

AROUND THE LOOP

A Publication of the Museum of Transportation Trolley Volunteers.

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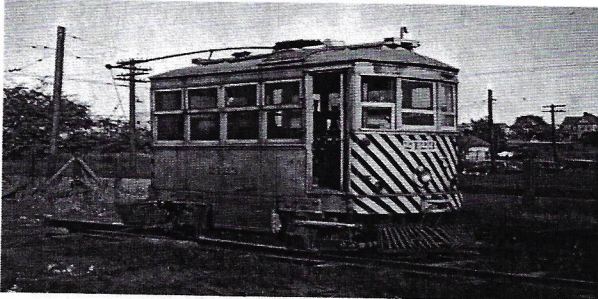
TROLLEY / STREETCAR OPERATIONS SET TO BEGIN APRIL 6, 2017 – WEATHER PERMITTING!

Experienced and returning operators please select your desired training dates and schedule accordingly by contacting M.T.T.V. Scheduler Cal Blanksteen. The Ninth & Eleventh of March are full. Don't wait – reserve your preferred date **NOW!**



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The Diminutive #123 – Rail Grinder.



With its variety of equipment, Birmingham was a virtual museum. Along with the unusual and wonderful collection of revenue cars, Birmingham's service car fleet was equally interesting. The group included the usual sprinklers, cranes and differential dump cars plus such oddities as cement cars, we birders and this diminutive rail grinder. From its construction the company shops in 1928 until the arrival of the Pullman trackless trolleys in 1946 it was numbered 123. Along with the other utility cars, it was then renumbered into the 2000 series. Car 2123 retain this number until it was scrapped in 1953. Before dawn on Sunday, April 20, 1953, PCC 812 made the final streetcar run when it closed out service On the Ensley Line. The 48 PCC cars were sold to Toronto, their 4700-series, who resold 19 of the cars to Philadelphia in 1976. -- Source: Remember When Trolley Wires Spanned the Country; Central Electric Railfan's Association-Bulletin 119.

WWII Streetcar Allocation. (If hard to read, and you would like a copy, please provide name and a valid email address. Thanks. JC (Source: PCC The Car That Fought Back, pg.66.)

WORLD WAR II STREETCAR ALLOCATION PROGRAM								
City	1943 ¹		1943		1944		1945 ²	
	Request	Quota	Request	Quota	Request	Quota	Request	Quota
Baltimore	0	0	30	37	40	40	0	0
Boston	140	0	100	85	110	85	35	75
Chicago	0	0	0	0	0	0	200	110
Cincinnati	0	0	0	0	25	0	25	0
Cleveland	0	0	0	0	0	0	30	30
Dallas	20	0	25	0	25	0	25	25
Detroit	0	0	0	0	0	0	17	17
Kansas City	0	0	0	0	20	0	15	15
Los Angeles	30	30	0	0	0	0	0	0
Louisville	0	0	0	0	0	0	15	23
Minneapolis ³	0	0	0	0	0	0	40	0
Newark	25	25	0	0	0	0	20	10
Philadelphia	100	100	0	0	0	0	100	0
Pittsburgh	200	100	100	0	100	100	0	0
St. Louis	0	0	0	0	0	0	100	100
Texas	25	15	20	20	0	0	30	30
Vancouver	20	15	15	15	0	0	0	0
Washington	100	67	100	85	100	75	50	50
Total	741	427	525	290	510	485	640	747

Based on records of the Office of Defense Transportation, Second Group 119, National Archives.

¹The 1943 allocation included all cars produced as to production before the allocation was made.

²Reconstructed from incomplete records on the basis of the original WW2 allocation and the construction response.

³The sample car delivered in January 1945 not included in the formal allocation program.

Let It Snow!
 2/21-3/4/1960--Three snowstorms hit St. Louis during this 2-week period. The first one came on 2/21 and had 2 inches. The bad one came on the evening of 2/22 dumping 6 inches. 700,000 pounds of salt were used, rendering the use of snow sweepers unnecessary. Bus lines ran up to an hour late. The Hodiament line, was so tied up by abandoned autos on the PRW that all the cars on the Wellston line were taken off this line and put on Hodiament to keep that line running. Service was back to normal on 2/23 in the PM rush. The storm on 3/4 brought 4 inches of snow with 650,000 pounds of salt used, but little traffic tied up because of the time of the week. - From HEADWAY RECORDER, 3/60, page N-6.

St. Louis Police Officers Killed by Street Cars 1902 – 1903

Streetcars were a serious menace for St. Louis Police Officers during 1902 and 1903. Streetcars killed six St. Louis Police Officers. Four of the six officers were killed by streetcars between 1902 and 1903. St. Louis streetcars killed two officers each year. A street car traveling in the opposite direction struck Terence J. Donnelly, while he was stepping off the Broadway street car. He died at the City Hospital on April 7, 1902 at 1 a.m. Donnelly's death notice was printed in the August 9, 1902 edition of the St. Louis Republic. Donnelly was a 56 year old clerk at the Baden Police Station. A streetcar struck William J. Boka on Christmas night 1902. Boka was attempting to board a streetcar at Olive Street and Channing Avenue, when the car pulled off at a rapid pace. The streetcar drug Boka for several feet before he fell. Streetcar 325, which was following the other streetcar, ran over Officer Boka. Despite serious injuries, Boka lived until December 28, 1902. Boka was 44 years old and lived at 3315 Chippewa Street. St. Louis Police arrested Nelson K. Healy, the operator of Streetcar 325, The coroner's jury charged Healy with negligence. However, when Healy died on May 13, 1956 at 87 years of age, he was a retired public service worker. It is unlikely he was convicted of negligence. The eastbound streetcar at Belt Avenue struck William Hoagland, while he was headed home for dinner on Sunday, August 23, 1903. He died at the City Hospital on August 24, 1903 from a skull fracture without ever recovering consciousness.



St. Louis Police Officer William Hoagland. Photo: Public Domain.

Hoagland, was assigned to the Mounted Patrol. He joined the St. Louis Police Department with 99 other officers on June 28, 1876. He was 23 years old and would spend the next twenty-seven years of his life serving the city. Chief of Detective Desmond joined the St. Louis Police on the same day. In the July 3, 1901 edition of the St. Louis Republic, the 25th Anniversary of this recruiting class was celebrated. Hoagland was one of 19 officers still active from this group of recruits. Officer Thomas J. Hadican had been working Midnight Shift in the Seventh District, when he became the fourth officer killed in a streetcar accident. Hadican was on his way home on September 20, 1903, at 07:30 a.m., on the Fourth Street car. The streetcar hit an S-curve at Fourth and Plum Streets. Hadican was thrown from the rear platform of the streetcar onto his head.

Fellow policemen rushed him to the City Hospital, where a tragic scene occurred. His sister was a nurse, who recognized her brother being brought in. She broke down into hysterics at first. The September 21, 1903 edition of the St. Louis Republic noted her reaction caused many hardened policemen to tear up themselves. Miss Hadican recovered and helped take care of her brother until his passing at 1:30 p.m. on September 20, 1903. Officer Hadican lived six hours after the accident. Streetcars while a good method of transportation also posed a safety risk to the officers of the St. Louis Police Department at the turn of the Twentieth-Century. Streetcars and later automobiles killed almost as many officers as armed criminals. *Article courtesy of Richard Zimmerman, Jr. Used with permission.*