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# SEASONAL OPERATIONS BEGIN

## MARCH 29, 2018

Scheduled Training Dates  
March 15, 16, 17, 22 & 24

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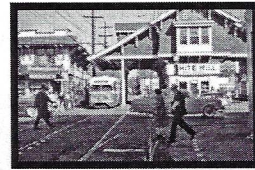
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## Around the Loop

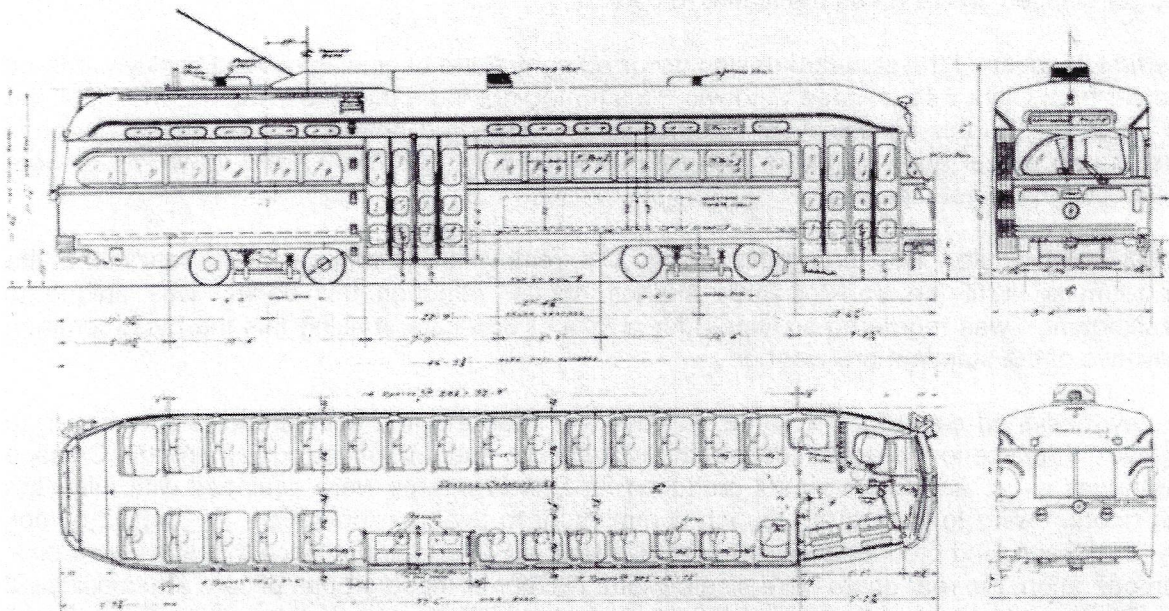
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### THE NOT SO STANDARD PCC



**A-7 CLASS PCC CAR**

The basic PCC design was very adaptable, and second it was constantly evolving to become better. Many of the streetcar operators who bought PCC's were constantly tinkering with the design resulting in almost every order being different in some manner. Without considering the mechanical differences among the cars, there were no fewer than 22 body styles, defined by only a few characteristics, those being single end verses double end, body length, windshield slope, window style, presence or absence of standee windows and door locations.

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## The Pre-War Design:

The pioneers of the PCC era were the pre-war cars built in 1936 for the Brooklyn and Baltimore along with single units for Boston and Pittsburg. These cars were the culmination of several years of development effort by the Electric Railway Presidents Conference Committee, a group whose task it was to design a streetcar which could compete with the private automobile. They were the forerunner of the largest single group of PCC's numbering 1586 and including a number of Brilliners, which, although not PCC's by strict definition, did employ the same body style and control equipment. These single-end cars had wide side windows, an exit door at the center of the body, no standee windows, a 12 degree windshield slope and were 46-feet long. The standard PCC was purchased by Baltimore (275), Boston (1), Brooklyn (99), Detroit (2), Kansas City (24), Los Angeles (95), Montreal (18), Philadelphia (260), Pittsburg (400), San Diego (28), Toronto (290), and Vancouver (36), while Brill's competitor was acquired by Atlantic City (25), Baltimore (1), Cincinnati (1) and Philadelphia (3).

28 cars ordered by Cincinnati in 1939-1940 were quite different in some respects, including different "head" lines beginning on the front of the car rather than the sides; a much more pronounced tapering at the rear, producing a narrower rear end (this was most noticeable on the interior if one was sitting on rear bench seat, which was extremely cramped for lack of space); and the side styling produced two windows in place of just the one curved top window as on the standard production, and the sum of the two windows on the Cincinnati cars produced a larger glassed area than on the standard cars.

The first variation of the standard design occurred right at the beginning, when Brooklyn ordered one car from Clark with standee windows. This turned out to be the rarest variant, with only one car being built to this specification. Another variant appeared before 1936 ended, a stretched version with center and rear doors built especially for Chicago. This variant, of which 83 were constructed, was not repeated.

