

**Chapter 1 : Ohio Traction Lines**

*Toledo Trolleys (OH) (Images of Rail) [Kirk F. Hise, Edward J. Pulhuj] on theinnatdunvilla.com \*FREE\* shipping on qualifying offers. The Toledo interurbans last ran in December The interurbans were a great loss to a city that was a major transportation hub in its own right.*

Plaza, is firmly planted in the aesthetics and dreams of midth century America but has been renovated to meet the needs of 21st century travelers. It is the busiest rail station in Ohio and is served by numerous intercity bus routes. Opened south of downtown in by the New York Central Railroad NYC , the Toledo facility was one of the last structures built in an era in which rail travel was dominant and stations were envisioned as transportation palaces that represented a city to the world. The people of Toledo had long desired a new train station to replace their rambling Gothic inspired, multi-towered and gabled structure. As transportation needs and aesthetic tastes changed in the early 20th century, civic boosters began to view the old Union Depot as an eyesore—Victorian architecture was considered outdated, ugly, and unbecoming of a modern industrial center like Toledo. When the old Union Depot caught fire in , citizens actually gathered and cheered on the flames, but the building remained standing and was repaired. It was not until post-war when the railroad began to think about reinvestment in its infrastructure that the Toledo station complex became a priority. The highlight of the festivities was the opening day parade where a model of the old Union Depot was set on fire! Commentators expounded upon the variety of glass used in the building, including plate glass, glass block, double-glazed and tempered glass. The exterior consists of alternating bands of buff brick and silvery glass block that wrap around corners. The rows of glass block are punctuated by windows, but all of the glass elements take on square or rectangular forms, producing sharp, clean edges in a striking geometric pattern. Limestone used on the base is carried over to the central, projecting pavilion where the concourse-bridge opens onto the third floor. At night, the expanses of glass exude light from the interior, creating a welcoming and warm appearance—in fact, this was the view often shown on early picture postcards. The station had a unique four-story layout. Passengers were dropped off at a four and a half acre park where they used a covered bridge to cross Emerald Avenue and enter on the third floor of the station. The third floor housed the main passenger waiting room and ticketing facilities; passengers then entered another concourse-bridge on the far side of the building that had staircases descending to the platforms which gracefully curved to the southeast so that they would fit into the station site. Former passenger areas reflect the glass industry for which Toledo was known. The soaring ceilings of the lobby are emphasized by the sunlight which streams through the walls of glass, and highly polished terrazzo floors add a bit more sparkle. The installation features bold color contrasts: The terminal was actually just one of nine structures built on the 25 acre complex; other buildings erected accommodated mail and car service and Railway Express facilities. The passenger areas were moved to the ground floor for easier access to the street and platforms. In keeping with the Art Deco detailing of the building, the new passenger areas were designed to reference the original period of construction. The floor features a large geometric pattern in tan, black, orange, and blue reminiscent of the terrazzo flooring so popular from the s to the s. Since the space had originally been the baggage area, the ceiling was low. Streamlined black banquettes with silver metal detailing complete the look. The former passenger waiting room on the third floor was restored but is now used for meetings and events. Renovated office space incorporates touches of Vitrolite, a nod to the detailing of the public spaces. On the exterior, the brick and glass blocks were restored and repaired or replaced as needed. The small original window openings were enlarged to allow in more light, but the architects carefully sized the new frames to align with the modular glass blocks. A new roof was put in place and work was done on the surrounding roadways and landscaping. City funding stipulated that one percent of project monies had to be used on public art. Working with the Arts Commission of Greater Toledo, contemporary sculptures were added to the grounds to enhance its function as a vital piece of the public realm. In addition to transportation uses, the building also houses the offices of the Toledo Metropolitan Area Council of Governments. Plaza in honor of the civil rights leader. In time, the NYC became a major force within Ohio railroading, but it was not the first line to operate in the state. That honor

