
ARIZONA HISTORICAL SOCIETY

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**MS 944
Tucson Rapid Transit Company
Records, 1898-1946**

DESCRIPTION

Letterbooks and ledgers for the Tucson Rapid Transit Company from 1898 to 1946.

17 ledgers, 8 linear ft.

ACQUISITION

Donated by Cirino Scavone, 1975.

ACCESS

There are no restrictions on access to this collection, but due to their condition, the ledgers cannot be photocopied.

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Requests for permission to publish material from this collection should be addressed to the Arizona Historical Society, Tucson, Archives Department.

ARRANGEMENT

Two Series: 1/Letterbooks, 1905-1911, 2/Ledgers, 1898-1946

HISTORICAL NOTE

Tucson Street Railway was organized in 1897 and regular mule-car service began in late 1898. Two routes were in operation by 1900, one from the Southern Pacific depot to the University of Arizona, and another from downtown by way of Fourth Avenue and Seventeenth Street. By 1903, tracks were extended to four miles with a third route to Carrillo Gardens. Financial difficulties sent the company into receivership in 1905 and the line was reorganized as the Tucson Rapid Transit Company (TRT). By 1906, electricity replaces the mules. TRT began a bus line in 1925.

Tucson Rapid Transit and Tucson Gas, Electric Light and Power Company were owned by a subsidiary of Cities Service called Federal Light and Traction Company. Max Pooler, vice president of the gas and electric company, was also manager of TRT. In August, 1943, the United States government ordered Federal Light and Traction to divest itself of TRT, Tucson Gas, Electric Light and Power Company and similar interests in other cities. A citizens' committee was set up initially to negotiate the sale of both the power company and

the bus company to the city. As a result of their efforts, an offer was made to sell the power company for \$9,100,000 and TRT for \$1.00, with the provision that certain future revenues from TRT would go to Federal Light and Traction. The city council refused the offer. In October 1943 and February 1944, two elections were held to determine if the city should purchase the bus company. The electorate turned down the first referendum and approved the second, although ultimately no agreement could be reached. In the fall of 1945, Arizona Edison agreed to purchase the companies for \$8,460,000 but was refused permission by the government for the same reasons that Federal Light and Traction was required to sell. Roy Laos, owner of Occidental Bus Line, and L. A. Tanner, owner of Tanner Grey Line Motor Tours in Tucson and Sun Valley Bus Lines in Phoenix made independent attempts to purchase TRT, but were unsuccessful. Finally, in September 1946, Federal sold TRT to a partnership of four men; W. Culver White, John B. Tigrett, A. V. Linseth and L. A. Tanner.

SCOPE AND CONTENT NOTE

The collection consists of seventeen volumes arranged in two series: 1/Letterbooks, 1905-1911 and 2/Ledgers, 1898-1946.

The bulk of the collection are the ledgers containing financial records of Tucson Street Railway and Tucson Rapid Transit Company.

Series one, letterbooks, 1905-1911 consists of two letterbooks relating mainly to the purchase of supplies.

Series two, ledgers, 1898-1946 consists of fifteen ledgers containing financial records documenting the operation of the company.

INVENTORY

Series #1, Letterbooks, 1905-1911

- Item #1 Letterbook, 1905-1907
- Item #2 Letterbook, 1910-1911

Series #2, Ledgers, 1898-1946

- Item #3 Ledger, 1898-1899
- Item #4 Ledger, 1898-1904
- Item #5 Ledger, 1900-1906
- Item #6 Ledger, 1902-1905
- Item #7 Ledger, 1905-1911
- Item #8 Ledger, 1903-1904
- Item #9 Ledger, 1906-1911
- Item #10 Ledger, 1906-1911
- Item #11 Ledger, 1913-1946
- Item #12 Ledger, 1930-1937
- Item #13 Ledger, 1930-1937
- Item #14 Ledger, 1938-1943
- Item #15 Ledger, 1938-1943
- Item #16 Ledger, 1944-1946
- Item #17 Ledger, 1944-1946