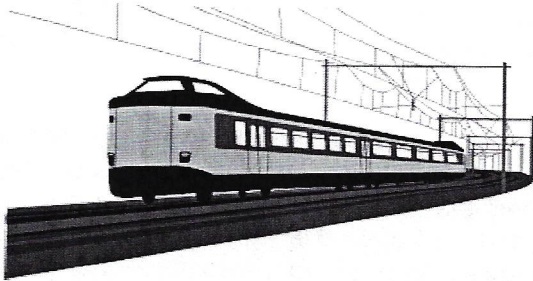


AROUND THE LOOP

A Publication of the Museum of Transportation Trolley Volunteers.

Vol. 1 No. 9

Non-Operating Season Edition - December 2016



Wishing You and Your Family A Very Merry Christmas!

HISTORY OF CITY TRANSIT IN GREATER ST. LOUIS

The history of St. Louis Public Service Company is a record of continuous effort to give improved service to the public. The growth of any community is to a large extent dependent on the growth of its transportation system. And this brief history will show you how, from a humble start with a single horse-drawn omnibus, the present comprehensive

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and efficient streetcar and bus system of today came into being.

In the early 1800s, St. Louis was a tiny village, bounded by what is now Fourth Street on the west, the MacArthur Bridge on the south, the Eads Bridge on the north and the Mississippi River on the east. But, by 1843, St. Louis had become a center of river trade. and an outpost for thousands of families moving westward. The town grew, and public transportation was needed.

Prior to 1843, a few individuals operated omnibuses, which was the name given to horse-drawn carriages serving the public. But in every case the ventures failed. However, in 1843, an enterprising newcomer to the city, Erastus Wells, later to become a United States Senator, borrowed funds from Calvin Case to found the firm of Case and Wells, operators of an omnibus bus service. The single vehicle traveled Third Street from Washington to Palm, and was a success.

In fact, the popularity of Wells venture opened the field for competing companies, and by 1855, St. Louis posted 130 omnibuses on eight routes, including a route to Belleville, Illinois, that survived until 1890.

Of course, in 1843, the streets of St. Louis were only dirt roads, rutted by wagon tracks and pitted by the rains. Wells saw the need for a more comfortable means of transportation, and, in 1859, he organized the Missouri Railroad. This company laid iron rails in a double track on Olive Street between fourth and twelfth streets, and held the honor of being the first horse-drawn streetcar line west of the Mississippi River.

The new line was officially opened on Independence Day in 1859. The first passengers were prominent local citizens, who were enthusiastic about the new, fast service. (Four to six miles an hour!) At frequent intervals, the new car jumped the tracks, and these were the citizens gladly left their seats to climb off the car and help replace it on the tracks.

The newspapers of that day heralded this new line as a vital factor in promoting the growth of the city; and these predictions came true, as the following years testified. But, of course, these early streetcars left much to be desired. The mules that pulled them often proved stubborn; car platforms were open, exposing the driver to the blasts of wintry winds or the heat of the summer sun; and, in winter time, the passengers' only protection from the cold was a six inch layer of straw spread on the floor of the drafty car.

Nevertheless, the new line was immensely successful, and brought much competition.

More than sixty-five companies sprung up, many with picturesque names, such as the "Jefferson Ave., Bob-tales". These horse-drawn streetcars held sway until as late as 1896.

But new invention – the cable car – marked the doom of the horse as a source of power for public transportation. In 1886, a group of St. Louis businessmen financed the construction of the first cable line by the St. Louis Cable and Western. A continuously moving cable, traveling between the rails and under the car, provided the motivation. The operator of a cable car could hook his car to this cable and be pulled along, or could release the car from the cable to make a stop.

The first cable line ran from Sixth and Locust to Vandeventer and what is now Enright.

Passengers by the score deserted the horse-cars to enjoy the thrill of the speedier cable car, which travel at the amazing speed (for that time) of ten miles an hour. The cost of converting to cables was terrific, but by 1891 four lines had been changed over, and three of them continued operation until 1901.

However, a few years before 1890, an exciting new force offered improved power for streetcars. Electricity! Experiments with electrically operated cars were made by the Lindell and the Union Depot Railways. But it remained for the St. Louis and Suburban Railway to establish the first successful long line. In 1890, the St. Louis Cable and Western went bankrupt, and was sold at auction to the St.

Louis and Suburban. This company also required the West End Narrow Gauge, a steam powered line running to Florissant. Both lines were converted to electricity. And, in 1891, this 19-mile route was the longest electric line in the United States.

