

*The Evansville, Suburban and Newburg Railway Company Operating from Evansville to Boonville and Newburg—Construction of the Line—The finest Electric Road in the State.*

The Evansville, Suburban and Newburg Railway Company was organized in 1888, when a line was built from Evansville to Newburg. It was operated as a freight and passenger line with steam engines until May, 1905, when electrical equipments were installed and since that time has been an electric road in all that electricity stands for.

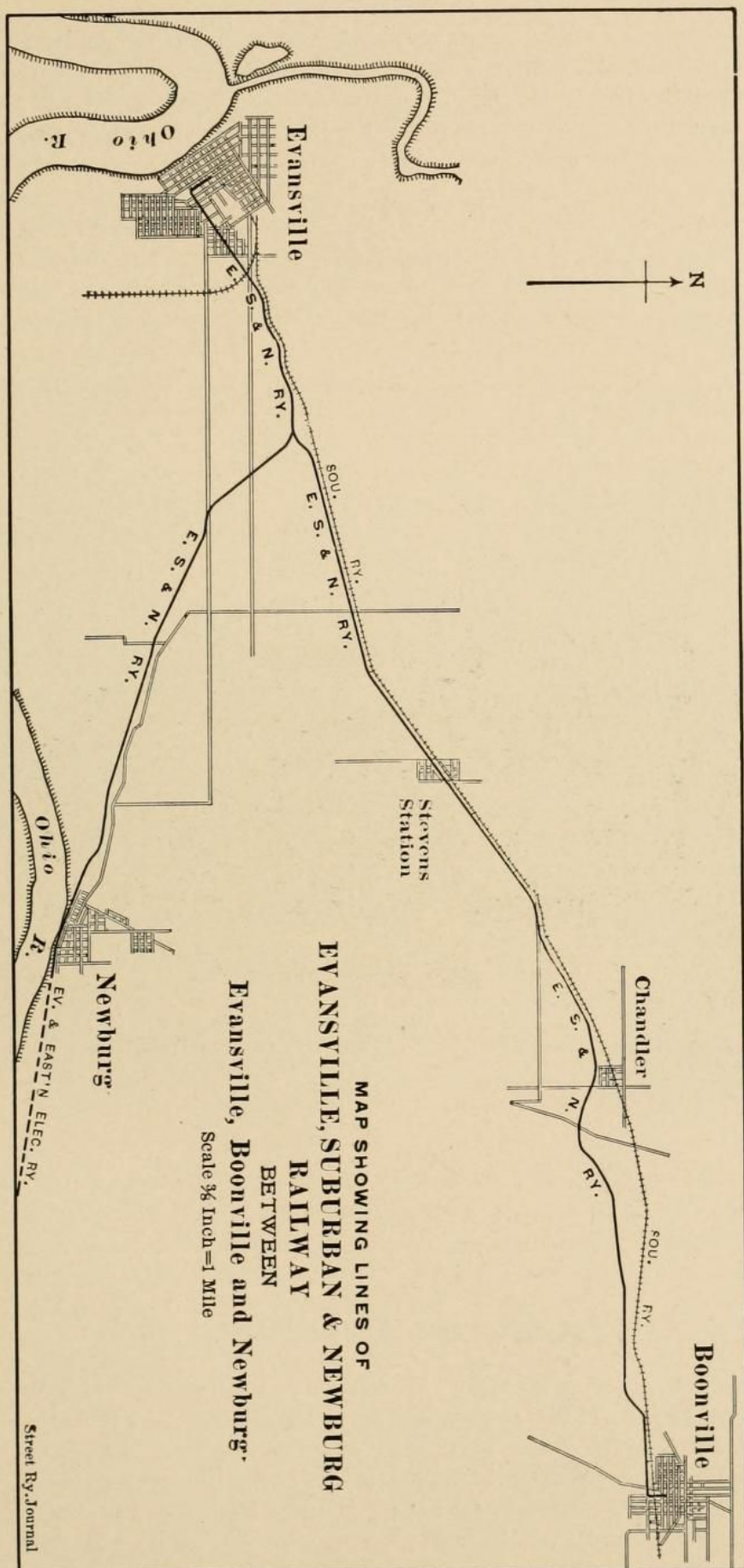
The change in the power of the road was made under an act of the Indiana State legislature, passed March 9, 1903, which permitted roads to be changed for electrical equipment, and it has taken advantage of an act approved February 23, 1905, which permitted roads changed under the previous act to continue to use steam as a motive power in addition to electricity. The Evansville, Suburban and Newburg Railway at present is the only line in the State that has the right to operate with steam and electricity.



