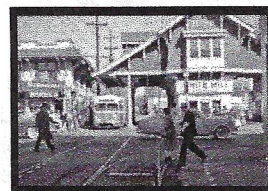


Around the Loop

A publication of the Museum of Transportation Trolley Volunteers
Volume 3 – Number 1 - JANUARY 2018

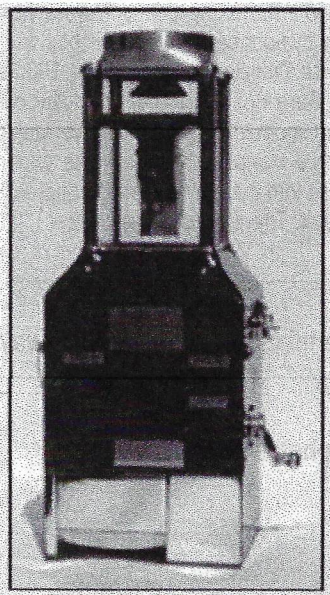


**Happy
New Year!**

*Wishing all Museum of Transportation
Trolley Volunteers and their families a
very Happy and prosperous New Year!*

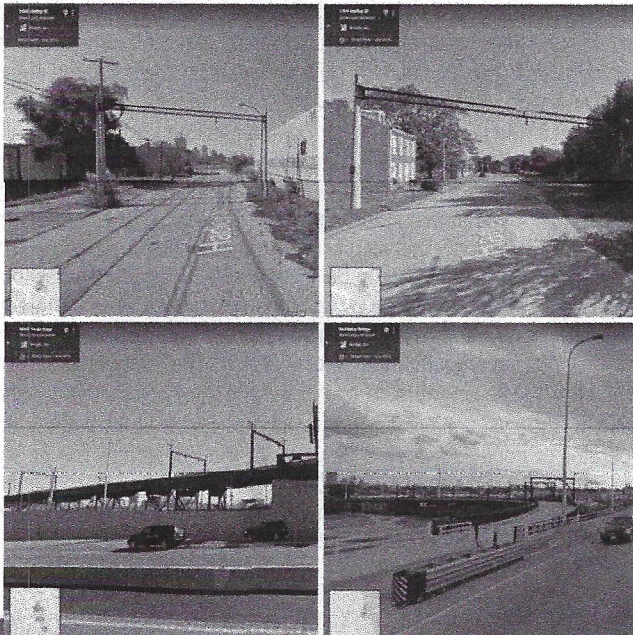
M.T.T.V. ANNUAL CONCLAVE SET FOR SATURDAY, JANUARY 6, 2018 AT 1:00 PM ON THE MEZZANINE LEVEL OF THE LINDBERGH AUTO BUILDING.

THE JOHNSON FARE BOX COMPANY - If you rode trolleys, street cars or buses from the early teens until the late 1960s there is a better than average chance that the token, nickel or dime or in later years the quarter that you used to pay your fare was dropped into a Johnson or Cleveland fare box. These venerable and well made boxes were found on a large percentage of transit systems large and small in the United States. The name Johnson Fare box came from its founder Tom Loftin Johnson (1854-1911). He was a businessman, U.S. representative, mayor; born near Georgetown, Kentucky. Moving about the south during the Civil War, he had little formal education. Settling in Louisville, Kentucky, he worked for the street railroad owned by members of the du Pont family, and gained their respect when he invented the first fare box for coins in 1880. In May 1888 he affiliated himself with the Saint Louis Car Company. You could buy a streetcar from them, and it came equipped with a fare box -- ready to go! After his death, the company continued as the Johnson Fare box Company. In these early years fare boxes were not that widely used. Most of the early streetcars were set up in a way that the conductor would walk around the car and hand collect the fares and ring them up on an overhead fare register. This register was mounted on one of the bulkheads near the ceiling. This system worked fine but did lead to one potential problem for the transit companies and that was "knocking down". This came about when not all of the fares were rung up as they were collected. Many of the streetcar companies hired spotters to watch the conductors to see that all collected fares were rung up instead of one for me and one for you. In the early part of the century a type of car known as a PAYE (pay as you enter) or pay as you pass the conductor became standard on many streetcar properties and the use of a fare box became more practical. This also kept everybody honest. In 1909, 1912 and 1914 Tom L. Johnson was granted patents to build and refine a registering fare box.



