

# AROUND THE LOOP

A publication of the Museum of Transportation Trolley Volunteers.

Vol. 2. – No. 1 April 2017

## SEASONAL OPERATIONS TO BEGIN THURSDAY, APRIL 6, 2017.

Operations begin for the 2017 season on Thursday, April 6, 2017, weather permitting. New this year is the Streetcar Schedule. Runs will depart the Robert's Building platform on the hour, twenty minutes after the hour and forty minutes after the hour. Thursdays, Fridays and Saturdays the first run leaves at 9:20 AM and the last run departs at 3:20 PM; Sundays the first run departs at 11:20 AM with the last run departing at 3:20 PM. Returning operators should contact M.T.T.V. Scheduler Cal Blanksteen at [smbbbaritone @charter.net](mailto:smbbbaritone@charter.net) to schedule their shifts.

Did  
you  
know?

**A St. Louis Streetcar Historical Note:** St. Louis native Robert Guillaume (born Robert Williams) was once a Motorman for the St. Louis Public Service Company in the 1950s?

To those not familiar with Guillaume, he is a stage, movie and Emmy Award winning actor best known for his role as Benson on the TV-series Soap , and the spin-off Benson. His most famous motion picture roll was playing a school superintendent in the movie "Lean on Me", which starred Morgan Freeman.

### THE STREET RAILWAY SYSTEM OF SAINT LOUIS.

•This article, from The Street Railway Journal, June, 1895, describes the cable, electric, horse and steam-powered systems in Saint Louis. I am including mostly items about the systems that used cable traction.

•The street railway system is controlled by eleven independent operating companies, the actual ownership of the lines being vested in sixteen. The total mileage is 291, of which 245 are operated by electricity, thirty-four by cable and twelve by horses. The mileage is very large for a city of this size, and as public parks, beer gardens and pleasure resorts of all kind are scattered over they city, the street railway traffic is enormous and is constantly increasing. the following table shows the number of passengers carried and the number of trips made by the various street railways in St. Louis during the past five years:



Years,	Passengers.	Trips.
1890	68,105,561	4,213,518
1891	80,997,767	5,235,452
1892	91,685,555	5,361,973
1893	95,680,550	5,993,798 1/2
1894	95,201,770	5,766,925

Efforts have been made at various times to consolidate all the city lines under one management, but that present there is little hope that consolidation will be effected, as the Legislature has just passed a law limiting the capital of corporations (other than steam railroads) doing business in the State to \$10,000,000. Great economies could be brought about, however, were this done, principally in the reduction of power stations, of which there are eleven, each having its own engineer and operating force. It is possible, that an agreement can be made to erect one or two general power stations to be owned in common, and from which all systems can be supplied at a fixed price per car mile.

#### THE NATIONAL RAILWAY COMPANY.

- This company operates what is locally known as the "Chicago Syndicate System," comprising the lines of the Citizens' Railroad Company, the St. Louis Railroad Company and the Cass Avenue & Fair Grounds Railway Company -- a total of 73.33 miles of track, of which 57.18 miles are operated by electricity, 14.7 miles by cable, and 1.48 miles by horses. The territory served by this company is considered to be, perhaps, the best in the city. The system is in charge of Capt. Robert McCulloch, general manager.
- This line has been recently changed from cable to electric traction, the last cable train having been operated in December, 1894, although electric cars had been run over the same track for some time previous.
- The trains of the St. Louis (Broadway) cable line consist of an open grip car and one trail car, there being a summer and a winter equipment of trailers. The open trailers are twenty-six feet long, and are provided with nine wooden cross seats, and were manufactured by the Brownell Car Company. The average number of trains run daily is fifty eight, but in busy seasons as many as seventy trains are in operation.

#### CABLE COUPLER.

- A double, flat link coupler is employed on the cable cars of the different lines. It is held by a pin in the recessed ends of the drawbar and to provide for the wear of links and pin a staple with flat, tapering ends is inserted vertically between the ends of the drawbars. This staple is attached by means of a chain to the platform and serves to take up any slack, and prevents the jerking which is usually a necessary incident to coupled cable cars. On some of the electric trains of the Citizens' Railway Company a wedge shaped spike is employed for taking up drawbar slack. This is held between the ends of the drawbars by a slot in the coupling link, the latter being a flat plate.

#### CAR HOUSE AND REPAIR SHOPS.

The cars of the lines operated by the National Railway Company are stored in six car houses, two for the cable trains and four for the electric cars. The electric repairs are made at one principal station.



