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Nota di contenuto	St. Paul lines -- West 7th St. -- Randolph -- St. Clair -- Grand -- Rondo -- Hamline -- Snelling -- Dale -- Western -- Rice -- Jackson -- Mississippi -- Payne -- Forest-Phalen Park -- Hazel Park-Mahtomedi -- Hope -- Maria -- So. St. Paul -- S. Robert -- Stryker -- Cherokee Hts. -- Epilogue : Conspiracy theories -- Appendixes -- ; A. Twin City Rapid Transit ridership totals -- ; B. Lake Minnetonka rail operations -- ; C. Stillwater rail operations -- ; D. Twin City Rapid Transit Company subsidiaries -- ; E. Stand-alone bus routes -- ; F. Bus conversion dates -- ; G. Roster of passenger cars built at 31st Street and Snelling shops, 1898-1927 -- ; H. Twin City Rapid Transit work equipment -- ; I. Twin City Rapid Transit shops and carhouses, 1872-1954 -- ; J. Maps of the track systems of the Minneapolis Street Railway Company and the St. Paul City Railway Company -- ; K. Maps of the Twin City Rapid Transit Company bus lines -- ; L. Twin City Rapid Transit present plan of organization, January 1950 -- Bibliography -- Index. Preface -- Glossary of streetcar terms -- Introduction -- ; 1. From horsepower to electric power : the early years -- ; 2. More tracks to

more places -- ; 3. Trolleys to the country : Lake Minnetonka and Stillwater -- ; 4. From profit to penury : the trolley vanishes -- ; 5. Made in Minnesota : the "Tom Lowrys" -- ; 6. Service, courtesy, safety : working for the company -- ; 7. Trolleys in your neighborhood : everywhere by streetcar -- Intercity lines -- Como-Harriet-Hopkins and Oak-Harriet -- Selby-Lake -- St. Paul-Minneapolis (interurban) -- Minneapolis lines -- Bryn Mawr -- Glenwood -- 6th Ave. N. -- Plymouth -- Broadway -- Robbinsdale -- Penn and Emerson-Fremont -- Washington Ave. N. -- 2nd St. N.E. -- Monroe -- Central -- Johnson -- Northwest Terminal -- Franklin-11th -- E. 25th St. -- Minnehaha Falls-St. Snelling -- Cedar-28th Ave. S.-34th Ave. S. -- Bloomington -- Chicago -- 4th Ave. S. -- Nicollet -- Grand -- Bryant -- St. Louis Park -- Kenwood --

Sommario/riassunto

The recent development of light rail transit in the Twin Cities has been an undeniable success. Plans for additional lines progress, and our ways of shopping, dining, and commuting are changing dramatically. As we embrace riding the new Hiawatha light rail line, an older era comes to mind in the age when everyone rode the more than 500 miles of track that crisscrossed the Twin Cities. In *Twin Cities by Trolley*, John Diers and Aaron Isaacs offer a rolling snapshot of Minneapolis and St. Paul from the 1880's to the 1950's, when the streetcar system shaped the growth and character of the entire metropolis