falls to the Erie and Kalamazoo Railroad which was chartered by the legislature of the Michigan Territory in to connect the mouth of the Kalamazoo River on Lake Michigan with present day Toledo; eventually the line was shortened to the thirty-three miles between Toledo and Adrian, Michigan. By the first horse-drawn trip was conducted, and this was the first operating railroad west of the Alleghany Mountains. Early chroniclers of the city recalled that it was a small building that had been built as a barber shop. Over the next century-and-a-half, this section of track fell under numerous companies such as the Lake Shore and Michigan Southern Railroad and eventually the NYC. As the city grew during the Industrial Revolution and the first half of the twentieth century, Toledo became a rail hub due to its position as a Lake Erie port and location between Chicago and points east. Maps show Toledo at the center of a web of rail lines that connected it to all parts of the nation. The advancement of Toledo was not always assured. By the late 18th century, the Ottawa people had established a village along the Maumee River near its entry point into Lake Erie. Early European-American settlers of that period included fur traders Peter and Robert Navarre from Detroit who built a cabin on the east side of the river. At the time, much of the land on that side was a dense swamp forty miles wide and one hundred and twenty miles long that had been formed by the glaciers; when they receded at the end of the last Ice Age 20, years ago, they dug a large depression that filled with water when it rained or when the river and streams overflowed their banks. The Great Black Swamp, as it came to be known, was populated by snakes, wolves, wildcats, and disease-carrying mosquitoes. Dense stands of oak, sycamore, hickory, and other trees easily subsumed explorers who lost their sense of direction. Only after decades of back-breaking labor were enough trenches constructed to drain the area and convert it into farmland. After the War of 1812, settlers returned to the area and numerous villages were established along the Maumee River, including Port Lawrence and Vistula. Although Toledo was not chosen as the terminus for the Miami and Erie Canal or the later Wabash and Erie Canal, in time it did benefit because the original terminus north of the city became too shallow for most boats and businesses migrated to deeper water at Toledo. For much of the 19th century, Michigan Territory and Ohio argued over the strip of land at the Michigan-Ohio border which happened to contain Toledo. Imperfect early maps and surveys resulted in border disputes that culminated in the Toledo War of 1805; eventually Ohio kept the strip while Michigan received more land on the Upper Peninsula. As the nineteenth century progressed, Toledo became a center of industry and sported manufacturers making furniture, carriages, beer, and glass, for which Toledo became famous. In 1852, Edward Libbey moved his New England Glass Works from Massachusetts to Toledo in part because the area was known for its high-quality sand deposits needed for glass making and natural gas resources. Four years later, the company took his name and produced glass tableware. Libbey backed inventor Michael Owens who figured out how to mass-produce basic glass items like bottles and window panes. The automobile industry was exploding to the north in Detroit, and also in Toledo where Jeep was a prominent employer. In 1913, the Owens-Illinois Glass Company commissioned the first building to be covered in glass. Solar energy firms now turn glass into solar cells and panels in an effort to redefine Toledo as a leader in the Green Energy Movement. Apart from its fine collections of European and American art, the institution is renowned for its collection of art glass initiated by Libbey. Today the collection exhibits Renaissance and Baroque European pieces, American art glass, and specially commissioned pieces from international artisans; the museum was forward thinking in collecting and displaying American glass at a time when it was considered inferior to European sources. In the 1930s, the TMA built the Glass-Crafts Building where master artisans could teach glass-working techniques to students and the public; this informal gathering of artisans flowered into the Studio Glass movement. Amtrak provides ticketing and baggage services at this station which is served by four daily trains. Station Building with waiting room.

**Chapter 2 : Dayton Railway Historical Society**

*Toledo Trolleys, Ohio (Images of Rail Series) by Kirk F. Hise, Edward J. Pulhuj The Toledo interurbans last ran in December The interurbans were a great loss to a city that was a major transportation hub in its own right.*