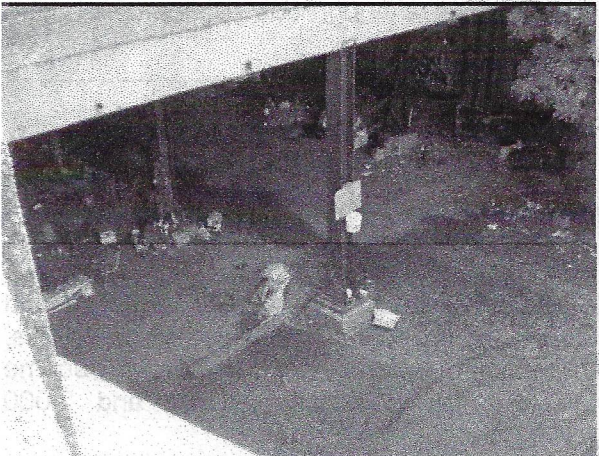
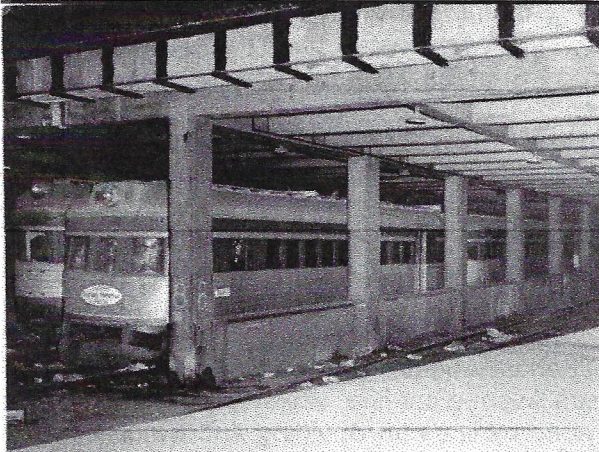
This fare box was to evolve into the Type D that was the main stay of the Johnson Fare Box Company for many years. The early models had a larger body but the same registering mechanism. Shortly thereafter the standard Type D design size as we know it came into being. This basic design continued with some minor modifications until after World War II. The early models were manual "crankers," where by the operator or conductor cranked a handle on the side to run the money through the counting mechanism. Then he or she took the change out of the bottom. The cyclometers on the faceplate registered the money that passed through. At the beginning of the run or shift the operator or conductor took a reading. At the end of the run or shift another reading was taken and he or she was responsible to turn in the amount of money that was registered. These counting mechanisms were very well made and accurate, and there was very little chance for error. In the 1930s when one-person crews were coming into being, an electric version of the D box was developed. This model had a 12volt motor attached to the bottom of

the main housing by means of a belt connecting two pulleys. The electric motor did the work of cranking the box. Many of the earlier D boxes were motorized as Johnson sold a kit to do this. The motorized boxes were taller than the manual ones. In the early years Johnson made another model, the J box. This model was not as widely used as was the D. It was more common on small systems that had a single coin fare. The J was slow to load since it took one coin at a time and was not practical on a big city system that had heavy patronage. The D boxes could take multiple coins at the same time, which made for faster loading at stops. Both types of boxes were factory set to take any type and size of coin or token as specified by the transit company ordering them. The J box only came as an electric model. The largest coin that these two models could take was a quarter. As the fares went up, many of the earlier boxes that did not take quarters were modified. Sometime before World War II, the Johnson Fare Box Company acquired the Cleveland Fare Box Company. This company only made manual dump boxes where the money went into a vault. The name Cleveland Fare Box was retained for that model, but had Johnson Fare Box Company name added to the oval builder's plate attached to the front of the box. Cleveland had a very good design and Johnson did little to modify it. The final version of the Cleveland, the type 5, had no builder name anywhere on the body but could still be recognized as a Cleveland. These boxes took any size coin but were not suitable for paper money unless it was folded twice. The paper dollars would open up and hang up in the chute in the tower. These boxes are still in use on some systems. Many have had the baffle chutes removed in the tower to allow paper money to go through more easily. In the late 1940s, the D and J models dropped out of production and were replaced by a more streamlined model. The K box came into being with its stainless steel body and re-designed tower. The earlier Ks sat on a pedestal and the later versions had a two piece body that extended all the way to the floor. The counting mechanism on the Ks was identical to the Ds except a clutch was added to the main shaft in place of the lead sheer pin. A short time later the K50 model was offered which designated that it took half-dollars. The K25 only took up to a quarter. The very late K50s even took the Susan B. Anthony Dollar coin. The K boxes were available either as a model where money could be retrieved after it was registered, or as a vault box. Systems that used K vault boxes as well as Cleveland's issued their operators a change fund. The one big thing that finished off the D boxes was the movement in the late 1960's where street car and bus operators carried no change. This was done to curb the rash of robberies of transit personnel. When this policy was put into effect, transit systems were required to have fare boxes with vaults. In 1970 when Los Angeles went to an exact fare policy, all D boxes were withdrawn from service. This was the most recent use of the long time flagship D boxes that I know of by a major transit system, in their original form. Omaha, however, added lockable vaults, allowing continued use of the D boxes well into the 1970's. In the mid 1960's the name Johnson Fare Box Company disappeared from the scene when the company was absorbed by Keene. The new owners continued the K box line, and now they were called Keene Boxes. The Cleveland line was also retained but, retained its Cleveland name. In the 1980's Keene was absorbed by General Fare Industries (GFI), who also later took over the Duncan Fare Box line to get the dollar bill track design. GFI continued the K and Cleveland line until they came out with their current model. Currently the two major builders of fare boxes are: GFI and Cubic. These state of the art boxes come equipped with a computer and can take paper money, tickets and any size coins and tokens. They are equipped to receive any kind of data fed into them by the transit operator collecting the fare. This data is extracted when the box is opened electronically to empty the vault. There are still two other builders, Diamond and Main, who produce manual dump boxes.



