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Carl Bajema: I have a major interest in getting out there and hiking. I have a major interest in hiking old abandoned railroad right of ways, and one of my students was from Nunica, and she said, "There's a guy in Nunica who has all kinds of pictures on the Interurban, and so after the semester was over, I got his address, and called him up on the telephone and paid him a visit. ...sitting up here at the front table. Jack, and his friend, Lawrence Carlson, have collected and preserved over 150 photographs of the Interurban, numerous timetables and other memorabilia with respect to the Interurban, and Lawrence and Jack, and [inaudible] who's gonna be running the slide projector and myself are working on a book. We're still gathering materials. There're a number of questions yet that aren't quite clear in our minds. We're looking for additional material. This summer I was asked by, the first day that Molly was on the job or the second day, I'm not quite sure which Molly, I showed up, and the reason why I showed up was that I heard that you had an Executive Director. I wanted to make sure that Executive Director knew what my research interests were when she talked to all of you about what you may or may not have in terms of Michigan history in general, and the Grand Haven area in particular, so I talked about my interests in logging history, and mentioned that Jack and Art and Lawrence and I were working on a project with respect to the Interurban, and she helped me find a few photographs at the museum and showed me all the log marks that somebody had hand copied that were up in the basement of the museum and so on, and I don't know how it happened, but somehow I made the mistake of saying, "If you're real desperate for a program, just give me a ring." Well, I didn't expect it this fast. That was hardly two months ago that I made the mistake of saying that. We're still collecting photographs and so on, and one advantage of having to put a program on, is that you get busy, and so we met several times to try to put together a slide show, so now we began with the discussion of the Interurban, but if you got anything on logging let me know later on. The Grand Rapids, Grand Haven, and Muskegon Railway was organized 87 years ago in 1900 to construct an electric Interurban railroad between Grand Rapids and both Grand Haven and Muskegon. It cost a million and half dollars to build. It was equipped with 15 passenger cars, and three express cars and once maintenance away car called the Red Devil back then. During the period of time it was under construction, they also built something else that was very fascinating. I'm sure many of you remember, and that is the pavilion at Fruitport which was built in 1901, that old Pamona Pavilion. They built it, of course, to attract passengers, and they were very successful at doing so. All the cars in this Interurban were electrically powered, the electricity being produced at a coal burning power plant in Fruitport. This is prior to the time of Consumers Power. When Consumers Power came, they shifted over to them, but anyway the electricity was generated in Fruitport, and it was transmitted to the cars by a third rail, 600 volts, D.C., direct current, in the country, and in the cities like Grand Haven, Spring Lake and so on, they utilized an overhead trolley wire for very obvious reasons. One of the problems of that 600 volt low third rail is it would have fried a few people, had they had them running them down the main streets of the community, and then the people I talked to said that it was very fun to be living in the Ottawa countryside during the time that this Interurban run, particularly in the summer time, because you could never be whether or not a storm

was coming in from Lake Michigan or one of the Interurbans was going by half a mile or so away because of all these quite spectacular fireworks that could be generated because whenever the Interurban came to a crossing, no third rail, so it had to coast across the crossing, so the engine would be out for a short period of time and then kicked back in, and when it kicked back in, you could get some very interesting sparks depending on the weather conditions and so on. The Interurban main line was built in the form of a Y. One track connected Grand Rapids with Grand Haven Junction, Grand Haven Junction being between Nunica and Fruitport. The track then split into two branches, one going to Muskegon and the other going to Spring Lake, and on to Grand Haven. The Interurban ran on street railway tracks in all three of its terminal cities. It ran on the street railway tracks in Grand Rapids. It ran on the Grand Haven street railway tracks in Grand Haven, and the same is true with respect to Muskegon. That was one way of keeping the cost down considerably. The Interurban was a very popular railroad for a variety of reasons, one of which was that it ran 18 trains a day. A train, of course, could only be one car when you're dealing with an Interurban. It was also fast, no smoke, no soot, no cinders, and very quiet. Cars could accelerate very rapidly and stop like that, so they could drop you off at the street corner as opposed to, or the grey crossing out in the country side as opposed to the steam railroad, the Grand Trunk coming to Grand Rapids to Grand Haven, for example, had a number of stations, that in between you're talking about six, nine miles, or more in many cases, whereas the Interurban could drop you right off at the grey crossing or the street corner if it happened to be in town. But let's go back in time tonight, sometime between 1902-03, and 1928. Let's ride the Interurban from Grand Haven to Grand Rapids, courtesy of Jack Rollenhagen and Lawrence Carlson because they have preserved over 150 photographs, many of which you'll see tonight. You won't see all of them. Art wanted to show all of them, and we brought all of them. I saw two boxes there. We're only gonna show 80, and we'll try to make it fairly fast. It won't take as long as the Interurban did which was a little over an hour. We'll try to keep our trip considerably under an hour. [inaudible] But our trip will include numerous flashups to the future that is the present. We use photographs that were taken by Art Gibson when Art and I or on occasion Jack, searched for the archaeological remains of this Interurban during this past year. We had some very fascinated and heated discussions out in the woods and a few other locations. We were trying to figure out exactly where the Interurban went and whether or not this was a building associated with the Interurban and so on. Sit back, relax, and we'll take you on your first ride, a ride on the Interurban, with Ramona Amusement Park in East Grand Rapids. Afterwards, we'll take you, oh wonderful, I got a light here, and I appreciate that, afterwards, we'll take you on a trip to Fruitport to tour the shops, equipment and then on to Muskegon. If the tour is a little bit bumpy at points, blame that on the conductor. He hasn't done the trip yet. This is essentially the first showing. Okay, what we have here is a timetable labeled Timetable Number 1, and I was confused with this timetable because it says, July 1, 1903, and the first Interurban ran February, 1902. Well, the Interurban didn't come into Grand Haven because the city fathers couldn't agree politically where the Interurban railroad until 1903 and it finally got into Grand Haven in 1903, and they numbered their timetable, number 1 and on from the time it entered Grand Haven. Next slide, please. This is a view; I'll move this a little bit because I can't see the slides very well. [Inaudible – background noises] Okay, here are pictures of two of the Interurban cars; one important component of the

