- PORTATION CO.	ST. LOUIS (Via Princeton)	1	
EVANSVILLE & OHIO VALLEY RAILWAY CO.	HENDERSON, KY.	13	
	MT. VERNON	9	2 (Sat. & Sun.)
	OWENSBORO, KY. (By connection with trac- tion at Rockport)	6	
	CANNELTON (By connection with trac- tion at Grandview)	3	
EVANSVILLE, SUBUR- BAN & NEWBURGH RAILWAY CO.	BOONVILLE	15 (14 on Sunday)	
GRAY GOOSE LINE	OWENSBORO, KY.	3	
GREYHOUND LINES	FRENCH LICK & INDIANAPOLIS	2	
LOUISVILLE & EVANS- VILLE TRANSPORTA- TION COMPANY	LOUISVILLE	2	
RED STAR TRANSPOR- TATION CO.	PRINCETON & VINCENNES	4	
SMITH MOTOR COACH CO.	PADUCAH, KY.	3	
SOUTHERN LIMITED	CHICAGO, ILL.	2	
WABASH VALLEY COACH CO.	PRINCETON, VINCENNES & TERRE HAUTE	4	1 (Sat. & Sun.)

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