## THE ST. LOUIS & SUBURBAN RAILWAY COMPANY.

- This system embraces twenty-eight miles of track and, as its name implies, is both a city and a suburban line. The city terminal is at 6th and Locust Streets. Thence, for a distance of eight miles, there is a double track which terminates at Wells Station, and from this point is a single track road to Florissant, a small village 18.3 miles to the westward. From 36th Street out, the line owns its right of way.
- The road has a very interesting history. The city division, to 39th Street, was formerly operated by cable, and was known as the St. Louis Cable & Western Railway. From this point out, the system was a narrow gauge dummy line. The city end was operated by cable from April 15, 1886, to October 27, 1891, when electricity was installed. The steam division was equipped for electric operation in December, 1891, this being one of the first dummy lines in the country on which electricity was substituted for steam power. The suburban end is through a rich farming county sparsely settled, but here and there are small hamlets, so that there is considerable long distance travel. It is also a favorite pleasure route, the pleasure traffic during summer evenings being quite large. This system is operated under the direction of its general superintendent, Mr. T. F. Sneed.
- The city terminal of the St. Louis & Suburban system is laid with a five inch, seventy pound girder rail, with the ties resting on the concrete of the old cable foundation, making a very substantial track. From 39th Street out, the tracks of the suburban end are laid with a forty pound T rail, the construction being the same as for steam railways. The joints are bonded, and there is a supplementary return wire. For so light a rail, the track is holding up remarkably well.
- In the power station of the St. Louis & Suburban line, which is located about 6 1/2 miles from the city terminal, the generators are driven by three Hamilton-Corliss engines, with cylinders 31 X 72 ins., rated at from 700 to 1,000 H. p. each. The first of these is belted direct to two M. P., 300 K. W. General Electric generators. The receiving pulley is seventy-two inches in diameter, and is placed between the generators on the same shaft. The fly wheels of these large engines are twenty-four feet in diameter with seventy-four inch faces, and weigh 50,000 lbs. each. Two of the largest engines were previously employed in the cable power station. The power is transmitted through a seventy-two inch Shultz belt, which leads from a tightener pulley placed near the receiving pulley. The generators make 400 revolutions per minute, and the voltage of the station is 630.

## ST. LOUIS CABLE & WESTERN RAILWAY -

- Opened April 15, 1886 . Followed the following route: North Sixth Street and Locust Street on Locust to North 13<sup>th</sup> Street. North 13<sup>th</sup> Street to Lucas Avenue. Lucas Avenue to North 14<sup>th</sup> Street. North 13<sup>th</sup> Street to Wash (now Cole) Street. Wash Street to Franklin Avenue. Franklin Avenue to Morgan (now Enright Avenue.) Morgan Avenue to just past North Vandeventer Avenue. The powerhouse was located at Franklin Avenue and Channing Avenue. Grip: Snelson and Judge double-jaw side, converted to Root single-jaw side. Track gauge: 4' 10" Cars: Open grip and trailer trains, double-ended. Bronell and Wight builders. **Note:** *The St. Louis Cable & Western Railway took over the West End Narrow Gauge Railroad, a steam-powered suburban line to Florissant (Western) and connected it to the central business district with a cable traction line (Cable.) The cable line was poorly designed because most of the streets between the suburban lines terminal and the central business district were already occupied by horse car lines.. The Cable & Western had to operate on various streets which required a high level of curvature, and it tried to operate the whole line with a single cable. The Company was plagued with cable problems including short life , extreme stretching and unstranding.*
- Continued next month.



**IT IS IMPORTANT THAT ALL CONCERNED READ AND BECOME FAMILIAR WITH THESE PROCEDURES.**

Reprinted from March 2017 issue.

**EMERGENCY PROCEDURES. - MUSEUM OF TRANSPORTATION**

The safety of our guests, staff, and volunteers is of the utmost importance. Please take the following precautions when necessary:

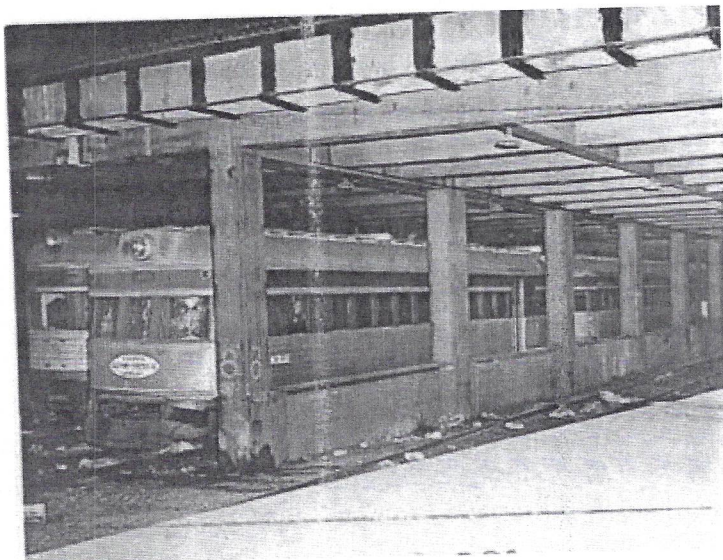
**Tornado:** Listen for emergency alert siren. Move all visitors to a safe place and advise them not to leave until an all clear is given from the Museum of Transportation Site Supervisor. Safe places include: restrooms in the William R. and Laura Rand Orthwein Education & Visitor Center; restrooms in the Earl C. Lindburg Automobile Building; restrooms in the trolley loop. Have all guests sit on the floor and cover their head.

**Earthquake:** If you are outside, move to an open area away from power lines and structures. Drop and cover. If inside, duck under a sturdy table or brace yourself in an interior doorway. Cover head, neck, and face. Stay put until shaking stops.

**Bomb Threat:** If you receive a threat by phone, ask caller to repeat message and try to obtain the message word-for-word. Call 9-1-1 and follow instructions of the dispatcher.

**Lost Parent:** If you see an unattended child, ask the child to stay with you where you are. (Many children have been instructed to not go anywhere with a stranger.) Ask the child their first name and parent's name. Tell the child you will sit with them until their parent arrives. Stay in one place. Call the Orthwein Center and advise the manager-on-duty of the situation. They will call additional personnel.

March 1, 2017.



Sadder days for an Illinois Terminal Streamliner which was vandalized as it sat unused beneath the old station at 710 N. 12<sup>th</sup> Street – The last passenger train left the station on June 22, 1958. This photo from July, 1961 shows the smashed windows and litter along the tracks.