In 1937, Washington, D.C. ordered its first PCC's, removing one window off the rear half of the car to make it fit the transfer table in their shops. Although this variety was unique to Washington, it was reordered six times, for a total of 365 cars, making this the most common derivative of the standard pre-war body.

No new design came forth in 1938, however, in 1939 the first double-ended cars began to appear on the scene. To accommodate the extra doors and underfloor equipment, the Chicago length was used. And the five cars produced for San Francisco were equipped with full width rear doors, owing to that city's staunch commitment to two-man operation. In 1940, Brill took over the design and produced 10 cars for Philadelphia Suburban, but since that line was a one-man operation, the rear doors were single-width. Neither of these groups of cars are considered true PCC's since no royalties were collected by the ERPCC, yet they were the basis for all future double-ended cars.

In 1940, yet another group of these double-end cars appeared on the scene. These 30 cars which were built for Pacific Electric, were also built to the Chicago length, but were equipped with center exit doors. Following their retirement they were subsequently sold to a line in Argentina. Sadly, none have been preserved in North America.

Also in 1940, a far more important group of pre-war cars were constructed for the St. Louis Public Service Company. Although these cars were mechanically far ahead of their time, they also came with a new windshield design which prevented the interior lights from reflecting back

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in the motorman's face by sloping the glass 30 degrees instead of the original 12. These 100 cars are considered the starting point for the post-war design. Alas, none were considered for preservation.

One year later, the Boston Elevated threw its hat into the PCC design ring. Because of the island platforms at various subway and surface stations, the elevated needed doors on the left side of the car. Since Boston could not accommodate a Chicago length body, the standard body was redesigned. The exit door was pushed back one window space along with the MG set on the opposite side, and a left hand door was added in front of the motor-generator set. These 20 cars would serve as the starting point for Boston's large wartime fleet.

Yet another design change occurred in 1942, when a 24 degree windshield, which took up less inside space than the St. Louis design, was introduced in an order of 100 cars for Pittsburg. In 1944 Pittsburg ordered another 65 cars, and one car from the Pittsburg order was sidetracked to Minneapolis as a demonstrator car. This brought the total number of cars to 166 which became the fourth largest sub-group. As a surprise, Pittsburg returned to the standard design for its last pre-war order in 1945.

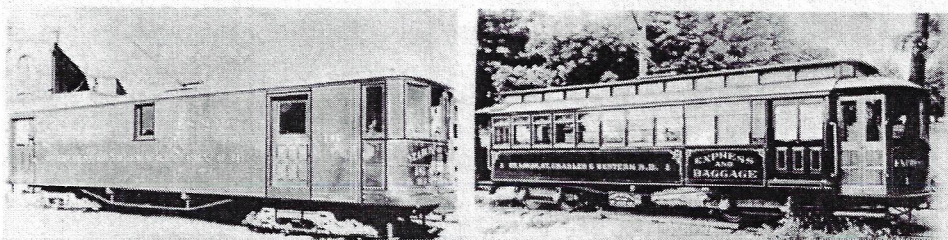
The only company to receive new PCC's in 1943 was the Los Angeles Railways. That order was for yet another variant. The LA Railway combined the offset door position used on the Boston cars in 1941 with the 24 degree windshield for its order for 30 cars. The design would not go any further, but in the following year, Boston would adopt the 24 degree windshield along with its left hand door, and eventually ordered a total of 225 cars which in turn created the second-largest group of non-standard cars. The last cars delivered in 1946 marked the end of the line for the single-end pre-war design.

Washington adopted the 24 degree windshield in 1944, but also dusted off the plans for the Clark car, adding standee windows to its otherwise standard short body. Like the Clark car, the roof line was altered to adapt the body to the standee windows, and the rear window was enlarged. A total of 125 of these cars were added to Washington's fleet in the years 1944 and 1945. This then became the third largest non standard group.

Three more variations of the pre-war body appeared on the scene from 1945 on, all double-ended varieties. The most unique were the 25 standard length cars built for Dallas in 1945. These were the only double-ended cars to use the standard footprint. A single width exit door was located right behind the operator. Many of these cars, which found their way to Boston in both in 1959 and 1960, are preserved in various museums. San Francisco dusted off its 1939 design in 1946 and added the St. Louis 30 degree windshield to its 10 car order. Again Philadelphia Suburban picked up the idea, ordering 14 similar cars but again with smaller exit doors. The final variant was found in the eight cars built without exit doors for the Illinois Terminal in 1949.

Next month: The Post-War Cars.

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St. Louis, St. Charles & Western Railroad

August 17th, 1889.