Former Illinois Terminal Railroad right-of-way at McKinley Bridge.

More ITR traction photos on the next page.



Railroads and Transit

The Terminal Railroad began to acquire right-of-way for its northwestern belt line in 1892, with the laying of track completed at about the turn of the century. In addition to the above mentioned industries, this railroad line has been responsible for industrial development along its entire route from the Hall Street area to the western City limits.

Wellstones' shopping district and, to a lesser extent the entire Arlington Area, owe their development to public transit. Earliest transit service on St. Charles Road was a horse car line operated by the Citizen's Railway Company in the late 1870's. It was an extension of the line which ran on Franklin Avenue from the downtown district to Grand and Easton. A prime attraction for riders on the St. Charles Road line were two picnic grounds, Rinkels' and Offenstein's Groves. The former was located near Goodfellow Avenue and the latter one at Hamilton. During the 1880's, the horse car line's eastern terminus was at Kingshighway, where it met a new extension of the cable car line.

About the mid-nineties the line was electrified and was known as the "White Line" branch of the Citizen's Railway, because its cars and trolley line posts were painted white. This line, along with most of the others in St. Louis, was consolidated into a City wide system in 1899, known as the United Railways Company. As mentioned previously, the Hodiament car line began as the West End Narrow Gauge Railway. This line was sold in 1884 to an Indianapolis syndicate and a few years later was reorganized as the St. Louis and Suburban Railroad. In 1891 it was electrified, standard gauge track was installed and a new amusement park was opened on the company's line. Known as Suburban Garden, it was located on the Hodiament line at Lotus Avenue, north of Wellston.

It was a common transit business practice to operate summer gardens as a traffic generator for the car lines, as was also done at Creve Coeur Lake and Meramec Highlands. In addition to picnic grounds and amusement thrill rides, Suburban Garden also presented dancing and light opera performances. Although the Suburban Railroad Company was absorbed by the United Railways in 1907, the garden continued to operate until the early twenties, when it fell victim to competition from the automobile, radio, and the Municipal Opera. Also running through Wellston were the Suburban's Kirkwood Ferguson line, the United Railways's Wellston and City Limits lines and the Missouri Electric line to St. Charles. Another line started by the Suburban Company to serve the Arlington area was the Union Avenue car line, which ran south to Forest Park. Streetcar service to the area was also provided by lines on Spalding and Natural Bridge

Avenues and by the Cass line on St. Louis Avenue.

Most of these lines were motorized with buses in the 1950's, although bus service was begun on Kingshighway by the People's Motorbus Company in 1923.

Trolley Park

In the United States and Canada, trolley parks, which started in the 19th century, were picnic and recreation areas along or at the ends of streetcar lines in most of the larger cities. These were precursors to amusement parks. These trolley parks were created by the streetcar companies to give people a reason to use their services on weekends. These parks originally consisted of picnic groves and pavilions, and often held events such as dances, concerts and fireworks. Many eventually added features such as swimming pools, carousels, Ferris wheels, roller coasters, sports fields, boats rides, restaurants and other resort facilities to become amusement parks. Various sources report the existence of between 1,500 and 2,000 amusement parks in the United States by 1919.

