



# AROUND THE LOOP

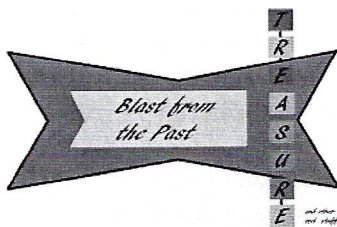


A Publication of the Museum of Transportation Trolley Volunteers

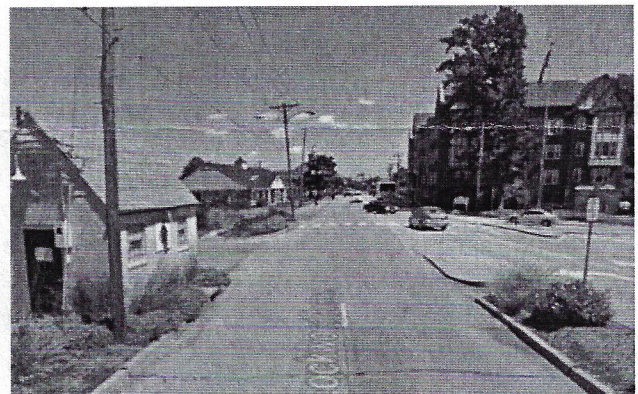
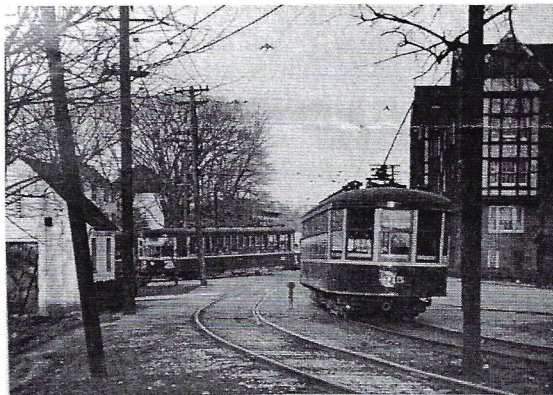
Volume 2 – Number 4 – July 2017

## Museum Events for July 2017

**DONUTS & DETAILS** – Casual drop in event held on the 1<sup>st</sup> Thursday and 3<sup>rd</sup> Saturday of each month and all are welcome to attend and share any announcements. 8:30 am – 9:30 am Mezzanine – Automobile Building.



This eastbound streetcar on the Manchester Line is entering Webster Groves in late 1948. Travelling on West Lockwood from Kirkwood, the car is passing the Rock Hill Loop at Rock Hill Road and Lockwood. Several former streetcar loops on the Manchester Line, including this one are still in use today. Below is a recent google maps image of the same spot. Even that little shack on the left has survived! - *Photo courtesy of Andrew D. Young.*

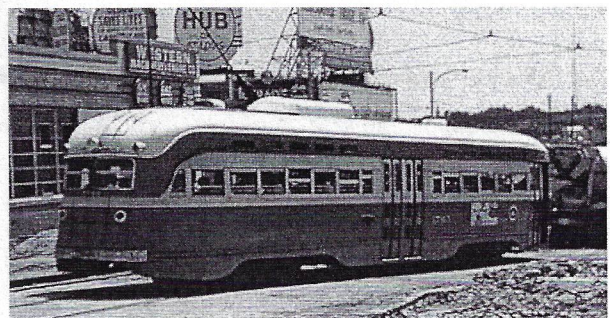


### ACCOUNT OF THE BROADWAY STREETCAR LINE CLOSURE.

**P.S. Co. Pleads for Busses on Broadway Line - By Boyd F.F. Carrol**  
Jefferson City correspondent  
of the Post-Dispatch.

