



AROUND THE LOOP

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Trolley Volunteers
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The Horse Car Era – Part 3

The St. Louis Railroad was one of a half dozen transit enterprises which received franchises in the early part of 1859. The incorporator's included names of men who were prominent in their generation. Among them were Hudson E. Bridge, the stove manufacturer, identified with the early history of the Missouri Pacific Railroad, D.A.

January, a wholesale merchant, Robert A. Barnes who gave a fortune to found a hospital, James H. Lucas, who presented to the city Missouri Park, John Haw, twice mayor of St. Louis, and George R. Taylor. David H. Armstrong in his early life a school teacher and afterwards a United States senator was the first President of the St. Louis Railroad. He was followed by D.A. January and Hudson E. Bridge. Then William Tecumseh Sherman, who had resigned his commission in the regular army and who had conducted the San Francisco branch of the St. Louis bank of James H. Lucas & Co., took the presidency and the active management of this street railroad for a short time before the Civil War. After General Sherman the presidents of the Broadway in turn were David H. Armstrong again; Hudson E. Bridge; John O. Farrar; John F. Madison, Robert A. Barnes and Christian Peper. Mr. Peper served as president of the Broadway Line twenty-five years, declining any salary. During his presidency it became one of the most profitable lines of street railroad in the country. In 1888, when the road was turned over to a purchasing syndicate of Chicago men and C. B. Holmes was made president, the stock was selling for \$175 a share and there was \$250,000 of the mortgage bonds in the treasury. The Broadway Line of horse cars took the place of two omnibus lines, one running south, the other north from the center of the city. People had become accustomed to this division of traffic. The St. Louis Railroad Company divided the Broadway Line into two parts and operated from the courthouse north and south as two roads. In 1869 the city council passed an ordinance requiring the company to provide through service, and the practice of turning back at the courthouse was abolished. In 1890 it was undertaken to cable the Broadway Line. The Broadway cable set a record. At the time it was the cable operation in the country. It occupied what was then the busiest street in the city. It consisted of seven and one-half miles of double track, representing a cost of \$750,000. During the construction it was necessary to overcome extraordinary difficulties. From one end of the line to the other it was necessary to move gas pipe and water pipe. At Washington Avenue, the crown of the railroad tunnel was as near the surface that the cable conduit could not be given the full depth it really required for normal operation. The Broadway cable crossed every other cable but one, which meant frequent "let goes". The Broadway, with two power houses, was in operation in 1891. The Broadway was the aftermath of an unsuccessful experiment with electricity. In 1887, the Lindell Railway had experimented with a battery car, which proved unsatisfactory. The Broadway line went even further. A power house was built. Poles were put up and wires strung for a mile on Broadway between Keokuk and Wyoming Streets. Six cars were built. Various methods of the application of the current were tried. The experiments were unsatisfactory. After spending a great deal of money, the Broadway management reached the conclusion in 1888 that the trolley was impractical, abandoned it and proceeded to cable the line at enormous outlay, only to see it in turn abandoned after a few short years in favor of the trolley. In 1899 the St. Louis Railroad, or Broadway Line, was among those consolidated into the United Railways Company of St. Louis. The underlying bonds outstanding at the time of consolidation were in the amount of \$1,948,000.00 at 6 per cent interest due May 1, 1910, with extension period of 10 years at four and one-half percent.

Another early enterprise was the Union Depot Railroad Company, which had its inception under the name of the Gravois railway in 1859. It was promoted by men interested in the southern and southwestern parts of the city. Construction was begun in 1862, and some progress was made during the war. Serving a section that needed facilities but could not supply paying support, the road was not profitable. A foreclosure and sale put the property in the possession of Green Erskine who had large real estate holdings in that part of the city. Under Erskine the road was improved and extended and the name changed to the Union Depot Street Railway Company. The road was sold again in 1876 to the Union Depot Railroad Company composed of John Scullin and Associates. Extensions were built and a great deal of money invested. The company saw little money for the enterprise until the road was converted into an electric system. The road was built far in advance of the population to be served, and those who put in the capital were obliged to wait many years before the returns came. The Union Depot Company under Mr. Scullin's management took over the Benton-Bellefontaine Railway Company, the Mount City Street railway Company and the Grand Avenue Railway Company. In addition to these properties it operated the California Division, Tower Grove Division, Cherokee Division, Benton Park and Prairie Avenue Divisions of its own system.

