

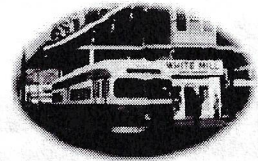
# Around the Loop!

A Publication of the Museum of Transportation Trolley Volunteers

Volume 1

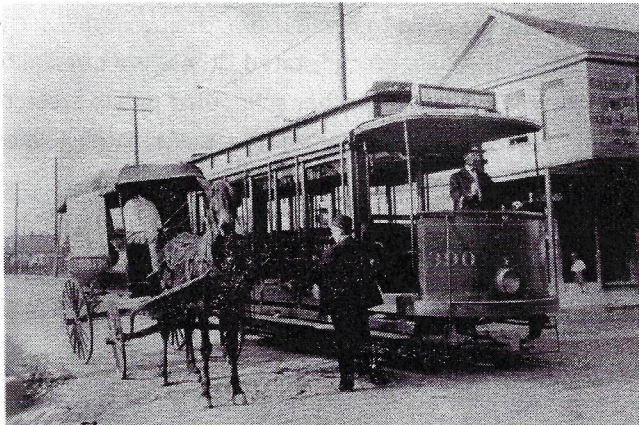
June 2016

Number 3



## Origin of Streetcar Transportation in America.

The first electric streetcar in America was put into service in South Bend, Indiana, in 1882.



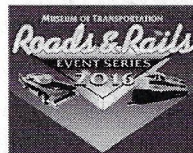
*Note the advertising cards inside this electric streetcar.*

Additional systems soon followed in 1883 (Newark, NJ,) 1884 New Orleans, LA, 1886 (Montgomery, AL) and (Scranton, PA,) and 1888 (Richmond Virginia.) The system in Richmond, VA, was the first large commercial system in the United States, using a wire suspended over the streetcar with a 'trolley pole' to provide power to the car with the ground return via the streetcar rails. This new system was widely adopted by other cities and these streetcars became known as trolley cars. By 1895 almost 900 electric street railways and nearly 11,000 miles of track had been built in the United States. The growth of streetcar systems made it possible for people to live outside of a city and commute into it for work on a daily basis. Another benefit of these urban streetcar systems was the rise of interurban lines, which were basically streetcars at operated between cities and serve remote rural areas. By the time the United States entered World War I in 1917, the street railway industry was the fifth largest industry in the United States, employing well over 100,000 people nationwide. In 1918, the United States had over 50,000 cars displaying advertising cards in nearly 3000 cities and towns in every state of the union; 85% of these were electric streetcars, and the remaining 15% were elevated railroad and subway cars of New York, Boston, and Chicago, and the suburban coaches of certain steam railroads. The average streetcar in America carried about 500

passengers per day. The average fare per passenger carried by electric railways in 1926 was 7.1 cents. At the time, the comparable costs of operating an automobile were 10.27 cents per mile. The streetcar advertising card was to become a major form of advertising in the early 1900s.

## June Events at M.O.T:

**Saturday, June 4, 2016** – "All Ford Show" sponsored by the Mustang Club of St. Louis. 9:00 A.M. to 3:00P.M.



**Saturday, June 12, 2016** – "Made in St. Louis Car Show: The Early Years. Sponsored by the Moon Car Club. 9:30 A.M. to 3:30 P.M.

**Sunday, June 19, 2016 – Father's Day** – Sponsored by the Horseless Carriage Club of MO. 11:00 A.M. to 3:30 P.M.

*Admission to the car show grounds is free. Regular admission applies to the Museum.*

## **"EVERYTHING OLD IS NEW AGAIN"**

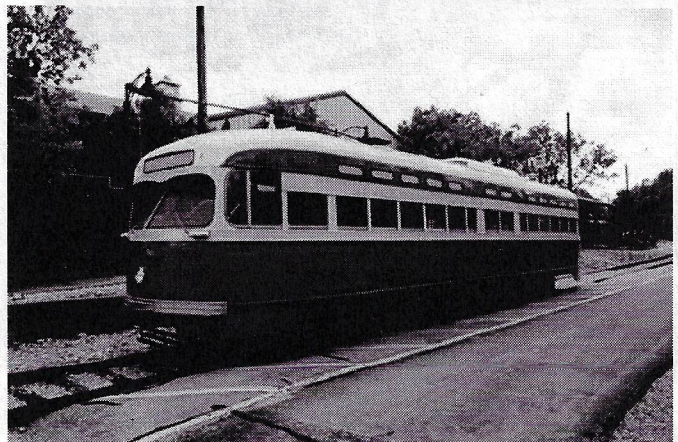
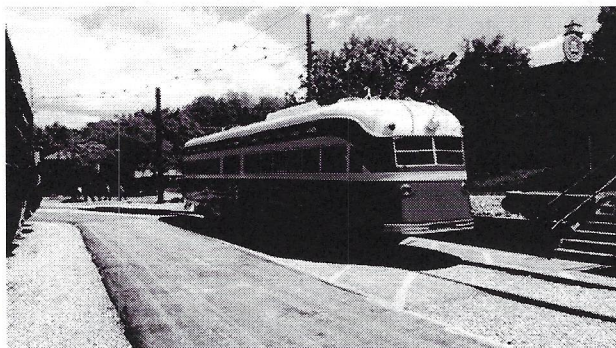
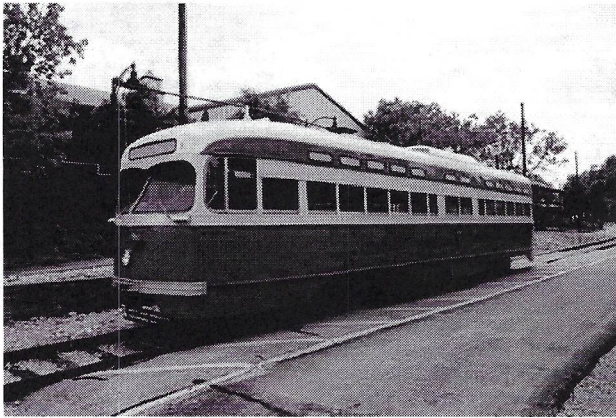


Photo Credit: Steve Binning

Streetcar service ended in St. Louis on May 21, 1966, only to return on May 21, 2016, 50 years later, thanks to the efforts of the Museum of Transportation Trolley Volunteer Restoration Crew.





