

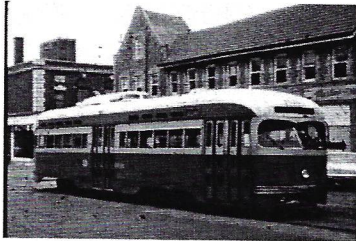
AROUND THE LOOP

A Publication of the Museum of Transportation Trolley Volunteers.

Volume 1

August 2016

Number 5



St. Louis Public Service Company PCC #1618 at Enright and Kingsland. April 18, 1964



Early Public Transit

By the 1830s, the city of St. Louis had grown in size beyond the ability of many of its residents to walk conveniently throughout the town. In 1838, brief mention is made in historical records of a private horse drawn cab service in the city, followed in 1843 by the beginning of an omnibus service by entrepreneur Erastus Wells in partnership with an investor named Calvin Case. During the late 1840s, other horse-drawn omnibus service companies began operation, but by the end of 1850, most of these companies had consolidated with the Case and Wells lines to form Case and Company, which operated 90 carriages and several lines in the city. In 1855, principal investor Case was killed in the Gasconade Bridge train disaster, and the company was divided among its other investors. The resulting horse-drawn tram lines became the blueprint for street railway service in the late 1850s.

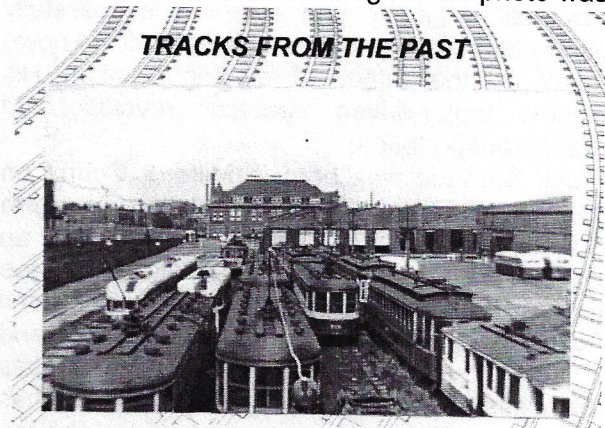
Next installment: Initial Street Railways.

The Museum of Transportation Trolley Volunteers now has its own Facebook page. If you are a registered Facebook user, you can get to it from your Facebook page by clicking on the three bars in the upper right hand corner of the page or by typing in the search box MTTV Volunteers. Page is still under construction.

Did you know that...at one time the United States Mail was delivered between Post Office stations and branches by streetcar?

St. Louis Public Service Company Shops

The building on the left is the office building, On the left is the shop. Here is a photo looking west from Spring Ave the office building is straight ahead and the two shop buildings separated by the transfer table are to the right. The photo was



ST. LOUIS PUBLIC SERVICE COMPANY SHOP COMPLEX taken near where the furthest PCC in the left hand track is sitting. .

Source: Facebook post.

VOLUNTEERS NEEDED!



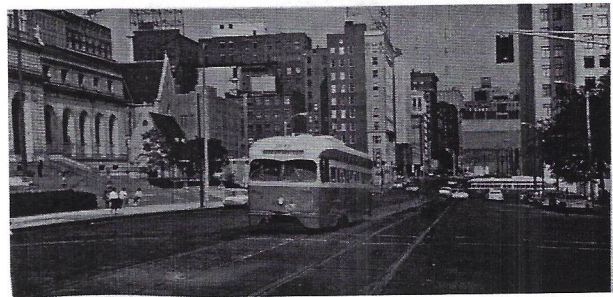
Saturday, July 16, 2016 - The SLPSC #1743 ran all day at car capacity or near car capacity. Everyone who rode really seemed to enjoy themselves.

Frank Julian Sprague

Frank Julian Sprague (1857-1934), American electrical engineer and inventor, successfully used electricity to power vehicles and is known today as the father of electric traction. His electric motor-driven streetcar revolutionized urban transportation.

Frank Sprague was born in Milford, Conn., on July 25, 1857, but lived with relatives in North Adams, Mass., after 1866. Demonstrating an aptitude for science and mathematics, Sprague secured an appointment to the U.S. Naval Academy in 1874. After graduation in 1878 and 2 years at sea, he pursued his electrical studies relentlessly. In 1883 Sprague joined Thomas Edison's staff, but he soon withdrew to form the Sprague Electric Railway and Motor Company. He soon marketed a "constant speed" motor for industrial use but subcontracted its manufacture so he could devote himself to electric traction development. In 1887 he contracted to electrify a new street railway in Richmond, Va. Despite having to devise the entire system from scratch, he completed the installation of a 12-mile, 40-car system in 1888. By 1890 over 200 electric street railways were in operation or under construction; half of these used Sprague equipment, and 90 percent of them were based on his patents. In 1890 the Edison General Electric Company acquired Sprague's business, but Sprague left to establish the Sprague Electric Elevator

Company. He developed and installed electric elevators in several New York buildings before selling out to the Otis Elevator Company. Having worked out a system of multiple-unit control for elevators, Sprague sought to apply it to railways. He realized that trains made up of individually motorized cars controlled by a single operator had enormous advantages. His multiple-unit system, installed in Chicago in 1897-1898, was adopted generally for subway, elevated, and suburban service. Thus the basis for the modern rapid transit system was complete. Sprague continued to advance the application of electrical engineering. He worked on automatic railroad signaling and elevator control systems, and during World War I he served on the Naval Consulting Board. Sprague was energetic and resourceful. He was an enthusiastic gardener and enjoyed art and music. Twice married, he was the father of four children. He received many professional honors before his death on Oct. 25, 1934.



This photo is of PCC (Presidents' Conference Committee) car 1611 heading west on Olive Street in front of the Central Public Library between 13th and 14th Streets. The shot was taken on the afternoon of May 21, 1966 — just a few hours before the last Olive Street/Hodiamont streetcar ran and the city's final rail route was retired. Up to that day, St. Louisans had enjoyed continuous streetcar service on Olive Street for almost 107 years! Opened from Fourth to Tenth Street on July 4, 1859, the horse cars of the Missouri Railroad company's Olive Street line were running as far west as Leffingwell Avenue less than two weeks later.

Credit: David A. Young: St. Louis Streetcars - The Way It Was.