To be continued.

The following Obituary appeared in the St. Louis Post-Dispatch of April 22, 1941.

GEORGE W. BAUMHOFF DIES AT AGE 84 – Once active in City Politics and County affairs succumbs at home near Valley Park. Mr. Baumhoff was a nineteenth century builder and manager of St. Louis streetcar lines, active in city politics and later in St. Louis County Politics, died yesterday at his home, Treecourt Farm, near Valley Park. He was 84 years old and had been ill for four months. The funeral will be tomorrow afternoon at 2:30 o'clock. The funeral was held at the Lupton Funeral Chapel on Delmar and will be conducted by the Rev. W. W. S. Hohenschield, rector of the Episcopal Church of the Holy Communion. Burial will be in Bellefontaine Cemetery. Mr. Baumhoff began his streetcar career in 1872, as driver of a "bobtail" mule car on the lines running out Washington Avenue to Garisson Avenue, He became General Superintendent of the Lindell Railway, with its main stem on Washington and Finney Avenues, and lines on Delmar, Page, Vandeventer and Taylor-Euclid Avenues, besides the present Park-Compton branches and the Chouteau-Oakland Avenue tracks now part of the Forest Park line. He built most of the lines named, as parts of the Lindell system, besides other sections of track which have been removed. More than 250 miles of track in the city and county, the later including the Creve Coeur, Clayton, Brentwood-Meramec divisions, were built by him. Mr. Baumhoff is survived by two daughters , Miss Isabelle M. Baumhoff, former Superintendant of St. Louis Maternity Hospital, who resided with him, and Miss Alice M. Baumhoff of Greenville, S. C. and two sons George W. Baumhoff, Jr. of Hagerstown. MD. And Richard G. Baumhoff a member of the Post-Dispatch staff. Three brothers, Frederick W. Baumhoff, former Postmaster of St. Louis; Charles and Julius Baumhoff also survive. Manager after the 1899 merger, the consolidation of a half dozen trolley systems in 1899, by authority of an act of the Legislature, formed the St. Louis Transit Company, and Mr. Baumhoff was made its General Manager. All city and county lines except those of the St. Louis and Suburban present Hodimont-Manchester, Diamond-Manchester, and Sarah Union divisions were in the merger. St. Louis got universal transfers in place of the limited transfer facilities of the separate systems. The 5-cent fare prevailed, and wages were little affected by the change. Union organizers worked among the company's employees, and in May of 1900, a strike was called. The strike lasted through the summer, caused visual suspension of service for several weeks and was attended by disorders in which several persons were killed.

The transit company, headed by the late Edwards Whitaker as President and Manager Baumhoff, won but at such a cost in money and public favor that a change in management was decided on. Mr. Baumhoff resigned in 1901, and received a bonus of a years salary (\$10,000). In his work as an executive of the Lindell Railway and the Transit Co., he played politics, got franchises and promoted important developments in the realty market. Delmar Garden amusement park at the end of the present Delmar line in University City, was built by him in conjunction with Adolphus Busch, M. Greensfelder and John Poulo., who was its manager. Earlier, he was he was a factor in the building of the Forest Park Highlands, south of the park. His main purpose in both directions was to increase the use of the streetcars. He served on Republican city and congressional committees, and used political influence in the franchise mart of the old House of Delegates and City Council. He said in later years that he demonstarted the possibility of getting franchises without bribery, but he found, that political favors were indispensable in such an under taking.

