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'Roping the Wild Jitney': the jitney bus craze and the rise of urban autobus systems

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technology that was not as expensive or inflexible as rail. Few were satisfied with the jitney when experimentation with it waned in much of the country as quickly as it had appeared. The automobile was not inherently a democratic technology, but the divisive politics it inspired within and between classes in city and suburb developed a tense compromise between private individual and public mass transit that is still a central debate in the nation's cities.

Notes

1. The title of this article is a quote from *Sunset* (July 3, 1915) 3.
2. *Chicago Evening Post* (February 9, 1915) 6.
3. D. F. Davis, Competition's moment: the jitney-bus and corporate capitalism in the Canadian city, 1914-29. *Urban History Review* 18 (October 1989) 103.
4. B. A. Brownell, The notorious jitney and the urban transportation crisis in Birmingham in the 1920's. *The Alabama Review* 25 (April 1972) 105-18; F. Dressman, 'Yes, we have no jitneys!': transportation issues in Houston's Black community, 1914-1924. *The Houston Chronicle* 1994-1995.
5. C. A. Smith, The jitney, the automobile, and the city. *Transportation Quarterly* 1985) 307-326.
6. D. F. Davis, The jitney in America. *Urban History Review* of America 1989) 103.
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10. J. R. Barrett, *Work and community in the jungle: Chicago's packinghouse workers, 1894-1922*. Urbana: University of Illinois Press, 1987, p. 67.
11. G. Leidenberger, *Working-class Progressivism and the politics of transportation in Chicago, 1895-1907*. PhD dissertation, University of North Carolina at Chapel Hill, 1995, pp. 9-10.
12. *Ibid.*, p. 9.
13. J. R. Barrett, *op. cit.* [[10](#)], p. 105.
14. G. Leidenberger, *op. cit.* [[11](#)], p. 11.
15. L. Cohen, *Making a new deal: industrial workers in Chicago, 1919-1939*. Cambridge: Cambridge University Press, 1990, p. 34.
16. P. Barrett, *op. cit.* [[9](#)], p. 108.
17. G. Leidenberger, *op. cit.* [[11](#)], pp. 14-18.
18. Room and board expenses from 1909 University of Chicago study on Packingtown quoted in J. R. Barrett, *op. cit.* [[10](#)], p. 72
19. P. Barrett, *op. cit.* [[9](#)], p. 110
20. *Ibid.*
21. *Chicago*
22. *Chicago*
23. *Chicago*
24. P. Barrett, *op. cit.* [[9](#)], p. 110
25. Such as Leidenberger, *op. cit.* [[11](#)], p. 11
26. *Automobile*
27. *Chicago*
28. *The*



29. Chicago Evening Post (June 14, 1915) 1, 2.
30. The Survey (June 26, 1915) 280
31. Chicago Evening Post (June 14, 1915) 1.
32. Chicago Evening Post (June 15, 1915) 2.
33. Chicago Evening Post (June 15, 1915) 3.
34. Chicago Evening Post (June 15, 1915) 8, 9.
35. Chicago Evening Post (June 16, 1915) 2.
36. Chicago Evening Post (June 15, 1915) 3.
37. Automobile Topics (February 27, 1915) 183.
38. C. McShane, *Down the asphalt path: the automobile and the American city*. New York: Columbia University Press, 1994, pp. 128, 130.
39. The Independent (May 1, 1916) 180; *ibid.*, pp. 133–5; J. J. Flink, *The automobile age*. Cambridge: Massachusetts Institute of Technology Press, 1988, pp. 33, 134.
40. S. L. D. [?], *Down the Asphalt Path: the automobile and the American city*. Berkeley: [?], 1994, pp. 128, 130. [38], p. 128.
41. Automobile Topics (April 13, 1915) 385; (April 13, 1915) 385; (April 13, 1915) 385.
42. Automobile Topics (April 13, 1915) 385; (April 13, 1915) 385; (April 13, 1915) 385.
43. R. D. Eckhardt, *Down the Asphalt Path: the automobile and the American city*. Berkeley: [?], 1994, pp. 128, 130. [38], p. 128.
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49. *Proceedings of the American Electric Railway Association* (1915) 125–7.

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53. *The Annalist* (April 12, 1915) 352. For insurance bond and operation licence costs see A. L. Bostwick, The regulation of the jitney bus: a discussion of city ordinances. *St Louis Public Library Monthly Bulletins*, July 1915; *Automobile Topics* (February 13, 1915) 40; (February 20, 1915) 122; (March 13, 1915) 384; (March 6, 1915) 276.

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63. Scribner's (February 1915) 220, 223; V. Scharff, *ibid.*, p. 85.

64. Automobile Topics (February 27, 1915) 191; (February 13, 1915) 40; (June 19, 1915) 484; (March 13, 1915) 384; (May 8, 1915) 1084; Chicago Evening Post (March 1, 1915) 4.

65. Automobile Topics (October 16, 1915) 760; (March 20, 1915) 472; (April 24, 1915) 900; Chicago Evening Post (February 11, 1915) 10.

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Additional information

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