Interurban was not only going to the resort, but also connecting up Chicago and Milwaukee steamships. Next slide. Here's a shop that should be familiar to many of you. We're talking about being in Grand Haven. Though there was a depot in Grand Haven where most of the Interurban cars stopped, occasionally Interurban cars would go all the way to Highland Park. This is the corner of Washington and Harbor. Next slide, please. There is a shot of what I think used to be the Goodrich Lines Depot, is that correct? Right, and there was a track that went right adjacent. In fact, a couple of tracks, one for freight, one or two for freight, we don't know enough about this, in use of the passenger station, so anyone that could give us information about this later on would be appreciated. Next slide, please. We're on our way out of Grand Haven, very fascinating bridge, toll bridge with a turn key. There are different kinds of ways to turn bridges. This is a very fascinating one. Also, I'm quite fascinated by the, what it looks like, overhead steel used to convey electricity for the trolley car that is in the background. A couple of very interesting gentlemen in the foreground, and a couple of young boys in the background as we start our trip over the Grand River, towards Spring Lake. Next slide, please. Here is another shot showing conductor, motormen it looks like in the back, also going over the same bridge. This was a toll bridge. I don't know how much they charged to go over this as a vehicle or traffic, or walking. I'd appreciate it if someone could help us out on that later on as well. Next slide, please. For those of you who are wondering where was this bridge over the Grand River, this was shot this summer, I'm not advertising cigarettes or the ..., but that happened to be where Art was standing when he took the photograph, so he takes the blame for the advertising, but basically the bridge came from pretty much from here over toward where the Holiday Inn is. We've got to look at it more carefully, but that's approximately where the bridge was located. Next slide, please. And all this time we're on the trolley wire, we're using a trolley pole, wire overhead for safety's sake. We're going down Savidge Street now and Spring Lake, and there is a depot in Spring Lake. It's amazing that this Interurban was wealthy enough or at least had enough money invested to build a number of very substantial structures, many of which are still standing today, such as this one. Next. 1986. I think this was shot last year when Art and I started on this project. We've been at it for about a year. Of course, Jack and Lawrence, I don't know how many years Jack's been at it, I think about 40 or more years with this activity, but this is the remains of the depot. It's what I call the archaeology of the depot, of the railroad, still being used today. [Inaudible question from the floor] In many cases, they had a freight area, and we are interested in whether that warehouse was added, or whether it was another building on the back of it that was torn down in between or what. [Floor comment – inaudible] There was an ice house back there? So this station was a combination small freight and passenger station probably. Okay. Well, in many cases, when I raise the questions, I appreciate the clarification you just made right now and we go into more detail later on, afterwards and we try to get things written down in our notes. Okay, once we're going down Savidge Street, going east, gotta remember, the people that took these photographs didn't take 'em always the direction I wanted so the car may not be going in the appropriate direction. Please forgive us as we go on our imaginary trip down Savidge Street east out of Spring Lake. Next slide, please. One of the things we have to do is take down the trolley pull and shift over to the third rail and take off, and in the process of taking off, the Interurban went up and over the Grand Trunk tracks by the cemetery on the east side of Spring Lake. Art and Jack and I spent a