To get a franchise for track on Channing Avenue, between Laclede and Easton Avenues, he marched a band of track workers to City Hall, the men wearing badges which demanded "Work for the Unemployed" . After retiring from streetcar work here, Mr. Baumhoff built an electric line at Iola, Kansas, and one in the southern part of St. Louis County no longer in use. He devised several mechanical improvements, including a rail-breaker machine still in use.

He purchased the old Keyes Dairy about 1903 and ran it several years. The dairy farm at Keyes Summit became the 430 acre "Treecourt", the name being the English version of the German words Baum and Hof. He acquired farm property in Illinois and a ranch near Colorado Springs, Colo. Drilling for oil on his St. Louis County Farm, he brought in a well of sulphur water which filled Treecourt swimming pool, a successful venture of his later summer years.

The following article was clipped from the St. Louis Republic of May 14, 1901, page 4.

CHANGES IN STREET RAILWAY SERVICE
New Owl Car Schedule on Suburban and Time of Roundtrip reduced,
TRANSIT COMPANIES PLANS
Loops and Switches to prevent Blackades in the Downtown District being constructed.

The new owl car service of the Suburban Railway was inaugurated Sunday by General Manager T. M. Jenkins. In the new schedule two cars are now run. Instead of one, as under the old schedule, thus doubling the service. The first car leaves Suburban Garden at 12:12 and arrives at Fourth and Elm at 12:58. The second car leaves Suburban Garden at 12:35 for the run to Fourth and Elm at the same time the first car leaves the latter point for return to Suburban Garden, the cars passing at Sarah Street. At this point they make connections with the north and southbound cars of the Manchester Division. The run from Suburban Garden to Sarah Street Junction is made in twenty-four minutes; that from the Junction to Fourth and Elm in the same time, thus making the full run in forty-eight minutes. On the Manchester Division the run is made on Sutton Avenue to Sarah Street Junction in twenty-four minutes. The owl-car which was formerly run on Kings Highway to O'Fallon Park, has been discontinued. The time of the run has been shortened three minutes on the Suburban main line, cars not making the trip in forty-eight minutes instead of fifty-one as formerly. Running time on the Manchester Division has been reduced from sixty to fifty-six, a gain of four minutes. A few important changes have been made in the running time of the day-car service on the Suburban lines. Throughb cars have been put on the Kirkwood Division, running from Fouth and Elm to Geyer Road, in the suburbs of Kirkwood, every sixteen, minutes thus thus obviating the necessaty of changing cars at Sutton Avenue. The running time on the O'Fallon park Line has been reduced from forty-five to forty-two minutes, a saving of three minutes each way. A car service from Suburban Garden to Ferguson was started May 11, cars running every thirty minutes, leaving at fifteen and forty-five minutes after the hour. Cars on the Florissant Division leave Suburban Garden every thirty minutes, leaving on the hour and half hour. The combined schedules of the Ferguson and Florissant Divisions give cars every fifteen minutes between Ramona Park and Suburban Garden. The Transit Company's construction work at Fourth and Olive, Pine, Chestnut and Market Streets has resulted in a temporary blocade of Fourth Street. The object of the construction is to provide loops and switches, to secure a more rapid service and to avoid blockades, as cars will be enabled to pass around any obstruction in the downtown district by passing to another line. Changes are being made at all the above-named points, with the exception of the intersection of Fouth with Chestnut, where curves are already in place, and the only change to be made will laying of heavier rails. As soon as the work under construction on Fourth Street is completed the construction of loops and switches will be commenced on Seventh, Eight and Ninth Streets. As soon as the loop is completed at Seventh and Olive Streets the Olive Streetcars will be run over Fourth to Chestnut, then along Chestnut to Seventh and over Seventh back to Olive, thus doing away with the necessity of changing the trolley and the possible blockade of cars. This is the only route that has been completed for the new loop system.

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**REMEMBER TO GIVE A TOOT
WHEN IN THE LOOP!**

SAFETY IS JOB ONE!

KANSAS CITY PUBLIC SERVICE COMPANY #1533
BIRNEY SAFETY CAR
MOVED TO RESTORATION SHOP

Photos courtesy of NMOTTV member Mr. Vincent P. Love. Used by permission.