In the following six years, this new power electricity, effectively replaced both the horse-car and the cable-car, some and almost every line was electrified. The inadequate single motors of the 1890 cars were replaced by two-motored cars that provided more speed and the more comfortable ride.

The uses to which electric cars were put seemed almost fantastic to us today. But, in those days, when only the more wealthy could afford a private horse and carriage, the electric lines served for almost every kind of transportation. The electric systems carry passengers, freight and United States Mail. A city ambulance service was established, with streetcars for ambulances. And even funeral cars were available.

But the many competing lines inflicted a hardship on the public, who had to pay a separate fare every time a different system was used. In 1899, these competing companies with the exception of the St. Louis and Suburban system, were consolidated into United Railways, and its operating Corporation, the St. Louis Transit Company. In 1907, the stock of the St. Louis and Suburban was purchased by United Railways. At last, a universal transfer system was made possible, and a person could travel to almost any part of the city upon payment of a single fare.

However, hard times were ahead. The company added 1000 new cars to keep pace with developments, but the capitalization of the company was far above the actual value of the property, and in 1919, the firm was bankrupt. Rolla Wells, formerly Mayor of the city, and son of Erastus Wells, was appointed the receiver. He understood the operation of a transportation system, and kept the equipment in good repair.

Competition again arose – this time, from a new source. The 1900s saw the development of the automobile, and streetcars became passenger carriers only, as mail and freight began to move by auto. Between 1914 and 1923, several companies tried to operate motor buses, but failed because the early autos were rough riding, with hard rubber tires and uncomfortable wooden seats. However, in 1923, the New York owned People's Motor Bus

Company established bus routes in St. Louis paralleling the United Railway streetcar lines, and once again passengers found themselves without a universal transfer system.

The United Railways, still in receivership, began operating its own buses in 1925, using them as feeders to its established streetcar routes. And in 1927, the receivership was ended and the St. Louis Public Service Company organized.

The company began an immediate consolidation, and by 1933, a single, coordinated system of streetcars and buses, with the advantages of the universal transfer system, was effected. In 1939, a modernization program was started, and before World War II, 200 new streamlined cars and 440 new buses were in service. This foresighted policy was of great benefit to the city, as during the war years, when new equipment was not available, the city was provided with excellent service, made possible in part by the new streetcars and buses purchased shortly before the war.

Yes, history shows it ever-increasing effort to provide better transportation for the people of St. Louis. In the company today is keeping pace with that ideal. The Express Bus service, the Loop Bus service... Established in 1945-46 were indicated of the Public Service policy of constant improvement. As shifts take place in population, old lines are re-routed to provide more people with better service, and to establish more direct routes.

Source: "You Have Joined the Public Service Team"; St. Louis Public Service Company employee hand book. Pages 35-38,

CORRECTION:

The caption for the World's Fair class streetcar should have indicated that the car is Southbound at Wise Avenue and not Northbound. A tip of the hat to MTTV member Walter Henkel.

MUSEUM EVENTS FOR DECEMBER

Admission: \$8 - adults - \$5 children 3-11 years.

E. DESMOND LEE HOLIDAY TRAIN EXHIBIT including the former Famous-Barr/Macy's downtown St. Louis window display.

Opens Friday, November 25, at 9:00 A.M. Exhibit runs during regular Museum holiday hours until 3:45 P.M.

Holiday hours: 9 A.M. - 4 P.M. November 25 - 27; December 1-4; 8-11; 15-30. Closed Thanksgiving Day, Christmas Eve and

Christmas Day, New Year's Eve and New Year's Day.

THE CANDY CANE EXPRESS

(Miniature train ride & handcars.) Saturday's and Sundays 10 A.M. - 3;15 P.M. \$5 dollars per person. (Museum admission additional and required.) Weather permitting / Hotline 314.289.3508 ext. #4,



SANTA CLAUSE & LIVE REINDEER

November 25,
10 A.M. - 2 P.M.

December 4,
12 P.M. - 3 P.M.

December 10,
12 P.M. - 4 P.M.

Bring your own camera!.