fascinating Sunday afternoon there trying to figure out what happened on one side of the track, the cemetery side was no problem, but the other side, someone had taken out all the sand. It was a quarry whole, and so whatever ran on that side, it took us a while to figure out, but anyway, now, we're heading east, northeast. We're gonna go behind the cemetery, and across what is now the golf course. Next slide. Then we're gonna plunge into the woods. This is my younger son walking with me, this was Thanksgiving weekend last year, and we're walking between Grand Haven Junction, and the golf course. I had no problems with my son keeping up because I promised him if he got there first, he'd get a candy bar, but you can walk this. This is used as two track vehicles and so on, mostly of the year they have no problems with following the abandoned road. Next. [Inaudible floor question]. This is actually, like I said, the photographs aren't always in the right direction. We're looking in a southwesterly direction back toward the golf course. The car is going toward Grand Haven Junction. Next slide, please. This is Grand Haven Junction between Fruitport and Nunica where the two legs of the Y came together with a very long leg, one short leg coming from Grand Haven, the other short leg of the Y coming from Muskegon, joining together, and you could go either of two ways out of here coming from Grand Haven. You could go to Muskegon or you could go to Grand Rapids, and since I'm from Grand Rapids, we're gonna go to Grand Rapids. Next slide, please. This is a very fascinating little depot at Nunica. There's several things that are quite interesting, and not only because it preserves a very fine history in terms of the style of clothing and various equipment, but if you notice the third rail, quite clearly here, and you notice the third rail end, this is one of those gaps, there's the third rail, it ends by a panel guard. It had heavy fencing where everything had a third rail, and so when it came to a crossing or a small station, there would be this gap in the third rail, and there would be these cattle guards try to keep people and animals out and away from the very hot third rail. This is a very fascinating photograph of Nunica in the 1920s or maybe 19 teens. Next slide please. Another shot of this station in the distance. You see this house; take a real close look at that house. The house is still there. Notice the very interesting crossing signal as well and the planks down there on a dirt road. It's no longer a dirt road, but a nice paved county road running north, south. The tracks are running east, west at this point in time, and the road that is still there. When you drive to Nunica, you can see the road there. Next slide. There it is. That house is still there, and that nice road is not someone's ex driveway, but rather the old Interurban right of way. Next slide, please. On to Coopersville. It's very easy to ascertain this is Coopersville because Coopersville was one of two locations to have a very, very high substation. Notice how tall that building is in the background. They ran wires into the top, and they had generators in there, this is one of the substations for maintaining the 600 volt direct current in the lines, so they had a freight station, combination freight station, passenger station and sub-power line station there, and then the interesting step on this side as well. Coopersville, probably again, seen during the 1920s, advertising something on the front of that car. We'll have to try to look at it more carefully. It seems to be it says the Majestic Theater but I'm not sure. This is the first time I've ever seen it blown up like this, so I can see some detail I've never seen before. We've been showing them on my kitchen wall which is not the best in the world [inaudible] car number 7. Spring Lake is not the name of the car. They did not name their cars. The car would have Spring Lake, Mona Lake and several locations, the cars were all numbered. Next slide. This is a shot that someone took when it was still in operation.

Notice the wiring and so on with respect to this little depot. When it went through Coopersville, it went back to the trolley wire. That's why you see the wire up above. And they sure let the ivy grow then, didn't they? Phenomenal! I don't think the women's historical society would do that do you? As a biologist, I wouldn't mind, but as a historian I'd like to be able to see the building. [Inaudible question from audience] It's possible 'cause the tracks are still in place, and the wires are still up, but it may have very well been in 1928, '29 when the railroad ended. Next slide. [Inaudible floor comments] The power is where, they brought in high power lines and in there they had generators and converters to bring it down to 600 volts for direct current. That's the reason for the power. They have two of these major substations, one near Coopersville, and that's still there. Next slide. There it is. That's where we're going to have the signing take place for October the 1st, isn't that right? It's a nice, interesting building. Art and I look forward to getting into it because when we were there, it was closed and we couldn't get inside, but that building is still in existence, and there are two buildings like this. There's this one, and you'll see another one a little later on. This is on Main Street, Coopersville, yes. [Inaudible floor question] Not all that typical, not that I'm aware of, but I'm not that much of an expert with respect to Interurbans. I've looked at a few Interurban books and so on, but it's unusual to have two of these kinds of stations on a line, at least that I'm aware of, but I can't answer your question as an authority who studied other Interurbans that carefully. I just haven't noticed them before, but one of the advantages of studying the Interurban is that you become more familiar than you say, then you ask the question you just asked and that is what about others, and when I look at Interurban books in the future, I guarantee that I'm going to be looking at them differently after having studied our Interurban. Okay, next slide. Out of town going east toward Berlin Marne. One advantage of the Interurban, what did I tell you? It could stop at any what? Any grade crossing and it did. Not all these grade crossings were on the timetable. This one certainly isn't on the timetable, but Art and I fell in love with this one. This one is right adjacent I-96. It's at this point that the Interurban track, the abandoned right of way comes in real cross and in fact we can follow where the; right where we are. They shot the photograph basically from where the old Interurban right of way crossed the road. This is Titusville. There isn't much of Titusville, and if you don't believe me, the next slide. Titusville, population three people, one dog. That may have been one of the problems with the Interurban, I don't know, but we fell in love with Titusville simply because someone had a good sense of humor. Now, the Interurban from this point on traveled alongside of I-96 for quite a distance. All you have to do is look where the power lines are and that's where the Interurban is running on the north side of I-96. And then we come to the high bridge. You can see the grade going up, and it will now go south up over the Grand Trunk tracks, which of course, no longer being there, and then come down I-96, go on the other side, on the south side of I-96, and if you're wondering where this is, and if you know something about an interesting mural on a barn, advertising the ... Gopher. I think is what it advertises, so when you see that sign, just look directly across the other side on the north side and that's where I'm standing, basically almost directly north of that barn that has that mural on it, and that is where the Interurban went up and over the Grand Trunk tracks, of course, the Grand Trunk being a competitor with the Interurban. The Interurban went out on a short run. The Grand Trunk stayed around a little longer, but the Interurban got the traffic because they provided some extra amenities that the Grand