**JEFFERSON AVENUE STREETCAR LINE CLOSING**

On the eleventh of October, 1958, the last streetcar graced the tracks of one of the city's busiest and most important streets, Jefferson, located on the western side of downtown St. Louis. St. Louis Public Service abandoned the streetcar line in favor of busses, as it would have had to pay the city \$1,000,000 to reroute the streetcars in order to accommodate an overreaching street widening plan that included Jefferson Ave. This street-widening plan was part of a larger bond issue, passed in 1955 for funding of the construction of major highways, including the Mark

Twain Expressway, and the extensive widening of city streets to accommodate the increasing number of automobiles exiting from major highways.

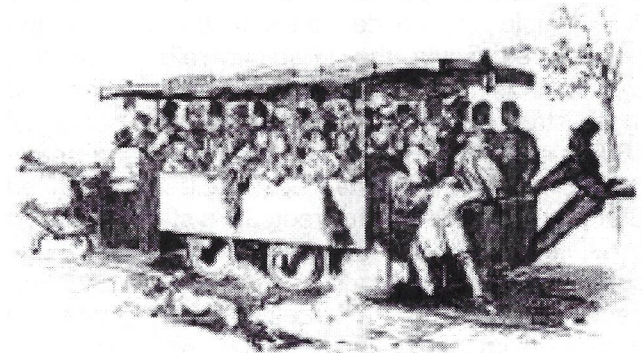
With the abandonment of the Broadway line in 1956, and a switch to express bus service rampant across the city, St. Louis Public Service had little choice but to switch to busses. The cost of rerouting the line was much higher than a switch to express bus service. Slowly but surely, the streetcar was beginning to be phased out the need to make room for automobiles. On May 21, 1958, a city official stated, "there is a possibility that new highways and other scheduled public projects would force abandonment of the six remaining lines within the next five years..."

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**ADDITIONAL SOURCES OF CONDUCTOR UNIFORMS & CAPS:**

Submitted by Steve Siegerist.

**Leon Uniform Company** - 142 Hanley Industrial Court - 314-535-8133; Toll free: 800-305-5366; Website (Under construction) [leonuniform.com](http://leonuniform.com)

**Field & Flower Railroad Co.**  
 Website: [fieldandflowerrailroad.com](http://fieldandflowerrailroad.com)



**PLEASE  
 CLOSE  
 DOOR  
 WHEN LEAVING**

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 The following was submitted by Cal Blanksteen:

From Al Weber: as a reminder, before you leave for the day, after shutting the power off,

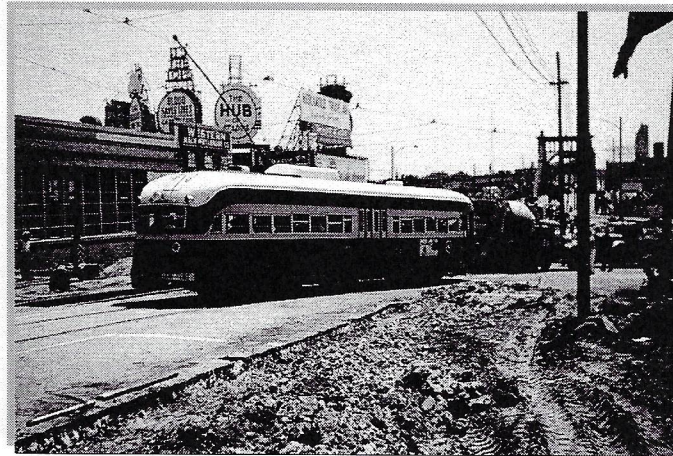
please make sure the doors to the TCI Building (restoration shop) are closed (kick the chain out from the single red door by the corner of the building) and make sure it is locked and do the same for the yard gate.



*May 21<sup>st</sup>, 1966 - May 21<sup>st</sup>, 2016*

*Congratulations are extended to the Museum of Transportation Trolley  
Volunteers on the occasion of St. Louis Public Service Company  
PCC Car #1743's return to the rails.*

*Job well done.*



Above: Looking south in the summer of 1955 when Highway 40 (U. S. 40-64) was being built. On completion a bridge was created carrying Grand Avenue over it. PCC 1743 negotiates a temporary diversion around the construction site. In back is the Grand Avenue Bridge over the Mill Creek Valley. Originally there was no connection between Grand Avenue north and south. Once the bridge and the street railway opened in 1890, the Grand line became one of the city's principal north-south services. Most St. Louis car lines ran east to west. East to southwest and east to northwest to downtown. PCC 1743, with 65 of its sisters, were sold to San Francisco in 1957, where it ran until 1982. It is now at the St. Louis Museum of Transportation being restored for use on the Museum's streetcar line. (Willard B. Thomas, Author's Collection. Courtesy: Andrew D. Young.)

Here are a few photos taken the day of 1743s Inaugural Run.



*June 14<sup>th</sup> is Flag Day!*



