

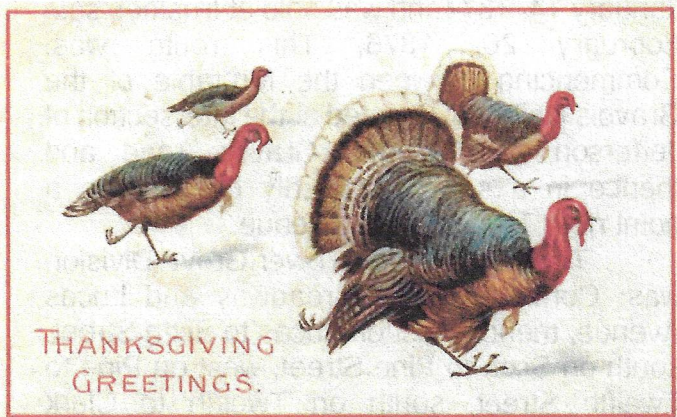


AROUND THE LOOP

A Publication of the National Museum of Transportation
November 2018
Trolley Volunteers

SPECIAL RUNS ANNOUNCED!

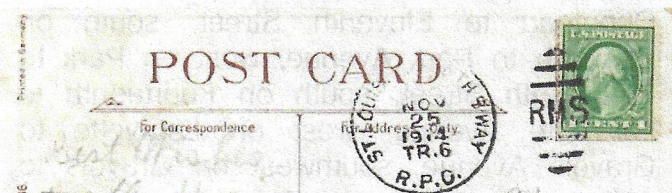
Weather Permitting
November 23rd and Nov. 24th
From 10:00 am until 2:00 pm
3 Operators Requested Per Shift
Watch for Cal's Update To Sign Up!



*November 25, 1914 on board
the Broadway Streetcar RPO.*

DATES IN NOVEMBER

- 1st – All Saints.
- 2nd – All Souls.
- 4th – Daylight Savings Time ends.
- 11th – Veterans day.
- 22nd – Thanksgiving.



Thursday, November 22nd.

*This year's Thanksgiving
greetings have a historical
background.*

*The postcard shown above is 104
years old and was cancelled on*



Sunday, November 11, 2018.

The Horse Car Era – Part 5

The Bellefontaine Line began as the Bellefontaine Railway Company, which was incorporated February 8, 1854. The road was sold under foreclosure November 27, 1876 to the Benton-Bellefontaine Railway Company,

which was organized November 16, 1876. In 1890, the road was bought by James Campbell and July 7, 1893 was sold to the Union Depot Company. Eventually the Bellefontaine became the second largest division in the United Railways System, forming a great arc fifteen miles long. This division commenced at the loop, Third Street and Washington Avenue to Tenth Street, north on Tenth to Brooklyn Street, northwest on Tenth to Hebert Street, west on Hebert to Thirteenth Street, north on Thirteenth to Eleventh Street, northwest on Eleventh to Penrose, southwest on Penrose to Twentieth Street, northwest on Twentieth to Grand Avenue at the water tower, southwest on Grand to Florissant and northwest on Florissant to Calvary Cemetery.

The Mound City started out as the Northwestern Railway. There was a rush of street railroad building in St. Louis just before the Civil War. During the war these enterprises were not active. But was alone could discourage the dealing in transit problems of St. Louis. Panics cut little figure with the calculations of promoters. In the winter of 1874, when the financial troubles of 1873 were still fresh in the public mind, adventurous spirits projected the Northwestern, which was built to the northwestern part of the city, with William F. Wernse its first president. In a short time the road was in the hands of the receiver. Affairs were straightened out by James Campbell and the road was reorganized as the Northwestern St. Louis Railroad Company. In the summer of 1876 the Mound City Company was organized and authorized to acquire the franchise and property, which included 74 horses, 5 Concord and Hotel Coaches, 14 bobtailed cars, one two horse car, one double deck car, two summer cars, one salt car and one car under construction. John Scullin became the first president of the Mound City. The route of the Mound City Street Railway Company was: Connecting at Fourth and Pine Streets, thence west on Pine to Ninth Street, north and northwest on Ninth to St. Louis Avenue, south and southwest on St. Louis to Elliott Avenue, north on Elliott to Sullivan Avenue, northwest on Sullivan to Bacon Street, northwest on Bacon to Natural Bridge Road and northwest on natural Bridge to the

Fair Grounds. The Mound City was acquired by the Union Depot Company along with Benton-Bellefontaine Railway July 7, 1893. The Grand Avenue Railway Company, which later became the Grand Avenue Division of the Union Depot Railroad System, was chartered April 18, 1892. The property was sold to the Union Depot Company during the winter of 1894 for \$300,000. The route began at Meramec Street and Virginia Avenue and ran west on Meramec to Grand Avenue, and north on Grand to the Water Tower.