Trunk couldn't at that time. Next slide. Berlin, not Germany, Berlin, Michigan, and some of you know only too well, Berlin became a different town during World War I because of the very strong anti-Germany prejudice because of what was happening in the war. The first station there was wooden. You got car number 12 going through. Again, you notice, there's no third rail right here. There's a gap in it, and that created some problems with the third rail ending right there. Its grade crossing where we are, it's not pavement. Again, I find the clothing style fascinating. There's a lot of history here, a very fascinating history, local history that needs to be recorded more permanently. Next slide. Later, there was a second station. I believe the first one burned down. Am I correct on that? I think the first one burned down. A second, more substantial station was built in brick. This station still exists today. Next slide. Now a restaurant, and this is last fall when they were working on the restaurant, we poked our noses not only in the building but down in the cistern where a couple of pieces of metal had been placed, and we were going to ascertain what they were, so we're in the process of looking down there, and Art gets to take all the pictures, see, I get to be in 'em. He gets to take them. We may change that in the future. Art's probably gonna change that. I had a lot of fun getting out and doing things. My wife isn't so happy about it because, "You're going with Art again?" But anyway, we have fun together. Okay, next slide. Another view of it. This was the Lions Community Building up until last fall, and is now an interesting restaurant, and I'd like to see some of the Interurban preserved and used, and we have the building in Spring Lake that's being used and this one is very public in the sense that you can buy a coffee, pie, a nice breakfast and what have you. Okay, next slide. This is a slide of the tracks of the second substation in Walker. Remembrance road is built on the old Interurban right of way. That's why all of a sudden the road goes from Leonard to branch off, Remembrance Road is because the Interurban was coming in from Berlin and Marne. Well, part way down Remembrance Road heading east beyond the West Beltline, beyond the Walker City Hall, there is this building still standing. Next slide. It is now an animal clinic. Notice the high tower again. Coopersville and Walker are the only two that had this high tower. The rest of them have been modified a lot more. It's very fascinating again. We do have a diagram of the interior of these high towers, but I don't know how common they are in other Interurban lines. Next slide. [Inaudible floor question and inaudible answer]. Okay, so they have been more common than I'm aware of. Okay, we're going down Leonard Street, and gone off from what now is Remembrance Road, on to Leonard Street, and we're shifting over from the third rail to the Grand Rapids Streetcar Line tracks, and this is at the corner, it's hard to believe 'cause I know where this spot it, and boy, it doesn't look like it, but this is Leonard Street by Walker, just before you come to the cemetery on Leonard Street Hill, that little dip down where the Meijers store used to be. Meijers would be almost across the way in that empty field. Very fascinating in that area. There's a Y here so they couldn't turn around a car, but they went on to the Grand Rapids Streetcar tracks, shifting over, you can see the trolley pole already up, and on to the trolley wire, and this one is going in the right direction. It's got us going into Grand Rapids. Okay. Next slide. This ran right on the Grand Rapids Streetcar tracks. This is an interesting shot not only because of the very fascinating truck, but remember the automobile ultimately destroyed the Interurban, but we get a little comparison with a streetcar as well. Unfortunately, the person who shot this was more interested in the truck, I think, than in the streetcar. We would have loved to have had a shot of the

Interurban and the streetcar to make a nice comparison, but if you look you can get enough of an idea. One, notice how low the streetcar is compared to the Interurban. The Interurban is high, very high up. Had to have a much more powerful engine to go long distances and so on, much, much, more powerful, and stood up quite high compared to the much smaller, lighter and slower streetcar. Now this was on Ottawa if I remember correctly. If we figure out Ottawa by the Waters Building. To the best of our knowledge, there's no evidence that this Interurban ever went into where the Interurban station, where the Holland Interurban and the Kalamazoo Interurban. It went strictly on a loop around the downtown area on the streetcar tracks and came right back, and was gone on Leonard Street. Okay, we've gotten you downtown, but we want to go a little further. We want to have some fun so we'll go on to Ramona Park, and the Interurban did go all the way to Ramona Park on special occasions. You could make arrangements to have your own excursion car with a group and go all the way to Ramona Park, just as people in Grand Rapids could do the same thing if they wanted to go to Highland Park here in Grand Haven. Any questions at this point in addition to those comments and so on that have already been made? Well, then let's go on another trip. Now we're gonna go out of Grand Rapids, and we're gonna go to the fish store in Muskegon. Okay, next slide. And we're gonna take a group this time, more than just ourselves on our way. Next slide. Notice by the way, they had a car labeled 13. [Audience groans] I give 'em credit. I stay in many hotels on the 14th floor, ha ha! I know what floor I'm on. It doesn't bother me. I give that Interurban a lot of credit for dealing with those superstitious ideas. Okay, what is this building... photograph, but we don't have much. Next slide. Does the next slide show it a little better if I remember correctly? This, we think is Arnie's. [inaudible] Now this we know is Arnie's. The other one is the one we think is Arnie's Restaurant in Grand Rapids. Leonard Street was the freight depot for the Interurban. Again, [inaudible] for the Interurban. Okay. Next slide. That's how Arnie's looks today. On our way back out, we're gonna go through by the old Berlin station, so this is prior to World War I. Going on, next slide. One of the problems of the Interurban and the Grand Trunk phase is water, and water watered away bridges and everything else in the path. The Grand Trunk Bridge was washed out completely. I don't know, Jack, was the Interurban bridge ever washed out?