Left to Right:

Cal Blanksteen, Neil Norkaitas and Al Weber

Looking through the glassless windows of the 1533 and pondering the problems of restoring the Birney Safety Car.

This photo credit: John F. Crowley, Editor.

Children Are Our Future

By

Vincent P. Love

I am a model train enthusiast, railroad enthusiast, and street car enthusiast. I enjoy volunteering as a member of the Street Car team at the Museum of Transportation. I have been a member of MTTV since 2001. I was excited to be a part of helping to restore the “Water Works #10” street car. I actually spent one day helping lay rails when the circle track was laid. During my running times as operator or conductor, I have seen many young people and little children that share that same love of rail transportation. I see them at model railroad train shows and swap meets. I see kids faces light up at the Museum of Transportation as they are gazing at “Big Boy” or many of the various rail cars, cabooses, and other steam engines. Many of these children are amazed to stand next to the driver wheels of the mammoth “iron horses” or they are thrilled to climb into the cab of the engines just to ring the bell. A select few of these children are great grandkids of railroad workers or street car motormen. Being that the Trolley cars are the only operating rail exhibit for the public on the museum grounds, this is a special treat to ride the rails for many of the youth. To me this makes the street cars and it’s restoration team very special. I believe those that ride the street cars feel the same way.

As operators we don’t treat the trolley cars as “amusement or carnival” rides. We look at them as a part of our American urban rail history restored. Talking to our guests that ride, old and young, we stress that fact. It’s not only the adult guest that appreciate climbing aboard one of our beautifully restored cars, it is also the children or grand kids that are just as amazed to know this was the way their grandparents got back and forth to work, or shopping, or to school.

The average age of our street car team volunteers is about 65 years old. These men and women are very knowledgeable and very good at their assigned duties. I am sorry to say the trolley car team is aging. Our team members can’t be restored to the way we were thirty or forty years ago like our street cars and railcars, so we must look to our youth to carry on the memory and history of our rail transportation. Most of us are grandparents. Most of us, if not all of us, know the importance of passing down our knowledge to our kids and grandkids. The same basic flow of knowledge rests on us as motormen and conductors of the street car team. We have hundreds of pre-schoolers that ride with us along with parents and grandparents. Some of these may be our future restoration “men and women” volunteers or tour guides. We as operators and conductors need to show these possible future rail enthusiasts the joy we have in operating, restoring and sharing the history of these once proud running vehicles. Children can pick up quite a bit of information from adults without a word ever being spoken. Children are very observant. They can tell if “Mr. Conductor” is friendly or grumpy or ignoring them. The children that visit us at the museum want to learn and it is our responsibility to aid in that desire for knowledge. All kids are not problem children. As I take on the role of conductor, I gear my “tour” talk to the kids and I always throw in “trivia” questions about how a street car runs or comparing the streetcars to the current Metro-Link or even their school bus. I involve the kids in two way communication so they are not “just riding” the car like a carnival ride. Talking to them is just as important as talking to our adult guests.

As I mentioned earlier about children being observant, the appearance of our operators also plays a big role in shaping the youngsters’ “love of the rails“. The late Bill Cordes set the pace by requesting our operators to “dress the part” by wearing the service hat, white shirt & tie, dark pants and shoes. We are not just playing “dress-up” in our dad’s old clothes, we are representing an era of pride the operators exhibited in their job. We are proud of the work the restoration team has put into bringing back to life the cars that have been abandoned and left for scrap. So, when we greet our riders, not only our adult guest appreciate this, but the kids see this and remember. We want the kids to remember the conductor that talked *to* them not *at* them. We want the kids to remember the smiles on the operators and conductors face, not the frown. We want the children and adults to leave with pleasant thoughts of their short ride with us. We are keeping the history and memory of urban rail travel alive not just by restoration but by representation to the public.

The children are our future....to the past.

Thank you and have a great day!