



AROUND THE LOOP

A Publication of the Museum of Transportation Trolley Volunteers.

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An important message from:

Neil Norkaitis, Operations Director, Museum of Transportation Trolley Volunteers.

Previously went out with the June 2016 Newsletter.

When we are shutting down our operation at the end of the Museum's hours (Normally 4:00 PM) on Saturday and Sunday, we **MUST** shut down and out the door for the Museum staffer to lock up and be out by 4:00 PM. This means that we must be putting the car away by 3:30 PM.

By the time the car is away and all the power is shut off you will be pushing the bewitching hour. This is an important issue with the Museum staff and we must cooperate.

Neil



DID YOU KNOW? -- Early in 1930, the electric railway Presidents conference committee, composed of the presidents of several larger electric railway systems, appointed engineers to design a radically different type of streetcar. The engineers, working with leading manufacturers of railway equipment, develop the new car now commonly called the P. C. C. Car. (P. C. C. Stands for Presidents' Conference Committee.)

The P. C. C. Cars made their appearance in St. Louis on June 23, 1940. These cars are not to be regarded as just another streetcar. By combining many new features, such as modern styling, reduction of noise, smoothness, ease of operation, they represent a vast improvement in writing comfort and engineering development.

The entirely new features include the elimination of air brakes, a new non— glare shadow apron, electrically operated doors, enhanced appearance and a luxurious interior. Other features include increased power, greater speed, faster acceleration, improved braking, improved riding qualities, smoothness in starting and stopping, improved lighting, and greater safety.

Source: St. Louis Public Service Company Instructions for P.C.C. cars.

**PLEASE
CLOSE
DOOR
WHEN LEAVING**

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.

If you have to cancel your appointed shift within 24 hours from your start time, please call me if you cannot find another operator. I will make calls if necessary. My # to reach me (Cal Blanksteen) is 314-395-1464. Please leave a message if I am not at home.



OPERATION CLEAN SWEEP:

The mechanics have brought to our attention the fact that our fleet of restored cars are not being swept out at the end of the day. Let's remove any sand, dirt, topical matter, etc. from the cars. Let's continue the tradition that the St. Louis Public Service Company maintained for years. And that is having the **BEST MAINTAINED FLEET OF VEHICLES IN THE COUNTRY.**



A LITTLE SOMETHING TO BRIGHTEN YOUR DAY:

"Any girl can be gay in a classy coupe, And a ride in a plane is so jolly, But the girl who's worthwhile is the one who can smile, When you're taking her home on the trolley."

Source: Unknown.



THE FOLLOWING SUBMITTED BY: ROCKY MASTROROCKO

"If you are scheduled to operate and the weather is not good where you are, please show up anyways for your shift as the weather may be fine at the museum. " Don't forget that it takes our guests donations' to fund our operations. No money, no operations.



WHAT MAKES THE WHEELS GO ROUND? - 600 volts of D.C. current.

But more importantly, **WHO MAKES THE WHEELS GO ROUND?** The dedicated maintenance crew of the Museum of Transportation Trolley Volunteers.



Pictured above left to right: Rocky Mastrorocko; Carl Horn; Bob Keeler; Steve Binning and Bob Leight. Working on the truck for the St. Louis Waterworks Railway car #10.

Their hard work and dedication along with others insures the fleet is up and running for guests to ride when they visit the Museum.

ST. LOUIS STREETCAR STRIKE

Submitted by John. F. Crowley

May 8, 1900 - Street car workers walked off the job, beginning the most violent strike in St. Louis history. At least 14 people were killed and 200 injured in the 55-day walkout. The elite of the city formed an armed posse of 1,600 citizens to

keep order. Crowds pelted the replacement operators with rocks, cut power lines and obstructed the tracks. Business ground to a halt. Most of the strikers were replaced but the episode was a major turning point in St. Louis labor history.



Crews are removing debris dumped on the tracks by the strikers.



A special vote of thanks to Walter Henkel for fabricating the 1743 rear pole retriever stick. This enables all of us operators to "reach" the rear trolley pole rope. Definitely a handy device. Thank you Walter for your ingenuity.

Still available- Computer disk of 20 35mm 2x2 color slides of PCC cars in St. Louis. Five of which were taken on the last day of operation. If you want one, send an email to kxn896@hotmail.com. They are free.



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