Jack: Not that I know of.

Carl: Okay, well this is over Crockery Creek, just east of Nunica, very, very high water, right adjacent it would be to Grand Trunk. This is shot from the Grand Trunk tracks looking down at it. Next slide. Okay, this was taken last winter and Jack and Art and I were out hiking. This is where the Interurban crossed, where the bridge was, gone. We're looking back at the Grand Trunk Bridge, which is still there, the Grand Trunk line, of course, having been abandoned unfortunately. Someday, hope to see that back in operation, but maybe not in my lifetime unfortunately. I won't get onto that story. We'll stick with this one. We like to do archaeology, I like to do landscape ecology and it's fun being outside. It really is, and finding the remains of an Interurban. Next slide. Then, we're at Grand Haven Junction, but for some reason we're gonna pass by the Sandhill City, and we're gonna go to the sawdust capital. Okay, next slide. Oops! Art, what did you do to me? You took me to the Sandhill City. Okay, this is a, one of the maintenance

cars going along toward Highland Park area in terms of Grand Haven. We're gonna make this one a fast trip, Art, so next slide. Now, he's got us on a swamp now. You may not recognize this. I know I certainly wouldn't if I hadn't been there. This is looking across the bayou directly east of the old US 16 by Fruitport. If you cross the little bridge by Fruitport on the old 16, you will see a gap in the stream, in a bayou, a small gap, and that's because they filled in both sides for the Interurban. This is where there was an Interurban bridge. Unfortunately, we don't have a slide of the Interurban Bridge, or we would put it in here. Next slide. Now that's a scene some of you certainly can recognize, either having seen it in person or maybe more likely, having seen photographs and listening to other people talk about it, which is similar to my case. This is at Fruitport and this is the station associated with the Pavilion. This shot was taken from the Pavilion, shot at the station. You see more than one car there, and lots of people. The Pavilion was one of the most popular places on the Interurban route. Next slide. There's the shot, see the tracks in the foreground, and in the background, you see the beautiful Pavilion with the flags flying. Someone of you may have a postcard I'd like to get a copy of, a postcard that's done of the Pavilion at night, and it's with artist hand work touching it up so that it looks all lighted up and so on, very attractively, I'd like to get a colored slide made of that for our presentation, and for our book. Notice the steamboat in the background and the people walking around. This is a very, very important part of their leisure time in the past. Next slide. Not much there today. Burned down, when was it? 1963 or thereabouts. I'm trying to remember. Somewhere around that time, the Pavilion burned down, '61 – '63, somewhere in that period of time, it burned down. All that are left are the pilings, but those pilings give us a little piece of history yet, maybe for another 10, 20 years, unless someone does something in that area, they could be gone in a couple of weeks. Next slide. Going on to Muskegon Heights. In Muskegon Heights, you shift into third rail back down to the trolley, and for some reason, they had a power house, a substation, but it was a very low one, it didn't have that nice tall tower that we had at Walker or at Coopersville. This shot was taken just a couple weeks ago, wasn't it Art? We didn't even know about it until about a month ago, and I think Lawrence Carlson told us about it, and then we went in there and took a photograph or Art took a photograph of it. This is in Muskegon Heights. Going on, so this is at the station in Muskegon which is across from that nice brick station or stone station right along the lake front. This would be on the other side of the street. [Inaudible floor question and answer]. Next slide. This is a panoramic view of the station. As best we can ascertain, the only place this makes sense is in Muskegon. We're puzzled by why there's so much sand. I know there's a lot of sand in Muskegon, too, but I thought the boiler works might have been there by this time, and so we're gonna have to go through some old deeds and so on and buildings and try to figure out when it was, it can't have snow piled that high year around. I'd really be impressed with Muskegon, even moreso than the Upper Peninsula in terms of snow. [Inaudible floor comments] Right. This is the lower part, and there is a hill back there, but I'm wondering why the boiler works in between, but anyway, if someone knows anything about this and can give us some more information, Lawrence Carlson has given some information, but I don't think he's seen this photograph yet, we haven't talked with him. We just got this from, I believe, wasn't it the Tri-Cities Historical Museum, right here, just a couple weeks ago, so we're still finding photographs with respect to the Interurban. Okay, we've gotten through Muskegon. Next slide. Well, we got another one