**Requests Authority to Abandon Streetcars When Expressway Construction Begins**

Jefferson City, July 3--- St. Louis Public Service Co. requests authority from the Missouri Public Service Commission late yesterday to substitute bus for streetcar service on its entire Broadway line, known as Route 40. The commission ordered a public hearing here on July 13. In a petition, the company asked the commission to authorize abandonment



*St. Louis Public Service Company PCC streetcar #1743 on the Grand Avenue Shoe-Fly.*



of the car line and substitution of bus service when, as, and if construction on the Mark Twain Expressway begins at its intersection with Broadway. The proposed streetcar line abandonment, attributed to extensive plans of the city and state for widening of Broadway, grade separations and expressway connections, requiring car line relocations, would apply to the entire route from Catalan Street in South St. Louis to Grape Avenue on the north. Proposed changes the company would have to make to conform to the street improvements would cost the transit company about \$1000,000 it was said. John C. Baine, recently conferred with the commission and with city officials concerning the proposed change from streetcars to busses on the long Broadway route. *Source: St. Louis Globe Democrat, July 3, 1956*



#### **State Group Considers Bus Plan for Broadway**

Jefferson City, MO., July 13---Application of the St Louis Public Service Company for permission to substitute busses for streetcars on the 14 ½ mile Broadway line was taken under advisement by the Public service Commission today. No opposition to the proposed substitution was offered at a hearing before the commission. Associate City Counselor Forrest G Ferris Jr. told the Commission the City of St. Louis was in accordance with the company's plans to abandon its present rail service in favor of bus operations. - *Source: St. Louis Globe Democrat July 14, 1956*

#### **Few Mourners on Hand as Broadway Streetcar Completes its Final Run**

Motorman Maurice Fortner turned streetcar Number 1768 into the car barn at Broadway and Montana Street shortly before 2 a.m. yesterday and thus ended the era of the Broadway streetcar. With the exception of a few sentimentalists who wanted the opportunity to ride on the last streetcar to trundle along Broadway, the ride was an average one. The car left its starting point, Broadway and Grape Avenue, at 12:34 a.m. on schedule. Just 62 minutes later it came to the line's end at Broadway and Catalan, slightly more than 14 miles away. Although they recognized that progress must come and that busses will replace streetcars, they weren't happy about the change. They said that streetcars would be safer when Broadway turns icy in winter and there is more jostling and shoving on a bus. But beneath their complaints there seems to run a feeling of reluctance to part with a way of life they had been dependent upon for years. At 1:15 a.m. the southbound streetcar passed the northbound Broadway bus number 40 at Broadway and Marine Avenue. This bus was the first one to operate on the Broadway Line. There was not even a silent salute as the streetcar which has held sway on Broadway since 1859 was passed by its successor. *Source: St. Louis Globe Democrat August 21, 1956*



Have a happy and safe 4<sup>th</sup> of July. If you have travel plans this holiday have a safe and enjoyable trip.

#### **Father's Day Car Boarding's:**

This past Father's Day, June 18, 2017 412 guests were given passage aboard CTA Car #44. Rocky and I ran 44 at car capacity for almost the entire day. Many thanks are due the MTTV Maintenance Crew for their diligent efforts in keeping #44 operational (as well as the rest of the MTTV fleet.) Special thanks are due MTTV Member Walter Henkel for manning the Robert's Pavilion Boarding Platform. His assistance with this task helped to make for smooth operation.

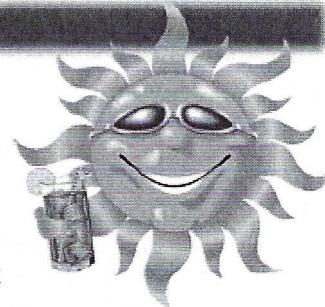
**Summer Hiatus:**

As of this date, (6.19.17) there are no car shows scheduled until September.



**Stay Safe While Working In The Heat**

Summer is once more upon us and along with it high temperatures. When a person works in a hot environment, the body must get rid of excess heat to maintain a stable internal temperature. It does this mainly through circulating blood to the skin and through sweating. When the air temperature is close to or warmer than normal body temperature, cooling of the body becomes more difficult. If the body cannot get rid of excess heat, it will store it. When this happens, the body's core temperature rises and the heart rate increases. Body temperature can rise to dangerous levels if you don't drink enough water and rest in the shade. You can suffer from heat exhaustion or heat stroke.



**To prevent heat related illness and fatalities:**

- Drink water every 15 minutes, even if you are not thirsty.
- Rest in the shade to cool down.
- Wear a hat and light-colored clothing.
- Keep an eye on fellow workers.
- "Easy does it" on your first days of work in the heat. You need to get used to it.