FEATURED TIMETABLE

EFFECTIVE SEPTEMBER 4, 1962

UNIVERSITY-CLAYTON STREETCAR LINE

EFFECTIVE SEPTEMBER 4, 1962

Approximate Running Time:
 - Wisdom to Big Bend: 8 min.
 - Big Bend to Kingshighway: 11 min.
 - Kingshighway to Grand: 12 min.
 - Grand to Jefferson: 13 min.
 - Jefferson to 8th & Pine: 10 min.

| Monday thru Friday | | Sunday Service |
|---------------------------------|---------------------------------|---------------------------------|
| EASTBOUND | WESTBOUND | EASTBOUND |
| Ly. Clayton for Fourth and Pine | Ly. Fourth and Pine for Clayton | Ly. Clayton for Fourth and Pine |
| A.M. - 1:22A | A.M. - 1:55A | A.M. - 1:22A |
| 3:22A | 3:55A | 3:22A |
| 4:22A | 4:55A | 4:22A |
| 5:10A, 5:38A, 5:48A | 5:11A, 5:39A, 5:49A | 5:10A, 5:38A, 5:48A |
| 6:10A, 6:38A, 6:48A | 6:12A, 6:40A, 6:50A | 6:10A, 6:38A, 6:48A |
| 7:08A, 7:37A | 7:09A, 7:38A, 7:47A | 7:08A, 7:37A |
| 8:22A, 8:51A, 9:01A | 8:22A, 8:51A, 9:01A | 8:22A, 8:51A, 9:01A |
| 9:11A, 9:40A, 9:50A | 9:12A, 9:41A, 9:51A | 9:11A, 9:40A, 9:50A |
| 10:16A, 10:45A, 10:55A | 10:16A, 10:45A, 10:55A | 10:16A, 10:45A, 10:55A |
| 11:19A, 11:48A | 11:19A, 11:48A | 11:19A, 11:48A |
| P.M. - 12:01, 12:32, 4:30 | P.M. - 12:11, 12:42, 4:40 | P.M. - 12:11, 12:42 |
| 5:24, 5:56, 6:06 | 5:25, 5:57, 6:07 | 5:24, 5:56, 6:06 |
| 6:07, 6:39, 6:49 | 6:08, 6:40, 6:50 | 6:07, 6:39, 6:49 |
| 7:04, 7:36, 7:46 | 7:05, 7:37, 7:47 | 7:04, 7:36, 7:46 |
| 8:15, 8:47, 8:57 | 8:16, 8:48, 8:58 | 8:15, 8:47, 8:57 |
| 9:16, 9:48 | 9:17, 9:49 | 9:16, 9:48 |
| 10:16, 10:48 | 10:17, 10:49 | 10:16, 10:48 |
| 11:24A, 11:56A | 11:25A, 11:57A | 11:24A, 11:56A |
| A.M. - 12:24A | A.M. - 12:00A | A.M. - 12:24A |

Saturday Service

| EASTBOUND | WESTBOUND |
|---------------------------------|---------------------------------|
| Ly. Clayton for Fourth and Pine | Ly. Fourth and Pine for Clayton |
| A.M. - 1:22A | A.M. - 1:55A |
| 3:22A | 3:55A |
| 4:22A | 4:55A |
| 5:20A | 5:53A |
| 6:08A, 6:36A, 6:46A | 6:09A, 6:37A, 6:47A |
| 7:08A, 7:37A | 7:09A, 7:38A, 7:47A |
| 8:22A, 8:51A, 9:01A | 8:22A, 8:51A, 9:01A |
| 9:11A, 9:40A, 9:50A | 9:12A, 9:41A, 9:51A |
| 10:16A, 10:45A, 10:55A | 10:16A, 10:45A, 10:55A |
| 11:19A, 11:48A | 11:19A, 11:48A |
| P.M. - 12:17, 12:48, 4:46 | P.M. - 12:03, 12:34, 4:44 |
| 5:40, 6:12, 6:22 | 5:41, 6:13, 6:23 |
| 6:13, 6:45, 6:55 | 6:14, 6:46, 6:56 |
| 7:14, 7:46, 7:56 | 7:15, 7:47, 7:57 |
| 8:15, 8:47, 8:57 | 8:16, 8:48, 8:58 |
| 9:16, 9:48 | 9:17, 9:49 |
| 10:16, 10:48 | 10:17, 10:49 |
| 11:24A, 11:56A | 11:25A, 11:57A |
| A.M. - 12:24A | A.M. - 12:00A |

3869 PARK AVENUE ST. LOUIS 10, MO.
 For additional timetables or information call TO. 5-1131



CHANGES TO THE
MUSEUMS
OPERATING HOURS
FOR DECEMBER
2016

Please note the following changes:

The Museum of Transportation will be open from 9:00 A.M. until 4:00 P.M. on the following days:

Sunday, December 4, 2016.

Sunday, December 18, 2016 to Friday, December 23, 2016.

Closed Christmas Eve and Christmas Day.

Sunday, December 26, 2016 to Friday, December 30, 2016.

Closed New Years Eve and New Years Day.