of the freight house in Muskegon. Art kind of likes freight houses. Next slide. Again with the workman up on the top. You can see some of the buildings now. Some of it, I think, is still standing in Muskegon. If you get yourself in this position, put it in perspective. Next slide. Now this is what we think is the only remaining building in Muskegon proper, but it's been reworked quite a bit. It's lost a lot of its beauty. Next slide. Well, this Interurban had a fascinating system of operation. All the cars were telephoned dispatched. Every conductor had his own telephone, and when they would come to a station, or in some cases to a grade crossing, he could get out and patch himself in, and get the headquarters to dispatch from that corner if he was concerned, he held up there or what have you, but notice the switchboard and the calendar, I believe says, "1919" in the background. Okay, that's probably operated using this. This is a very key part of their operation. However, there's some failures as you'll see shortly. Next slide. Fantastic shot of the car barns in Fruitport. The headquarters was in Fruitport. Fruitport had the headquarters, had the car barns, had the power stations, and had the Pavilion. They had quite a bit in respect to the Interurban. That's a fantastic shot showing many of their cars, and notice the traffic coming out with respect to this car barn, very attractive building. Next slide. Still in existence. This is right along the northern end of Spring Lake right by Fruitport, the rest of the park, is southwest of the park. Next slide. They had work to do, and they had to work with those motors to keep them going, and this was a full fledged machine shop. They could do electrical repairs, as well as other repairs here. Next slide. If I'm going too fast, let me know. It's the first time I've gone through this. There are a lot of equipment for working on these cars. They rebuilt cars for very good reasons as you'll see shortly. They had no choice. Either had to scrap or [inaudible] repair shop. Next slide. They had problems with the main line. The main line was built in Michigan. Michigan has sink holes. They built some of the track through what? Swampy areas and guess what happened to some of the track? It sunk, and so they used this pile driver to push the track back up and to strengthen the track. That's no small contraption they've got there. Okay. Next slide. Here's an example of what could happen when the fill bed starts to sink. Now this, can't you imagine 5:30 AM, you are the first conductor out on the road, and maybe you've had a drink or two or three the night before, and you're looking down the track and that's what you see, or maybe you're the one who doesn't drink and you're wondering if someone has spiked your lemonade or something the night before. Notice how wavy those tracks are. It's amazing in terms of sink holes. Did you have somebody; we don't have any comprehension of how many tons of dirt that were used to build the railroads in Michigan. The Grand Trunk between Grand Rapids and Grand Haven, a tremendous amount went in by Nunica and a tremendous amount went in by Spring Lake, and the same problem with respect to, everybody's got a road right there adjacent to, this, we think is at, Jack, this is Mona Lake, isn't it? This is by Mona Lake, where you have a lot of marshy areas there, too. Okay, you notice the third rail in addition to the two rails that the wheels go on? The third rail's very large, very powerful, a conduit of 600 volts, d.c. Next slide. The Interurban doesn't go by itself. It takes people, all kinds of people, and these are maintenance away people that may not be dressed as fancy as the conductors, the motormen and so on, but these, notice some of 'em are wearing top hats and so on, managerial types you know, had to get in the photograph, but this is the snow plow. This is also to the best of our knowledge, when these cars were all new with this exception, they were all painted orange. Now, I don't know what color they

were at the end because Art, [inaudible] and I agree that these photographs look too dark for them to have been orange throughout their lifetime. They have been maroon or something else in the 1920s and so on, but this is the Red Devil, very fascinating car, with a nice thick snow plow. They also had a black car with a snow plow which was called Swamp Fox, and these people working for the Interurban earned their keep. They had all kind of problems with road tests, and sinking road, that was only one of the problems. Next slide. [Inaudible floor question] Yeah, that's a lot of power when you kind of ram snow, particularly in West Michigan along the lake. Many times that was not enough. They had to get out and shovel. Notice they're all wearing rubber boots and so on for a very good reason. When you're doing a third rail it could possibly be hot. It's appropriate to be somewhat insulated, not only from the weather but from the juice. A lot of shoveling went on in these days, a lot of shoveling because not only did they push the snow off the tracks, but they had to problem with what? That third rail. They had to have good electrical contact with that third rail, so that third rail had to be clean, and I give these people a lot of credit for all the hard work that they did. I'd like to know a little bit more about what the foreman told them. Maybe they turned off the juice on the third rail then, for the period of time that they are using it, but my guess is there wasn't Workman's Comp and everything else back then. They were more interested in running the Interurban on time than they were in, but just make them failsafe, I don't know. Okay, next slide. The Interurbans may not seem that large, but this is the car that found out the power of an Interurban. To the best of my knowledge, this is one of the cars that tangled with one of the Grand Rapids, Grand Haven and Muskegon Interurbans and obviously lost. Next slide. I don't quite know how you tip an Interurban, whether an auto truck sideswipes it, pushes it a little bit, I can understand how it gets off the truck once it starts tipping. Something has to hit it really to tip it over, but occasionally they did tip, and that's one shot. You get an idea of the under carriage of these Interurbans. Next slide. We went out in the country side. Fortunately, these two are both express packages so there aren't any people on board. There should have been workmen. That's not to say that I don't care about those people who operate and I do, but thinking in terms of the list of passengers on board, and the conductor and motormen could have had some idea that this might happen, and what [inaudible]. Next slide. [Inaudible floor question] They're gonna have to use a crane. They're gonna have to use all kinds of equipment to get it up again, but they did. They got 'em back up again. Here's another one over, 107. You can see the broken third rail laying down on the side also looks like. Next slide. Now, these were telephone dispatched. I would have loved to have heard the telephone messages this day [Laughter] until somebody didn't get the message, and they hit head up. Now all but one of the Interurban were wooden. One car was metal. All the other were wooden. Jack did anyone get killed in this one?