EXPRESS CAR, E. S. & N. RAILWAY

After the electrification of the Newburg line, construction work on the Boonville division was begun, and this was opened for traffic, July 3rd, 1906. The tracks of the system form a Y. The main line continues out of Evansville to a junction four miles east of the city, where one branch takes off northeast to Boonville, eighteen miles from Evansville and ten miles northeast of Newburg. There is a total of twenty-eight miles of main line tracks. The region traversed by both lines is good farming country with an average density of population. The farmers in Warrick County have the richest soil in the State. It is capable of more variety of farm products than any spot known to the writer, and the section of country through which the E. S. & N. passes had long been waiting the developments which would double the benefits to be derived by the intelligent farmer, and render the life of his wife and family one of pleasure by being able to travel at small expense and great comfort, visit friends and mingle with the world, which is, after all, the best education for the young.

At the time the Newburg line was electrified, the track and roadway was entirely built. The track was originally constructed with a forty pound T rail. New ties and rails were laid and all the trestles and crossings were replaced with new work.





Bracket overhead construction is employed except in the terminal cities. The poles are placed one hundred feet apart. They are of chestnut, are thirty-five feet long and have eight inch tops and fourteen inch butts. Both the butts and tops were treated with a preservative before being erected. A cross arm below the bracket carries telephone and feeder wires, while the poles between Evansville and the one sub-station on the line carry on a ridge pin and a single cross arm, a three phase, high tension line. The brackets support two 000 grooved trolley wires. Lightning arresters are placed at intervals of 1,700 feet over the entire system.

The progressive and up-to-date farmer, the farmer of wisdom realizes that it is far more economical to pay a few cents fare by interurban than wear out his harness, buggies and horse-flesh while he faces the blistering sun in summer or the inclemency in winter, and he would



E. S. & N. STATION AT BOONVILLE

prefer that his loved ones at home enjoy the cool and comforts of the interurban car in summer, and the comforts that come with the heated car during the winter blasts, than to force them to drive over the muddy highways of the average community.

### *Advantages to the Farmer.*

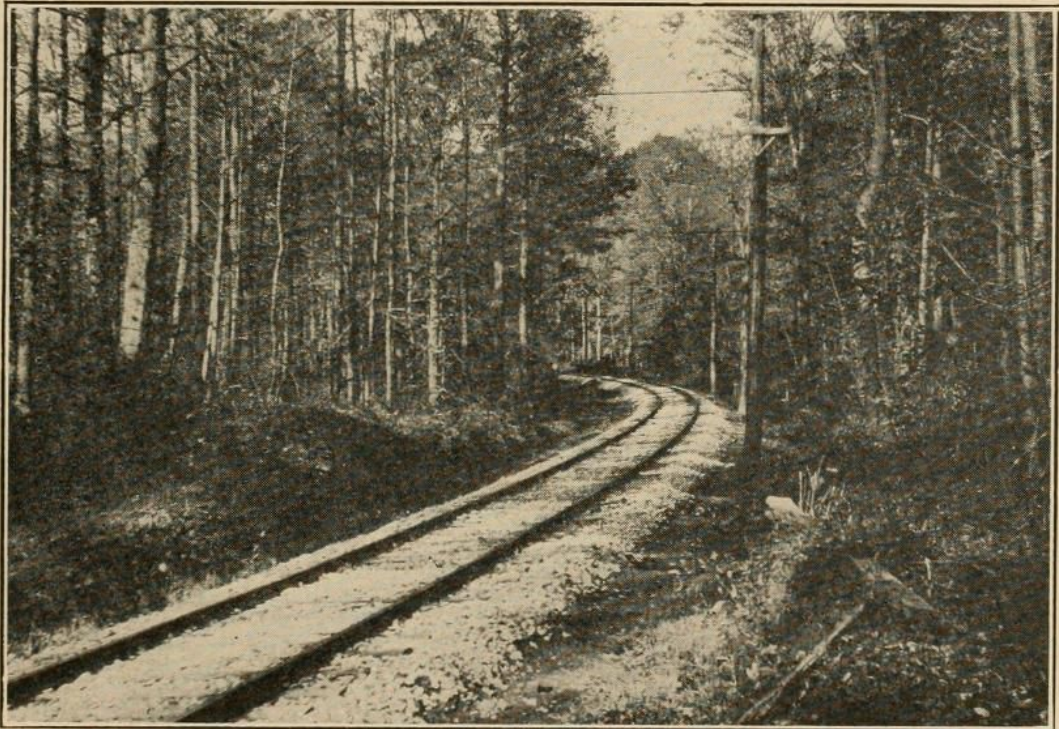
The farmer who finds himself short of material in the shingling of his barn or the completion of a fence, by the use of the telephone, may purchase the required material and without the necessity of laying off his hands while he drives miles to a town, the car passes by, pauses long enough for the motorman to throw to the side of the road the needed coil of wire or bundle of shingles. The farmer's wife finds the need of a spool of thread, and perhaps is from four to ten miles from a trading point. If they are progressive they have a telephone, the merchant



is requested to send the thread and the motorman hands the spool to the person wanting same or turns it over to some party for its deliverance.