Two such locations was Coney Island in Brooklyn, New York and Sunnyside Park in Toronto Ontario Canada where streetcar lines brought pleasure seekers to the beach.

Trolley Parks Decline

By the early 20th century, there were hundreds of amusement parks, many of them starting as trolley parks, in operation around the USA. Every major city boasted one or more parks, often based on (or named) Coney Island, Luna Park, Dreamland. This began the era of the "golden age" of amusement parks that reigned until the late 1920s. This was an era when the number of hours worked was reduced, while the amount of disposable income was rising. The amusement parks reflected the mechanization and efficiency of industrialization while serving as source of fantasy and escape from real life.

With the increasing number of automobiles in use, urban trolley parks gradually declined due to lack of parking and changing demographics in the urban areas. Although the automobile provided people with more options for satisfying their entertainment needs, amusement parks that were accessible by car continued to be successful and new parks were developed. It was urban trolley parks that saw declining attendance. By the end of the 1920s, amusement parks were to suffer steep declines for various reasons, particularly the Great Depression

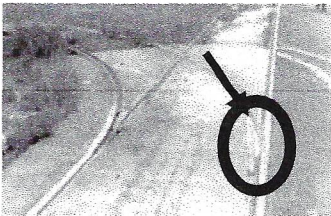
Corrections:



Original caption: St. Louis Car Company Switcher.
Possible correction: Originally an ITR Class B Freight Motor possibly sold to SLCC at some point in time.

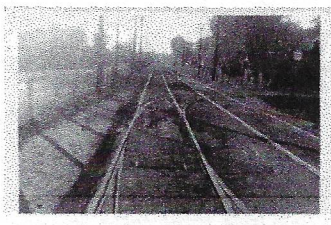


Original caption: 12th Street Tunnel portal.
Correction from Walter Henkel: Franklin Avenue portal.



Caption: Moveable switch point in circle.
Correction: Circle should be on the left side which is the moveable point. Also, this was the beginning of the Wellston Loop 4th & Franklin. From Walter Henkel and Steve Siegerist Steve also added: "The switch in the foreground is electrically operated by the motorman on the streetcar. Under the large rectangular plate between the rails is a solenoid that moves the switch point to the left (travel direction) or straight depending on actions by the motorman when the trolley pole crossed the electric switch control on the wire just before

the car arrived at the switch..



University Line looking west./ The tracks going off to the right went downtown.

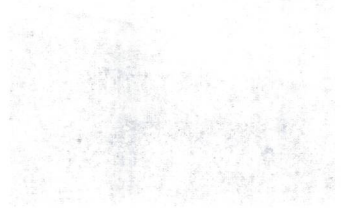
(Editor's note: This is just one of the many things that I love about this group and that is the sharing of knowledge. Comments send to the Newsletter are appreciated and so are the people sending them.)

Also, I received this from David Huelsing of the St. Louis Chapter NRHS – if anyone is interested in sponsoring a young person for rail camp, please let him know. You can contact him on Messenger or facebook.

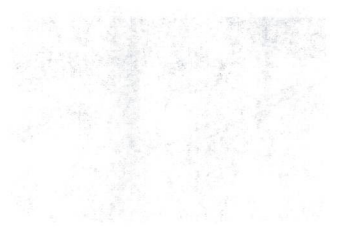
Don't forget that the shop crew needs some extra hands to help with current projects. Thursday and Saturday mornings.

DISTRACTED DRIVING/OPERATING CAN ALSO BE APPLIED TO STREETCAR OPERATION.

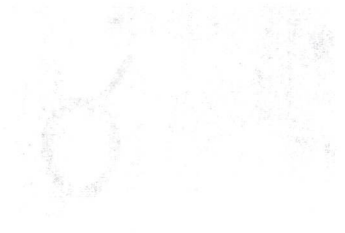
The first of these is the fact that the
theoretical framework of the model is
based on the assumption that the
economy is in a steady state.



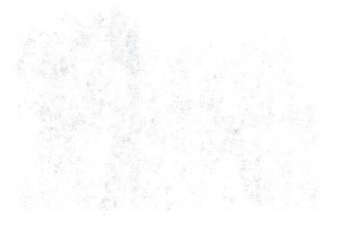
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that the economy is in a steady state.



The third of these is the fact that
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