Jack: Two of them.

Carl: Okay, were they both motormen?

Jack: [inaudible]

Carl: Both motormen in the front end of these were killed. Next slide. This is one of the, which car number? [Inaudible answer from Jack]. They could go up over 60 easily. They could get up over 60, I'm pretty sure, one of the things they could do is accelerate very rapidly. If you've ever been on an Interurban, and by the way Interurbans do still run in the United States. Some of 'em are a little more elaborate like the South Shore, which is one of the remaining, in fact, I think the only remaining one in the Great Lakes region, and if you get down to the Midwest Railroad Museum, they have some electrical track and run an Interurban partly there, and they got, I don't know what the top speed was on these Interurbans. I've gotta talk to some people that know a little bit more about the engines and so on, but they could pick up speed very rapidly, and they could stop quit fast, too.

Jack: [Inaudible] About 120 miles an hour. [Too far from mike, can't pick up]

Carl: They did a nice job of repairing. They must have done some real nice work in Fruitport in terms of not only maintaining them but putting them back together again. Next slide. This is a fascinating slide. There was one crossing with a steam locomotive railroad. All the others were overpasses. They went over the Grand Trunk twice, and I believe they went over the Pere Marquette, but they also had a junction with Pere Marquette, but not a grade cross, but when they got on to the, I think they were already on the Muskegon trolley tracks, but I'm not sure. This is a Grand Trunk train in Muskegon. The Interurban conductor blew it. The rule was for the Interurban, to yield to the steam locomotive for two reasons, one, the steam locomotive traffic went first, secondly, who can stop faster? The Interurban. Guess who didn't stop? The Interurban. [Inaudible floor comment] Right, well they certainly did it, and they pushed their competition off the road, too, in this case. Jack, how many people were killed here? [Inaudible answer from Jack]. We just got this photograph when was it, a year ago, and I had a drawing of it that I'd seen published in a book, and I asked Lawrence about it and within a week he came up with a photograph of it, but I have not read the news account of this, and by the way, we're interested in news accounts concerning that and so on as we would like to publish a more complete account than we already have. Okay. Next slide. [Inaudible floor comments] Gotta give the owners of the Interurban credit. They went out for business in 1925, not a very popular year for the Interurbans because it was going, it was [inaudible]. The automobile was taking over, but they went out after freight. Not only did they carry passengers, but they also carried freight. They carried freight from Grand Rapids to Grand Haven, or from Grand Rapids to Muskegon and then via the steamers across the lake, and they had a number of their express baggage cars or express freight cars with these various advertising on billboard type cars, and this was car number 107. Next slide. [Inaudible floor comments] Okay, was that here in Grand Haven or was. Okay it was here in Grand Haven. Oh, and so they even used them once as an ambulance. That is what you are telling us. I appreciate that piece of information, so then the focus is not very good on this one, but again, you can see the billboard advertising that they had a number of connections. They could go ride the Interurban to Grand Rapids, and from Grand Rapids, they could go to Kalamazoo, from Kalamazoo, they could go to Detroit, and so on, a number of interesting connections. There were three Interurbans that operated out of Grand Rapids, the Grand Rapids, Grand Haven, Muskegon was one of

'em. The first one was the Grand Rapids, the Holland and then the Saugatuck one. The third one to come into Grand Rapids was the one that came in from Kalamazoo, and if you drive on the expressway to Kalamazoo, again, just look where the power lines on, adjacent to the expressway, and that's the old right of way of that particular Interurban. [Inaudible audience comment] No, no, no, the Grand Rapids, Grand Haven and the Muskegon Interurban only ran from Grand Rapids to Muskegon and Grand Haven. You would have to get on to another Interurban and go to Kalamazoo. Then you would have to get on another Interurban and go east. The problem with the Interurbans is that you had so many you had to transfer so often. That was one of the weaknesses, and it was fine for short trips, 50 miles and under, which is what you're dealing with going from here to Grand Rapids or going from Muskegon to Grand Rapids or vice versa. They were [trails off, can't get]. Dave.

Dave: Did many of these share tracks with the railroad?

