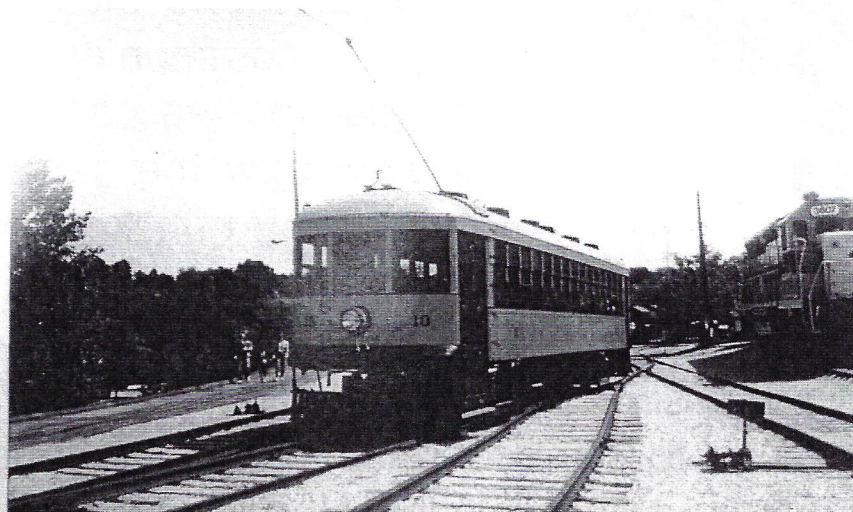


# AROUND THE LOOP

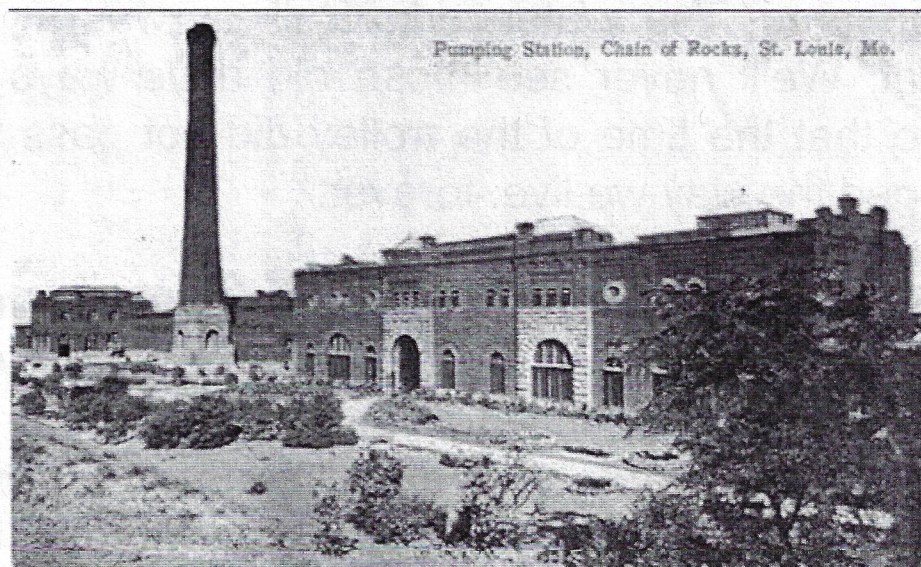
A publication of the Museum of Transportation Trolley Volunteers.