This New York Central subsidiary is included in a special page. It became Ohio Electric Ry 70 and renumbered It was retired in and acquired by Ohio Railway Museum in It was scrapped by Indiana RR after It was rebuilt in as Some of their cars went to Oklahoma. It was retired in and scrapped in It was rebuilt as one man car in and scrapped in Lake Shore Electric Ry. We have a special page on this line. The company was taken over by Ohio Power Co in and dieselized in Miami and Erie Canal , haulage locomotive, was built by Baldwin and Westinghouse in It was acquired by Nelson Electric Tramway Society in and restored for tourist service. It was retired in Freight and Non Revenue Cars. It was sold as City Transit 20 in and retired in Hartman built this short electric line 5 miles between Columbus and the Hartman Stock Farm, of which he was proprietor. In spite of the short length, the road used interurban-style equipment. Since it was strictly an adjunct to the stock farm, it operated at deficits that would have been killed an independent interurban. In , the line had an operating ratio of In it was abandoned. It became OECo in and scrapped in There is a full page on this line. It was renumbered and rebuilt in It was sold to OPCo in and retired in It was sold as Appalachian Power Co C Ohio Public Service Co. This one lasted quite a long time. It was sold to Cleveland Transit System in and rebuilt as , a rail grinder in I was with a few Illinois Electric Railway Museum guys who went to Cleveland and bought the car with the idea of saving the truck to be used on Illinois Terminal We had a scrapper set up to remove the body but they forgot to quit. We ended up with a few pieces for the truck. It became City Ry 14 in It became City Ry 15 in It came as Ohio Public Service Co 90 in and was rebuilt several times. It came as OPS 50 in , and was rebuilt. Scioto Valley Traction Co. Stark Electric RR There is a full page on this line. Then in it became Toledo Edison Co 3. It was sold as GPCo in It was sold to and rebuilt as a self propelled motor car. It was retired in and sold to WERY in It was retired in and scrapped.

**Chapter 3 : Big Deals Toledo Trolleys (OH) (Images of Rail) Full Read Best Seller - Video Dailymotion**

*The Detroit, Toledo and Ironton Railroad was a regional line serving Ohio and Detroit with numerous connections to larger eastern systems. Find this Pin and more on Toledo (Ohio): Trains and trolleys by Toledo's Attic Virtual Museum.*

This section needs additional citations for verification. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed. August Learn how and when to remove this template message Various cultures of indigenous peoples lived along the rivers and lakefront of what is now northwestern Ohio for thousands of years. When the city of Toledo was preparing to pave its streets, it surveyed "two prehistoric semicircular earthworks , presumably for stockades. This region was part of a larger area controlled by the historic tribes of the Wyandot and the people of the Council of Three Fires Ojibwe , Potawatomie and Odawa. The Odawa moved from Manitoulin Island and the Bruce Peninsula at the invitation of the French, who established a trading post at Fort Detroit , about 60 miles to the north. They settled an area extending into northwest Ohio. By the early 18th century, the Odawa occupied areas along most of the Maumee River to its mouth. They served as middlemen between the French and tribes further to the west and north. The Wyandot occupied central Ohio, and the Shawnee and Lenape occupied the southern areas. After the conclusion of the American Revolutionary War , the regional tribes allied in the Western Confederacy , fighting a series of battles in what became known as the Northwest Indian War in an effort to repulse American settlers from the country west of the Appalachians and north of the Ohio River. They were finally defeated in at the Battle of Fallen Timbers. This loose affiliation of tribes included the Wyandot and Council of Three Fires. By a treaty in , they ceded large areas of territory in Ohio to the United States, opening lands for European-American settlement. Slocum, the American military built Fort Industry at the mouth of Swan Creek about , but as a temporary stockade. No official reports support the 19th-century tradition of its earlier history there. In the Treaty of Detroit , the above four tribes ceded a large land area to the United States of what became southeastern Michigan and northwestern Ohio, to the mouth of the Maumee River where Toledo later developed. Reserves for the Odawa were set aside in northwestern Ohio for a limited period of time. The Native Americans signed the treaty at Detroit, Michigan , on November 17, , with William Hull , governor of the Michigan Territory and superintendent of Indian affairs, as the sole representative of the U. Resettlement began around after a Cincinnati syndicate purchased a acre 3. Immediately to the north of that, another syndicate founded the town of Vistula, the historic north end. In , the Ohio state legislature authorized the construction of the Miami and Erie Canal and in , its Wabash and Erie Canal extension. At that time no highways had been built in the state, and it was very difficult for goods produced locally to reach the larger markets east of the Appalachian Mountains. The inhabitants of this joined settlement chose the name Toledo, "but the reason for this choice is buried in a welter of legends. One recounts that Washington Irving , who was traveling in Spain at the time, suggested the name to his brother, a local resident; this explanation ignores the fact that Irving returned to the United States in Others award the honor to Two Stickney, son of the major who quaintly numbered his sons and named his daughters after States. The most popular version attributes the naming to Willard J. As a compromise, the state placed two sidecuts before the terminus, one in Toledo at Swan Creek and another in Maumee , about 10 miles to the southwest. Among the numerous treaties made between the Ottawa and the United States were two signed in this area: The last of the Odawa did not leave this area until , when Ottokee, grandson of Pontiac , led his band from their village at the mouth of the Maumee River to Indian Territory in Kansas. Militias from both states were sent to the border but never engaged. The only casualty of the conflict was a Michigan deputy sheriff "stabbed in the leg with a pen knife by Two Stickney during the arrest of his elder brother, One Stickney"and the loss of two horses, two pigs and a few chickens stolen from an Ohio farm by lost members of the Michigan militia. Toledo was very slow to expand during its first two decades of settlement. The first lot was sold in the Port Lawrence section of the city in It held 1, persons in , and five years later it had gained just seven more persons. Settlers came and went quickly through Toledo and between and , ownership of land had changed so many times that none of the original parties remained in the town. The canal and its Toledo sidecut entrance were completed in Soon after