Carl: No, they did not share tracks with the steam railroads. They did share tracks with the streetcar line, and they did have a junction at Pere Marquette because the Pere Marquette provided them with coal for their power house at the very beginning. So they had one junction where they could get freight cars, but I've never seen a photograph of a freight car, of a box car or anything like that on the Interurban. I've seen pictures of coal cars, I've seen pictures of sand cars, and others in Pere Marquette, but never a box car, so basically, they didn't have any factories that were on the line that I'm aware of, but we're still learning. Here's another one. Notice that "Ship for free. Save the highways, [inaudible] You may drive a truck, or you may have trucking firm, but I prefer to see the freight on the railroads for safety's sake, and particularly since I don't drive the same speed that the truckers drive, I'm concerned, but anyway, back in the '20s, they'd tried to advertise that. Obviously, it didn't work 'cause they didn't make it, but anyway, it got a good try. Next slide. This is one of our favorite shots. Jack, who's in that photograph? [Jack: Inaudible answer]. Well, he makes that photograph a real classic. I mean, look at that. He's ready to go as well as the other two. I mean, the other two as well, but [inaudible], not only that, but notice what's on the cow catchers, the cow catchers being, and they really didn't need cow catchers supposedly because they shouldn't have ran into these cows with their nice front right of way, etc., but notice the nice advertisements for the Berlin Fair. [Inaudible] before car number 4, car number 5, and they Spring Lake and Mona Lake on many of the cars. These cars did not have names. They had numbers and that was it. Next slide. Okay, this is car number 6. Notice there's a headlight on the car. Those lights were quite bright and can be seen for quite a distance. Next slide. I'm going to take you for a quick trip through some of the cars. Car number 8, next. There aren't that many of them, fortunately. I won't show all of 'em to you. Car number 10, next; car number 4, [inaudible] and car number 15. That's two very proud people who are operating car number 15. I don't blame 'em. Interesting occupation. Next slide. Okay, this is a slide showing the right of way again as I said earlier in the shape of a Y coming out of Grand Rapids, and notice some of those interesting names. If someone were to ask me where the county line is, I got some idea where that is for obvious reasons, but Shackleton. I live near Shackleton, and if someone were to ask me where, I would not be able to identify at all, so I've gotta go to some plat map, and see if I can find a Shackleton

on it, so I can pinpoint where Shackleton is coming out of Grand Rapids, and then as you go west, you, of course, identified Berlin, you got Danforth, high bridges, where the Interurban went over the Grand Trunk, and then you have, can't read the next one, [inaudible] Streeter, Styles, Coopersville, there's one I recognize, Callahan. I'm not sure where that one is yet. We've gone by it, I'm sure, but we gotta identify it. Jenison, Lowell, Conley, Nunica, there's a familiar one, Hale, Johnson, Grand Haven Junction. Wins. Where is Wins (?) I've walked through Win (?), but I can't identify where it is. Art and I walked through there. We walked by Grady (?) also. It was windy that day, but that's all I can say for it, and then cemetery and then going on into Spring Lake, toll bridge and Grand Haven. We won't go through all the ones on the way up to Muskegon, but in many cases are not much more than a grade crossing. Next slide. Many of these might have some relation to my wife's side of the family who come from the Fruitport, Spring Lake area. They spell their name a little differently though, but it was Mines. Okay, this is a schedule of eastbound trains, and you read them up starting at 5:30 in terms of departing, and then arriving 7:55. Okay, 5:30 departing Steven, and arriving Grand Rapids at 7:55. These took over an hour to go from Grand Rapids to Muskegon or vice versa and why? They made so many stops in between. They also sometimes unloaded some small freight, but usually the express motors handled that. If you got an express car, or if you got a special excursion car, you could make it a lot faster time than this. Next slide. Well, everything has to end sometime, and one of the things that happens is that cars get taken away. Now this car isn't being taken away to the best of my knowledge. It was being delivered. The St. Louis car is the only steel car on line, and this is a photograph of it as it is either being outshipped from the St. Louis Car Company or as it arrived. My guess is it's an outshipped, because I think that's a St. Louis Car Company 1122 number down there which is, we took photographs of everything that went out of their shop so I would imagine this was taken when this was up and ready to the Fruitport area. Next slide. This is a shot, what happened to it when it went to the east side of the state after it was abandoned here, it became part of the Detroit system, and you can see the Detroit sign, on the front of it. I think it says Detroit on the front. This is the only steel car in the group. Next slide. The steel car and the wooden cars were not the last to run. The last scheduled run was April 18, 1928. I keep getting the date mixed up by a day or two because April 19 really sticks in my mind for anyone that's really interested in American History, and spent time in the Massachusetts area, you know about Patriot's Day and so on, so I'm not quite sure when the last Interurban ran. I think it was either April 28, April 18 or 19, 1928. That was the last scheduled run, and on that last scheduled run, the Highway Commission was aboard because they were going to what? Purchase Remembrance Road as part of US 16, they were gonna purchase part of the Interurban from Nunica to Fruitport. [end of recording]