Vol. 2. – No. 2. May 2017

## *St. Louis Water Works Trolley Car #10*



First run at M.O.T. ~ May 21, 2001



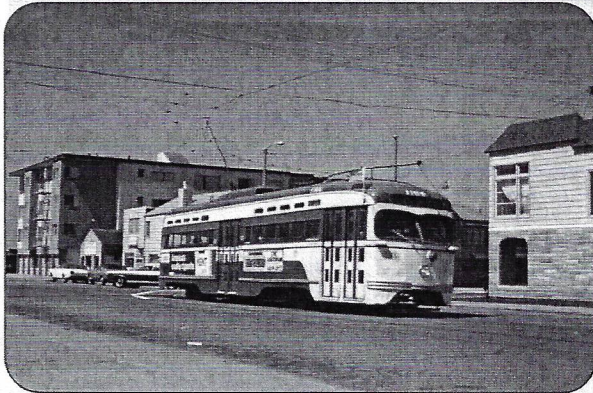
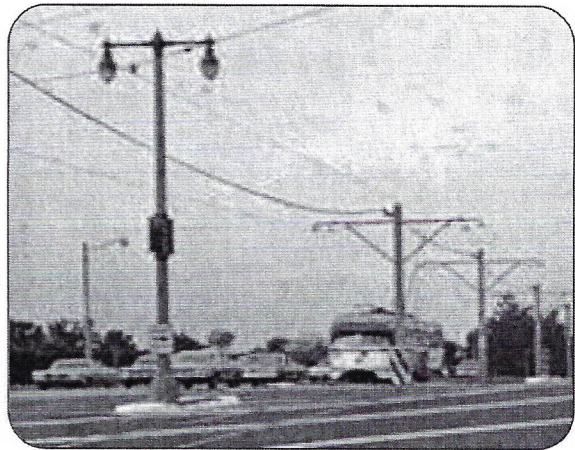
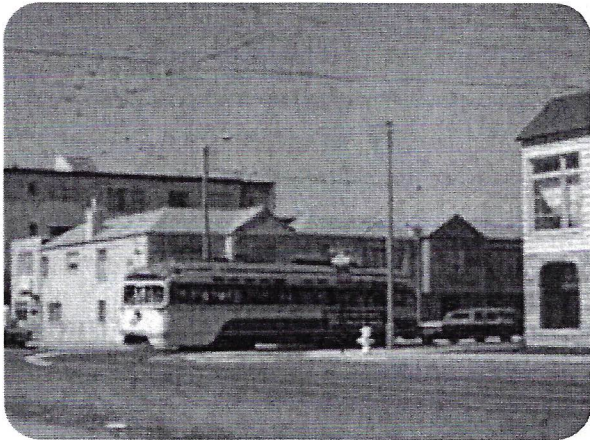
*Why volunteer? I think what follows is a very appropriate response to that question and this is, especially the last paragraph what I tell our passengers. (Excerpted from Bill Cordes book on the Water Works Railway.)*



Turn of the 20<sup>th</sup> century motormen conductors provided a vital service under very different circumstances. Trolleys and their crews were part of a community network. People relied on the car and its crew. The crew saw the same people day in and day out, knew them by name, might even wait a bit if an expected regular was running late. They did all sorts of favors, from delivering messages to picking up medicine for ailing rider. People came to think of the crew as extended family and everyone looked out for each other and each other's children. Little old ladies would bring the crew brownies or other goodies from their picnic baskets on the way to the park.

A way of life passed from us when streetcars disappeared. The Waterworks Railway was an important part of that. We'll never see those old days again, but be aware that the time of the trolley did not pass from us until it changed the way we live, forever.

**Today, the Museum provides a very important and valuable service, helping to educate people, especially our young generation learn about the way things once were. For example, many have never been on a streetcar before. Most only vaguely understand how integral to life trolleys were at one time.**



The photographs shown here are of Municipal Railway of San Francisco (MUNI) PCC Car #1164. Which was returned to its original number of #1743 and SLPSC paint scheme during its 10 year restoration process at M.O.T.