the canal was functional, the new canal boats had become too large to use the shallow waters at the terminus in Manhattan. More boats began using the Swan Creek sidecut than its official terminus, quickly putting the Manhattan warehouses out of business and triggering a rush to move business to Toledo. A Interstate planning map of Toledo The census recorded Toledo as having 3, residents and Manhattan The census shows Toledo with a population of 13, and Manhattan with By the s, Toledo expanded over the vacant streets of Manhattan and Tremainsville, a small town to the west. They were faster and had greater capacity. Toledo soon became a hub for several railroad companies and a hotspot for industries such as furniture producers, carriage makers, breweries, glass manufacturers, and others. By , Toledo was one of the largest cities in Ohio and it added significant infrastructure from its thriving economy. Because of its dependence on manufacturing, the city was hit hard by the Great Depression. Many large-scale WPA projects were constructed to reemploy citizens in the s. Some of these include the amphitheater and aquarium at the Toledo Zoo and a major expansion to the Toledo Museum of Art. In addition, suburbanization and highway development drew more established, middle-class people out of center cities for newer housing. By the s, Toledo had a depressed economy. The destruction of many buildings downtown, along with several failed business ventures in housing in the core, led to a reverse city-suburb wealth problem common in small cities with land to spare. One popular family destination since is Fifth Third Field , a minor-league baseball park ranked among the best venues by Baseball America [20] and others. The city is located north of what had been the Great Black Swamp , giving rise to another nickname, Frog Town. Lake Erie moderates the climate somewhat, especially in late spring and fall, when air and water temperature differences are maximal. However, this effect is lessened in the winter because Lake Erie unlike the other Great Lakes usually freezes over, coupled with prevailing winds that are often westerly. And in the summer, prevailing winds south and west over the lake bring heat and moisture to the city. Summers are very warm and humid, with July averaging November and December can get very cloudy, but January and February usually clear up after the lake freezes. July is the sunniest month overall.

**Chapter 4 : Toledo Magazine: Still Connected to Canal History - The Blade**

*Aishwarya rai plastic surgery before Pics - images of aish ugly aishwarya rai images of aish.*

