## The Automobile and Urban Transit The Formation of Public Policy in Chicago, 1900–1930

**Paul Barrett** 

TEMPLE UNIVERSITY PRESS

**PHILADELPHIA** 

## **Contents**

Series Pretace	vii
Preface	xi
Introduction	3
Chapter 1: The Decision for Regulation Section I: The Context of 1907 Section II: The Ordinances of 1907	9 9 37
Chapter 2: The Battle for the Streets Section I: The Alternatives Section II: Traffic Control Section III: Building Solutions to the Traffic Problem	46 49 53 67
Chapter 3: The Failure of Regulation:  Mass Transportation, 1907–1915  Section I: Service and Profit Section II: Politics and Regulation Section III: The Politics of Engineering Section IV: Beyond 1907: Policy versus Planning	82 82 88 91 96
Chapter 4: "The Poor Man's Motorcar"  Section I: The Public and Its Transit System, 1907–1917  Section II: Overcapitalization and the 5¢ Fare	104 104 120
Chapter 5: The Taming of the Automobile, 1918–1930 Section I: The Automobile and Traffic, 1918–1924 Section II: "The Magic Ribbons," 1918–1930 Section III: The Motorist Comes of Age: Traffic Regulation, 1924–1930	129 129 139 154
Chapter 6: Making Do: Mass Transit in the Motor Age, 1914–1930 Section I: Transit Policy: 1914 versus 1930 Section II: Progress and Profit:	164 164
Transit Improvement, 1914–1930	168

vi Contents

Section III: Finance: The Strengths of Impotence	179
Section IV: The Myth of Objectivity:	
From Engineer to Businessman	183
Section V: Courts, Business Values, and Public Policy:	
Eliminating the Issues of Valuation and Control	190
Section VI: The Festival of Hokum:	
Chicago Transit Politics, 1914–1930	193
<b>Epilogue</b>	209
Notes	219
Bibliographical Note	283
Index	287