*Photo credit and courtesy of M.T.T.V. member Steven Siegerist, photographer. Used by permission.*



**Pumpers & Pistons-**

**Saturday, May 20<sup>th</sup>, 2017 10:00A.M. - 3:00 P.M.**

Sponsored by -

*Gateway Fire Historical Society*

*American Truck Historical Society*

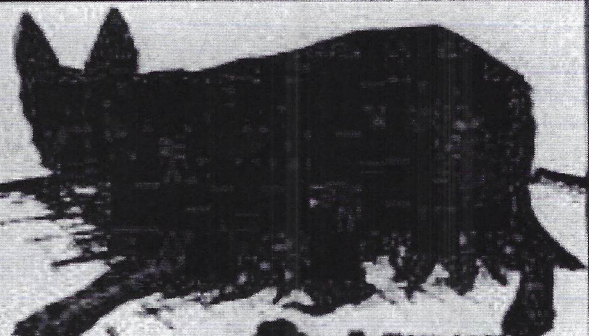
**Armed Forces Day – Free Museum Admission –  
Active Duty Military, Veteran’s and Families.**



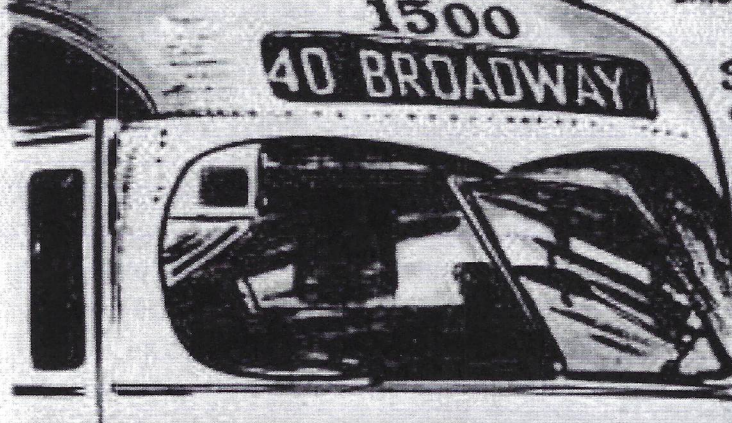
**With Honor & Gratitude  
We Remember**

# ST. LOUIS ODDITIES

**RAIL CACTUS**  
 Mrs. Brown's Cactus has  
 a long history in  
 St. Louis.  
 It is a very  
 interesting  
 specimen.

**Radishes**  
 growing  
 through  
 a door key  
 - E.P. Gilmore  
 274 Locust  
 Street



**St. Louis**  
 and  
**Chicago**  
 each  
 has a  
**California**  
 Avenue  
 WEST

**TAIL-LESS**  
 German Shepherd  
 born in a litter of 10  
 at Van-Haven Kennels  
 on Hamrich Road  
 in North St. Louis County

**THREE-LEAF CLOVER**  
 is growing from  
 the rear of  
 a Clayton  
 Truck


St. Louis  
 225 N. Hamilton  
 Chicago, Ill.  
 and Mrs. Florence  
 Lewis  
 226 S. Parkway  
 St. Louis

Photo  
 by Dickler  
 227 W. Market  
 Overland



ONE DOLLAR FOR EACH  
 ODDITY USED—SEND THEM TO  
 THE EVERYDAY MAGAZINE  
 ST. LOUIS POST-DISPATCH

**A Clover Blossom Chain**  
**134 FEET LONG**  
 was mailed  
 in by  
 Sylvie Rongey  
 and Theresé Ray,  
 823 Wachtel Ave.  
 Lemay, S. St. Mo.



**IT'S THE LAW**

**St. Louis Ordinance 2252**  
**ORDERS STREET CAR COMPANIES**  
**TO SPRINKLE THAT PORTION OF THE STREETS**  
**USED BY THEIR CARS, BEFORE AND AFTER**  
**EVERY DAY OF THE YEAR — EXCEPT, OF COURSE,**  
**IN WET WEATHER OR FREEZING TEMPERATURE.**

— GORDON

## **THE PEOPLE'S RAILROAD COMPANY.**

This is a cable railway and began operations on April 20, 1890, and little or no change has been made in the line since that time. The electric lines of other companies have cut into the territory at each end and paralleled the line in so many places that traffic has been seriously interfered with. The line is quite crooked, having twenty-four curves.