The Tower Grove Railroad Company, which became the Tower Grove Division of the Union Depot Railroad System, was incorporated May 11, 1876. This company received a deed to the Grand Avenue Railroad Company (not to be confused with the Grand Avenue Railway Company) May 25, 1876. The Grand Avenue Railroad was incorporated January 14, 1874 and was sold at trustees sale February 26, 1876. This route was: Commencing between the turntable of the Gravois Railroad,, located at the intersection of Jefferson Avenue and Gravois road and thence in a southwestwardly direction to a point near Tower Grove Avenue.

The Route of the Tower Grove Division was: Commencing at Broadway and Lucas Avenue, thence west on Lucas to Sixth Street, south on Sixth to Pine Street, west on Pine to Twelfth Street, south on Twelfth to Clark Avenue, south to Chouteau Avenue, west on Chouteau to Eleventh Street, south on Eleventh to Park Avenue, west on Park to Fourteenth Street, south on Fourteenth to Lafayette Avenue, west on Lafayette to Gravois Avenue, southwest on Gravois to Arsenal Street, west on Arsenal to Woods , north on Woods to Old Manchester Road, northwest on Old Manchester Road to Columbia Avenue, and west on Columbia to Tamm Ave.

California Division of the Union Depot Railroad System:

Over the same tracks as described in the Tower Grove Division from Broadway and Lucas Avenue, to Twelfth Street and Clark Avenue, thence west on Clark to Eighteenth Street, south on Eighteenth to Papin, east on

Papin to Seventeenth Street, thence with private right-of-way to Chouteau Avenue and Gratton Street, south on Gratton to Lafayette, west on Lafayette to Eighteenth Street, south on Eighteenth to Geyer Avenue, west on Geyer to California Avenue, south on California to Meramec, west on Meramec to Virginia Avenue, south on Virginia and south on West Virginia Avenue to Wilmington road.

Cherokee Division of the Union Depot Railroad System

Over same tracks as described in the Tower Grove Division from Broadway and Lucas Avenue, to Eleventh Street and Park Avenue, thence east on Park to Ninth, south on Ninth to Russell Blvd., west on Russell to Twelfth, south on Twelfth to Sidney Street, west on Sidney Street to Lemp Avenue, south on Lemp to Cherokee Street, west on Cherokee to Gravois Avenue, and southwest on Gravois to Bamberger Avenue.

Prairie Avenue Division of the Union Railroad System

The route of this Division was: Commencing at Fourth and Pine Streets, thence west on Pine to Ninth Street, south on Ninth to Clark Avenue, west on Clark to Eighteenth, north on Eighteenth to Biddle, west on Biddle to Nineteenth, north on Nineteenth to North market Street, west on North Market to Twenty-second Street, north on Twenty-second to Hebert and west on Hebert to Prairie Avenue.

The Benton park Division of the Union Depot Railroad System began at Jefferson and Geyer Avenues and ran south on Jefferson to Arsenal Street.

The Lindell Railway Company, which took Washington Avenue for its main stem, was not one of the half dozen before-the-war enterprises. The incorporators obtained a franchise in 1864 and began construction late in the year but the road did not get fairly well into operation until the spring of 1867. Among the original incorporators were the most prominent citizens of St. Louis, most of them living in the western part of the city near the

line of the road. The presidents of the Lindell Company in succession were: John H. Maxon, Robert McCullough, J. H. Lightner and George D. Copen. The Lindell was late in starting but its management developed great enterprise in building extensions and branches. Territory claimed by other lines was invaded and completion became lively if not profitable. The Lindell became the anaconda of the local systems, and at its peak of development operated seven divisions. There were:

Delmar Avenue Division:

Commencing on the loop at Third Street and Washington Avenue, thence west on Washington with a double track to Garrison Avenue, south on Garrison with a single track to Lucas Avenue, west on Lucas to Compton Avenue with a double track, thence west on Lucas with a single track to Grand Avenue, north on Grand with a double track to Finney Avenue, west on Finney to Taylor Avenue, south on Taylor to Delmar Avenue, west on Delmar to DeBaliviere Avenue and thence with a single track to the Terminal Loop in Forest Park.