St Louis, Missouri. - The Union Depot and Mound City Railway companies have decided to increase their Capital stock and to adapt electric traction. The St Louis and East St Louis electric Railway company will build a double track line 3 and 1/2 miles long, crossing the bridge. The cars being made by The Brownell and Wight Car Company, the iron poles by the Shekel, Harrison and Howard Iron Company, the engines by E. I. Ide of Springfield Illinois, and the boilers by J. Wangler. Capital stock, \$100,000. C. E. The Glory Days D. R. Powell, and C. Lakeland are interested.

*The Glory Days – The Gilded Age of the Streetcar.*



This is a photo of Grand Center, specifically looking south at the intersection of Grand and Delmar Boulevards in 1944. Local preservationist should smile at this photo, as all of the buildings in this frame are still standing today. The large "St. Louis" marquee showcases the St. Louis Theater, which was erected in 1925. The building, now known as Powell Symphony Hall, was acquired by the St. Louis Symphony Society in 1966.

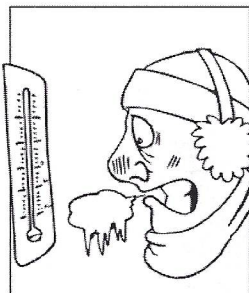
February 2018:

- 2<sup>nd</sup> – Ground Hog Day.
- 14<sup>th</sup> – Valentine's Day;  
Ash Wednesday.
- 19<sup>th</sup> - Presidents' Day.

#### St. Louis Theater History

Erected in November 1925 as the St. Louis Theatre, the theater had presented the best in live vaudeville as well as motion pictures. Appropriately enough, The Sound of Music was the last movie shown in the old theater.

There is no "I" in Team; but we're sure glad that there's "U" in our Volunteers!



**SAFETY FIRST, LAST AND ALWAYS.  
PAY ATTENTION TO THE WEATHER!**

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## Cold Weather Safety- OSHA.gov

There are several things we can do to keep warm and prevent cold weather related accidents.

The first thing we want to do is to keep our body temperature at or about normal, 98.6F. This can be accomplished by wearing layers of clothing both inside and outdoors.

- Always wear cotton or lightweight wool next to the skin and wool layers over your undergarments.
- Keep dry by having proper rain gear available and a pair of good, waterproof boots. An extra pair of clean, dry socks can really come in handy.
- Do not forget to protect your neck and ears; you can lose a lot of heat from these two areas, and a good pair of gloves is essential.

Do you know the signs of frostbite? Skin will become white and decreased circulation will occur. In the worst case, blisters will form. First aid for frostbite is as follows:

1. NEVER rub the frozen part of the body with snow.
2. Add extra clothing or use a blanket to cover the frozen area.
3. Get out of the cold and into a warm location.
4. The frozen area may be immersed in warm water but NEVER use hot water.
5. If the condition does not improve, seek professional medical attention.

Another area of concern during cold weather is the use of portable heaters. If they are not maintained properly, they can cause accidents. Carbon monoxide poisoning can result from defective ventilating and from incomplete fuel burn.

Use these tips to ensure your safety when utilizing indoor or outdoor portable heaters.

1. All portable heaters should be checked by a competent person before being put into use. Locate fuel containers, regulators, piping and hose where they will not be subject to damage.
2. LP gas containers not in use should be stored upright, in a specified outside location and protected against damage.
3. Containers in use must be kept in an upright position and secured.
4. Always be sure to protect the valves from physical damage.

Cold weather is here to stay for a few months. Keep your guard up against cold weather injury.

Source: OSHA.gov

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The following is taken from the Wellston Station-Wellston Loop Pavilion National Register of Historic Places form:

### **Summary**

The Wellston Station is located at 6111 Martin Luther King Drive in the Wellston Loop commercial district of St. Louis, Missouri. Built in 1909 from plans by architect Martin Arhelger, the former streetcar station is a one-and-a-half-story building in the Arts & Crafts style with a wide front gable. The roof greatly overhangs the narrow center section of the building, where the first floor contains a storefront facing the street, a restroom and a waiting room now in use as a kitchen and a second floor consisting of three offices. A basement contains a second restroom, boiler room and storage space. The stairs are located at the northeast corner of the building. The building utilizes load-bearing masonry walls coupled with wooden posts and iron I-beams for the center section. The roof structure is wooden with iron joiners. The roof and gable ends are clad in slate, and the second floor walls under the overhang are clad in stucco on metal lath. Some alterations, deterioration and a small addition have occurred, but the building has obvious historic character and integrity.

### **Setting**

The setting around the station remains similar to the date of its construction. Then and now, the area features small-scale commercial buildings along Martin Luther King Drive with flats, houses and churches on secondary streets to the north and south. Some buildings have been demolished in the last thirty years, including the Wellston Loop Building, a three-story speculative office building built in 1922 and located on the parcel to the east of the station. The old St. Louis and Suburban Railway right-of-way is still evident as a restricted-access bus lane.