This is the emblem of the St. Louis Public Service Company. It appears on street cars and buses, on buildings, on stationery and on operators' badges. The emblem has been incorporated into the design of pins awarded to Public Service men and women with ten years or more of service. The design is considered more than a trade mark. It is a pledge of safety, courtesy, service to our customers, the people of Greater St. Louis.

**The Presidents' Conference Committee Car**

**From a Vision to a Reality**

Transport achievement now delivers an entirely new mass transportation vehicle. It is the Presidents' Conference Committee Car...the P. C. C. Car...a practical reality.

In 1930, the Electric Railway industry, desperately moved to revitalize its use of city streets. Transport by rail launched the Electric Railway Presidents' Conference

Committee upon a comprehensive program of car and equipment research and experimentation.



This contemplated a scientific analysis of all functions and details of design and construction for the car body, trucks, and ail motive and accessory equipment. Numerous test units and sample cars were built and scientifically checked...progressively...to develop a vehicle in which the various elements were coordinated as to function and assembly, with full consideration of space, weight and cost.

All under the urge for pleasing features of operation and appearance which, in turn, govern "Passenger Appeal". New type motors, controls, lighting, ventilating, door operating equipment, trucks, springs and numerous other innovations were developed, all of which consumed time and required talent, patience and tenacity of purpose.

As a result of these years of work, study, and close co-operation between the Committee, its picked Staff, and the representatives of operating companies and manufacturers, a laboratory car wars evolved, embodying among its numerous features modern styling, passenger appeal, absence of noise, smoothness, and performance characteristics for surpassing those ever deemed possible to incorporate in an electric railway unit.

The St. Louis Car Company is grateful to be chosen to build and make this car a reality.to be the "Perfecting Ground" for it . . . to make it available to the Electric Railway Industry on a practical, attractively priced, production basis. Brooklyn paved the way by ordering the first 100 P. C. C. Cars, and other prominent properties have followed by ordering their P.C.C. cars from St. Louis. Besides the first Brooklyn 100, Baltimore has ordered 27, Chicago 83, Pittsburgh 101, San Diego 25 and Los Angeles 60.

The Presidents' Conference Committee Staff, the Mechanical and Executive Departments of the operators and equipment manufacturers co-operated genuinely with us in this development to accommodate and perfect the many advanced features of this car without sacrificing its marvelous performance characteristics.

But all of this did not "just happen". Every detail of P. C. C. progress from the selection of personnel, engineering talent, participating manufacturers, and most important...the car builder...were a matter of careful and deliberate consideration. The St. Louis Car Company, having a well known record for successful pioneering, was chosen and was prepared with ample experienced and proven engineering talent and production facilities to develop and to utilize modern methods and materials in building equipment of this advanced design.

The P. C. C. Car is not just another street car. It is such a pronounced departure from the ordinary street car that, except for the fact that it obtains its power from a trolley wire and operates on tracks, there is very little in common between it and the older type cars.

The ducts for heating on ventilating, the ducts for the cables, rods and pipes, the protection of the electrical and other equipment, the arrangements for clean air for the motors, the provision for the efficient on modernistic "Blinker" doors and many other features are all part of the car structure...not separate parts hung on to the body but built into and forming an integral part of the structure.

The simplification in the arrangement on grouping of all of the levers and switches utilized by the operator, the provision in the structure for non-glare lighting, the practical development of the shops and construction to provide the sleek graceful exterior on interior contours ore some of the additional features which place this car in a class by itself.

Our undertaking hos been to build a combination of the many advanced features into a structure, the assembly of which is radically different that it is revolutionary. We process and build this modern streamlined car in a modern way...in unit assemblies and on a progressive production line. Bolsters, sides, ends, coble and rod housings, etc., are assembled as units and a specific amount of work is accomplished at each of the various stations along the production line, with a present capacity of four cars per day exclusive of facilities for production of Trolley Buses and steam railroad equipment. Of course, the preparatory arrangements on facilities for such on improved and elaborate plan of car building required time, planning and expenditures. The special dies and tools for manufacturing the many contoured ports together with the special elaborate welding equipment and precision machinery necessitated heavy investment. **Con't next month.**