Later on McGinnis had a machinery repair shop there. According to the rules of the road, eastbound trains had the right-of-way and there were sidings at certain places when trains could pass. One was one-quarter mile west of Convoy, while another was located between Middle Point and Delphos. Most of the cars had a baggage and freight compartment. There were some strictly freight cars. At most, a trolley car might pull two more cars. Lodges, clubs, churches and other groups often chartered a car for outings. In , the Dayton, Springfield and Urbana prided itself on its ability to move horses on the cars with passengers using the front baggage compartment. The daily discovered that the roads were too muddy and rutty for dependable trucking of newspapers so it bought an Oldsmobile truck, remember this was , and attached railroad wheels to it. Papers were loaded on this truck and departed Dayton at 3: A motorman was taught how to drive the Oldsmobile, and rushed the papers to Springfield. In downtown Springfield, 15 carrier kids met the truck and the remaining paper were transferred to other interurbans for early dawn runs to other towns. Record for the run was 48 minutes, with the makeshift truck hitting 50 m. They chartered a company in , and the company laid 2. Money ran out and the company never was able to find more money. After the track was installed, Kenton was jubilant about the prospect of trolley cars coming to town. Postcards were issued showing trolleys superimposed on the track. Residents sent them to friends in distant cities, proud that Kenton could boast of trolley cars. They bought some new plush, lightweight cars christened "Red Devils". These coaches could actually reach 96 m. A race was staged between Car No. After this, the cameramen packed up and went to a straightway near Lafayette, where No. The first interurban in Ohio was started at Newark in . The early interurbans were an extension of city horse-drawn car lines, into the countryside to another town. Along the rural stops were little shanties and platforms where farmers loaded milk, produce and poultry. Freight cars came frequently to collect this merchandise and at night would return and deposit the empty milk cans and chicken crates. In Delphos, the interurban depot was located on East Second Street. The building of the former depot now houses WDOH offices. The first electric car in use west of the Allegheny mountains made its first run in a driving rain storm. It was an amazing sight in those days to see something on the streets, not pulled by horses or mules. Gunkel started a horse railway, a 1. The company adopted a new name in the s, when it found that mules were capable of doing a superior job. Owners of the company were very happy with the mules and the puffing steam trains kept bringing passengers with nickels to drop in the fare boxes. The tinkling bells on the mules were an added attraction, making it seem like Christmas all yearlong. The flood washed away the Third Street Bridge so the line west to the C. Horse cars were unheard of in World War I days and travelers stood in amazement as they watched the driver unhitch the mules from one end of the car, and hook the animals up to the other end. The line became famous, and soon appeared on postcards with the caption "Modern Rapid Transit, Middletown, Ohio. Finally the owners decided to replace the mule cars with busses. The last trek was May 4, . This was probably the last horse car in the United States. The Miami and Erie was largely used for ice skating in the winter and fishing in the summer. The trolley tow was hailed as the adrenaline that would rescue the declining canal industry. The overjoyed State of Ohio gave its blessing to convert the towpath into a railroad. This was a mammoth job. The line was opened 42 miles from Cincinnati to Middletown in late . There were seven road locomotives weighing 28 tons with two 80 horsepower electric motors. They were geared for a dragging pull of 6 mph. The road engines had double hooks on each side to secure the barges. The erratic tow path designed for mules, crisscrossed the canal at three points. Here, quick working bridge tenders provided excitement as they swiftly opened the bridge after the locomotive crossed to permit the barges to go unobstructed. Because of many factors, including washing out the canal banks with waves, instead of barge tows at 6 mph, five barge tows at 3 mph were the maximum. After a year of look-see operation, the canal tow trolley line was ordered junked. Wreckers removed the valuable copper and iron in , and the three-phase locomotives, unsaleable elsewhere, were junked. His money pyramided from the sale of mules to the Union Army during the Civil War. He constructed the early electric Lima street car line. He

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owned paper mills and designed the great Faurot Opera House with 2, seating capacity. He donated Woodlawn Cemetery and laid out a ball park. The line was in planning stages for years, and finally commenced again in 1852. The line struck northwest from Lima on private-right-of-way, taking dead aim at Defiance. It paralleled no roads, running through Kalida and Continental enroute. On April 10, 1852, regular passenger service started. Kelsey Schoepf bought the line for a song and incorporated it in the I. A daily steam train was intermixed with the trolleys. The Lima-Defiance line was sold in to a Lima group. In 1868, wires were torn down, and a gasoline doodlebug and steam engines took to the rails. In February 1869, notices went up at the stations that the line was temporarily abandoned. This meant forever, and the Faurot dream was buried in a tangle of weeds.

### Chapter 5 : Ohio Museum of Transportation - Toledo Trolley Coaches

*The Toledo interurbans last ran in December 1954. The interurbans were a great loss to a city that was a major transportation hub in its own right. They would be replaced by buses, but nothing could replace the feeling of riding a trolley to work or taking the family to a movie by trolley.*

### Chapter 6 : Toledo, OH (TOL) | Great American Stations

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*Toledo, OH (TOL) Incorporating a dazzling array of the city's famous glass products, including a colorful Vitrolite map of the world, Martin Luther King, Jr. Plaza has been renovated to house Amtrak, intercity and local buses and offices.*