After the week's hard plowing the horses may remain in the barn while father and mother, son and daughter may take the car to a distant town to visit the brother of the aged mother; may attend church, and then return home, not all dusty and tired, but rested and refreshed after a day's outing, while the team is better ready for the furrow on the morrow.

Some of the advantages to the farmer are of special interest. He can take his produce to town in good or bad weather, in the busy season or the slack, and can choose his market and time to sell. He can telephone his orders to town for supplies, and receive them by parcel freight at his door, instead of hauling long distances over bad roads. By arrangement, the farmer can have the metropolitan dailies to read at his breakfast table. He can visit a hundred miles from home and return within the same day with greater ease than to drive to the average



VIEW ON NEWBURG LINE E., S. & N.

town, then wait the pleasure of the steam train and get back the same day "if he can." He can turn his farm into a pasture except a few acres and make a good return producing milk, garden truck and small fruits, which the electric cars will each day take to a ready market. The progressive farmer can, in short, keep in close touch with the great world around him and enjoy the broadening influences which always accompany more frequent intercourse with the people at large.

This is always the result of cheap, convenient and rapid transportation. Healthful home life of the country can be maintained and the children will be more reconciled to living on the farm instead of flocking to large centers of population.

So the author might continue to enumerate the manifold benefits that come to those who help themselves by encouraging the coming of the promoter and the building of electric roads.



*The Terminal Station at Evansville—The Station at Boonville—  
Complete Concrete Stations Along the Line—General Equip-  
ment—Repair Shops—Attractiveness of the Farm.*

Although there are a number of interurban stations in Indiana that are larger than the terminal station of the Evansville, Suburban and Newburg Railway, which is located at Evansville, there are none of more imposing and elegant appearance. The front is finished in stone, and a large glass awning shelters patrons from the rain and summer sun. The building has been so constructed that a third story may be added and extensions made to meet the demands



INTERIOR OF E. S. & N. CAR

of the growing traffic. The station is located on Fifth street, between Main and Locust, and extends one hundred and fifty feet back to the cross alley. Next to the Locust street side is the car entrance to the freight house which is located back of the offices and waiting station.

The waiting rooms are large and roomy and are furnished with beautiful oak settees. The larger waiting room is for the general public, while the smaller is for women only. The ladies waiting room is furnished with a number of comfortable rockers and a large mirror.

The Boonville E. S. & N. station was formerly used as a hotel. It is located one block