## **STREET CONSTRUCTION.**

The rails on the Broadway cable line, which have now been in service five years, show but little sign of wear, although it has been necessary to repair most of the joints several times. Some of the joints, however, have never been adjusted since the road was constructed. Considerable trouble was experienced last winter by the closing up of the slot on some portions of this system, from the excessive frost pressure. The trouble, however, was nearly all on one track, for which there is no reasonable explanation, except that an inferior yoke was probably employed on certain sections. This, doubtless, has broken, and so allows the slot to close. The closure at no place was for a very great length, but the trouble occurred at frequent intervals along the line, occasioning considerable delay in the operations.

## **THE MISSOURI RAILROAD COMPANY.**

The tracks for the Olive Street cable line were laid with sixty-eight pound girder, and on this line there have been a great many low joints. By comparing rails recently removed with a new section it is observed that about one-eighth of an inch has been worn from the tread and the shoulder, and that the tram or flange has been depressed by the weight of vehicle traffic about one-eighth of an inch.

Recently the joints have received a thorough overhauling, and the fishplates, which had become worn at one end in the direction of travel, have been changed to the rails on the opposite track and reversed, so that it is expected they will give additional wear. It is found that the chafing of the rails tends to wear into the top of the yoke and also into the rail, so that metal shims of different thicknesses have been added from time to time. In recent repairs a shim one-eighth of an inch thick has been employed.

For a considerable distance on the city end of the cable line, cast iron joint boxes were installed some years since. They are about two feet long and eight inches in width, and were designed to give access to the joint bolts, without removing the pavement. In practice, however, it is found necessary to remove the paving on the inside of the rail, and as the boxes are quite narrow, the object sought has not been realized. However, they provide a rest for the ends of the rail, in addition to the yoke, and help to keep the rail in position.

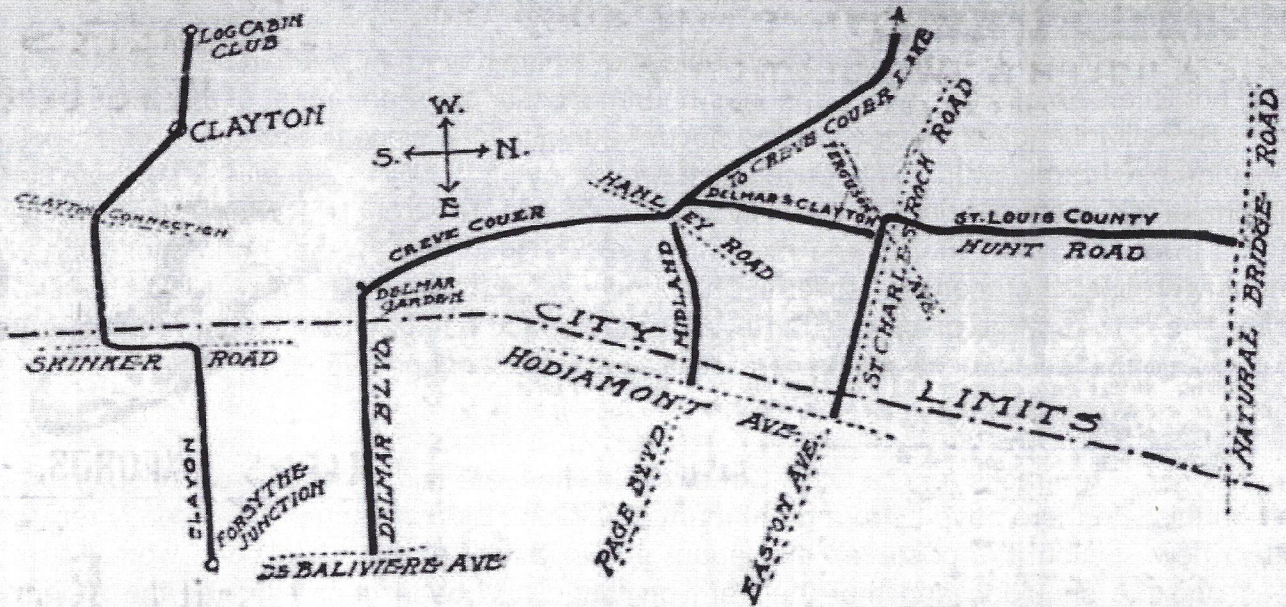
The brick buildings provide for the housing of the cars of the Missouri Railroad Company's system. That for the cable line is close to the power house; that for the electric cars occupies half a block, and in connection with it are the principal offices and storerooms. Repair shops are run in connection with both stations. The leading in track is laid diagonally across the floor of the house, so that cars can be placed by each motorman on any of the storage tracks, without the use of a turntable, the double tongue or puzzle switch being employed to lead off from the diagonal track in both directions.