Page Avenue Division:

This division used the tracks of the route described in the Delmar Avenue Division from the loop at Third and Washington to Finney and Taylor Avenue. From this point it continued north with a double track on Taylor to Page Avenue, west on Page to Belt Avenue, south on Belt to Etzel Avenue, west on Etzel to Hamilton Avenue, north on Hamilton to Plymouth Avenue, east on Plymouth to Etzel and return to Hamilton.

Spaulding Avenue Division:

This division used the same tracks as the route described in the Delmar Avenue Division from the loop at Third and Washington to Taylor and Finney. From this point it used the same track as described in the Page Avenue Division to Page Avenue, thence north on Taylor to Cottage Avenue, west on Cottage to Spaulding Avenue, and west on Spaulding to Kings Highway.

Compton Hill every fifteen minutes. Before the two ends of the Tower Grove and the Lafayette Lines were tied together, the People's Company came in and absorbed the unfinished and unprofitable line. The downtown tracks along Third Street were torn up and the cars connected with the People's at Chouteau and came over Fourth Street to Morgan. For a number of years little green cars were operated from Morgan Street to the Arsenal, as a division of People's. The latter connected with and subsequently absorbed the line out Lafayette to Grand Avenue.

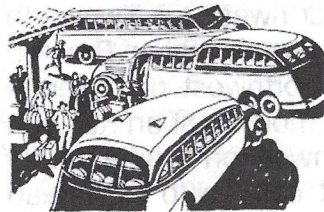
At least it would have been a roundabout way for people from Compton Hill to reach the shopping and business district by way of Second and Third Streets to Olive Street. The city began growing away from the original route of the Tower Grove & Lafayette Railroad almost from the start. In 1888 the Fourth Street & Arsenal Railway Company was authorized to acquire "the rights and privileges" of the Tower Grove & Lafayette Company, by ordinance. An electric system was put in and trolley cars installed. Then in 1891 an accumulation of gas blew up the Mill Creek sewer at Third and Chouteau. The tracks were scattered. The sewer was restored. The tracks were relaid. However suspension of operations remained for sometime following. Then 1896 operation, long unprofitable, was discontinued. Later the franchise became a subject of controversy when the growth of industry created a demand for steam railroad facilities. Some of the most experienced street railroad managers of the city handled the Arsenal Line at different periods. The first president of the road was G. W. Dreyer. Then followed in succession: J. H. Lightner, who at one time was the presiding justice of the county court before the separation of the city and county, James H. Britton, President of the National bank of Missouri, J. R. Lionberger, president of the Third National Bank, Daniel E. Welsh, Julius S. Walsh and Charles Green.

The Baden & St. Louis Railroad Company was chartered and built in 1870 by Dr. George S. Case, who was prominent in the development and operation of omnibus lines. Dr. Case was head of the Baden & St. Louis Company until 1894, when it was sold. During Dr. Case's administration the line had the

distinction of being the fastest horse railroad in the west, if not in the United States. A schedule was maintained which gave it the record for rapid transit with horse power. Among the associates of Dr. Case in the incorporation of the Baden & St. Louis were men of wealth having their homes and extensive interests in the northern suburbs of the city. Among them were Robert McLaran, Robert Jennings, B. M. Chambers, Jacob Bittner, John T. Walter, John H. Reel and J. H. Lamotte. After 1894 the road became the property of the St. Louis Railroad Company. The route was: Commencing at the intersection of Broadway and Elm Street and thence with a double track westwardly on Elm to Seventh Street, south on Seventh to its intersection with Broadway & Chippewa Street and west on Chippewa to Grand Avenue.

To be continued.

In the News June 3, 1897: - ST. LOUIS, MO – The North & South st. Rwy. Co., recently organized, has applied for a franchise for its proposed electric road in about half the streets of the city. The company was incorporated with a capital stock of but \$2,000, which amount will be raised to \$2,000,000. John A. Holmes, Edward C. Becker, Thos. A. Lockwood, and Jno. H. Blessing are interested. – The St. Louis and Kirkwood R. R. Co., has been reorganized, and, it is reported, has decided to double-track the line. J. D. Houseman, Jr., Geo. D. Dana, and Jos. T. McCausland are interested.



Time Travel

Park Avenue Plaza Ornamental grasses, walkways and benches urround the fountain in Lafayette Square's Park Avenue Plaza. The plaza with its fountain featuring a column topped by a Corinthian capital, is the focal point of the Square's Victorian-era business district along Park Avenue.

This block of land was transformed into a delightful neighborhood centerpiece only in recent years. During the Gilded Age, the Plaza was the site of car stables for horse-drawn streetcars.

Proves that everything old is new again.