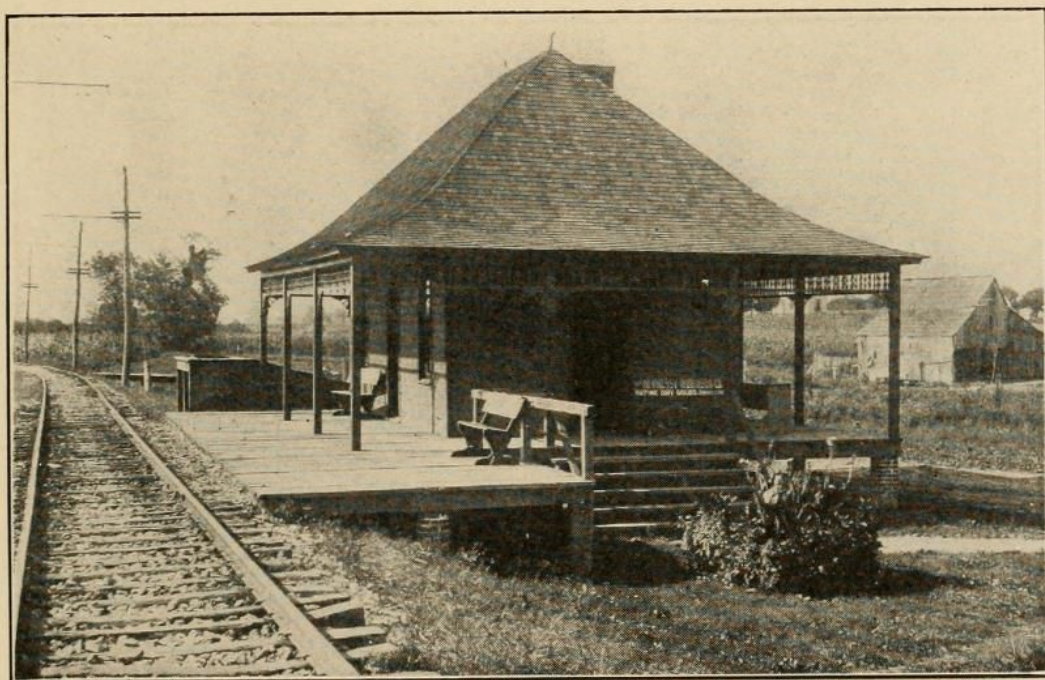


south of the public square and is on Third street. The remodeled building contains separate ladies' and gentlemen's waiting rooms, ticket and express offices. It is lighted with the city current and heated from the city central heating plant. An express station with a covered track has been built to the west of the passenger station.

The station at Chandler is a neat structure with the enclosed portion surrounded by a large veranda. An unloading platform is provided for freight.

In Newburg there are two stations, one in the lower and one in the upper part of town. Both are built with waiting stations for the public. The station in the lower part of Newburg is known as Kuebler's Station.

During 1908, eighteen concrete stations were erected at this number of points along the Boonville and Newburg divisions, and so far as is known, there is not another road in the United States which has employed concrete exclusively in the construction of their country sta-



E. S. & N. STATION AT CHANDLER

tions. The stations are large enough to accommodate quite a party of people, with a roomy platform in front. They are finished in good substantial style, no two of them being exactly alike. They are fitted with comfortable seats.

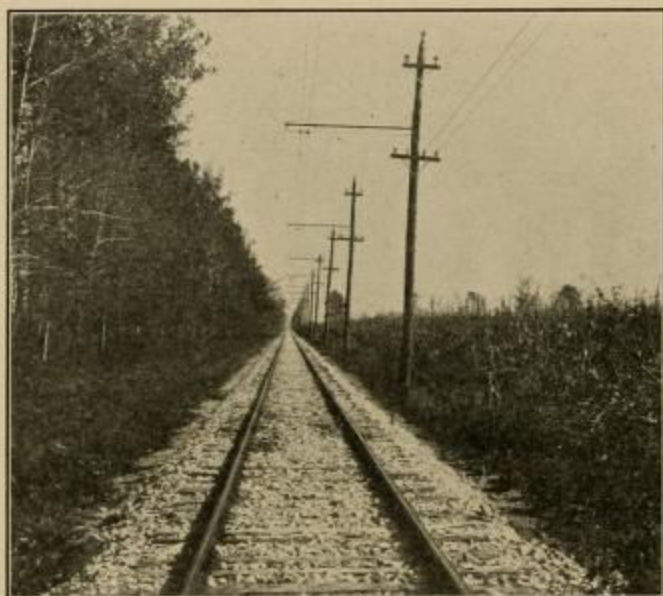
The E. S. & N. has five standard interurban passenger coaches of very latest design. Their interior is finished in mahogany, ornamented with parquetry work. The ceilings are of the full empire design and the half open deck sashes are decorated with leaded art glass. Helophane globes enclosing clusters of five lights are located in the dome of the ceiling. The company also has three baggage and express cars. In addition to the electrical equipment, the company still has the cars and engines which were used before the electrification of the road.

The electrical equipment is housed and repaired in a brick building in Evansville near the city limits. This is a large building with two compartments. In one of the compartments



are two storage tracks, while the other is used as a repair shop. The repair room is provided with a concrete floor and fully equipped for the handling of heavy machinery.

There are several distinctive features in the organization and operation of the above named line, and which are not always found in electric railway work, and which makes it what it is known to be, one of the very best traction systems in Indiana. There is magic in the word system and it is in the management of this successful traction line that one can see the effects of system put into actual practice. The general manager, Mr. Gus Muhlhausen, has been the factor that has put into operation this fine method of systematic management, which has re-



VIEW ALONG BOONVILLE LINE, E., S. & N.

sulted in the accomplishment of seemingly impossible things in an incredible short time.

When making a trip on the Evansville, Suburban and Newburg Railway, one is forcibly reminded of the old poem wherein the following lines are to be found: "The prairie stretches as smooth as a floor, as far as the eye can see," with the substitution of one word, reading, "The roadbed stretches as smooth as the floor, as far as the eye can see." No line in the State of Indiana pays such attention to the keeping of the roadbed in so fine a condition as does the E., S. & N. system. Not only does this fine rock roadbed increase the attractiveness of the farm, for there are other ways. When churches, theatres, lecture halls, etc., are easily accessible to the rural people, life on the farm becomes to many a different proposition, and farm work becomes easy, the farm itself becomes attractive in the mind, for you like your farm and the accommodations of the traction cause you to like it.