# STREET CAR LINES OF ST. LOUIS

Where They Will Carry You.  
Where You May Transfer, Dis-  
tance, Time and Owl Cars.

## NO. 13.— THE COUNTY LINES

(Copyright 1901 by the Pulitzer Publishing Co.)



### Midland.

The Midland line runs from the Suburban tracks and Page boulevard to the connection with the Creve Coeur Lake line. The length of the road is  $2\frac{1}{2}$  miles and the running time 15 minutes.

Cars leave Page and the Suburban from 6 a. m. till 7:30 p. m. at intervals of 30 minutes.

Cars leave Hanley road, the connection point with the Creve Coeur Lake line, from 6:15 a. m. till 7:45 p. m. at intervals of 30 minutes.

### Creve Coeur.

Cars on the Creve Coeur Lake line run from Delmar and De Baliviere past Delmar Garden to Creve Coeur Lake. The length of the line is  $1\frac{1}{2}$  miles and the running time is 45 minutes. This is strictly a county line and the fare charged is 15 cents.

Cars leave Delmar and De Baliviere from 5 a. m. till 11:30 p. m. at intervals of 45 minutes. Cars leave Creve Coeur Lake at intervals of 45 minutes from 6:45 till 12:15 a. m.

### St. Louis County.

The St. Louis County line runs from Easton and Hodiamont avenues to Hunt avenue and Natural Bridge road, a distance of  $2\frac{1}{4}$  miles. The running time is 15 minutes.

Cars leave Easton and Hodiamont from 6:30 a. m. till 6:30 p. m. at intervals of 30 minutes. Cars leave Natural Bridge from 6:25 a. m. till 6:45 p. m. at intervals of 30 minutes.

### Delmar and Clayton.

The Delmar and Clayton avenue road runs from Delmar and De Baliviere to St.

Charles Rock road and Ferguson avenue, a distance of one and three-quarters miles. The running time is 15 minutes.

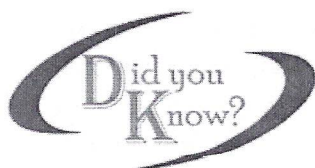
Cars leave Delmar and De Baliviere from 5:45 a. m. till 11:45 p. m. at intervals of 30 minutes. Cars leave St. Charles Rock road and Ferguson avenue from 6 a. m. till 12 p. m. at intervals of 30 minutes.

### Clayton.

Cars on the Clayton line run from Forsythe Junction to Clayton. The length of the line is six miles, and the running time 30 minutes.

Cars leave Forsythe Junction from 5:40 till 8 p. m. at 20-minute intervals, and from 8 till 11:30 at 30-minute intervals.

Cars leave the Log Cabin Club by way of Clayton for Forsythe Junction from 6:10 till 8:30 p. m., at 20-minute intervals, and from 8:30 till 12 p. m., at 30-minute intervals.



Public transportation did not impact most Americans until the arrival of the electric streetcar in 1888. Streetcars developed rapidly after its introduction. By World War I there were few towns of more than 10,000 population without a streetcar system. Prior to 1920, streetcar use increased steadily, stimulated by three major influences:

- rising incomes,
- lower real fares, and
- rapid urban population growth.

These positive influences overcame the negative effect that increased auto use had on streetcar ridership.