



# AROUND THE LOOP

A Publication of the National Museum of Transportation  
Trolley Volunteers

MARCH-APRIL 2019

**DAYLIGHT SAVINGS TIME BEGINS MARCH 10, 2019 –  
TIME TO “SPRING” FORWARD.**

**OPERATIONS RESUME FOR THE 2019 SEASON ON APRIL 6**

## SIGNIFICANT DATES IN MARCH:

6<sup>TH</sup> – Ash Wednesday – 10<sup>th</sup> – Daylight Savings Time begins – 11<sup>th</sup> – Commonwealth Day (Canada)  
17<sup>th</sup> – St. Patrick’s Day – 20<sup>th</sup> – First Day of Spring.



Thanks to Steve Siegerist for the following information:

The caption for the PCC streetcar that appeared in the January-February issue should have read: The PCC car has 15 Hodiament in the headsign. Therefore, the car is on Olive at Grand and not Grand and Olive. The date of the photo is sometime between July of 1963, when the Hodiament was rerouted to Olive Street, and May 21, 1966 the last day of streetcar service.



**Team Talk meetings begin at 2:00 pm and are held on the mezzanine level of the automobile building at the National Museum of Transportation, 2933 Barrett Station Road, Kirkwood, MO 63122 on the second Saturday of the odd numbered months.**

Submitted by Ken Velten.

**COMING MARCH 23<sup>rd</sup>, 2019 to the NATIONAL MUSEUM OF TRANSPORTATION** - Ever wonder what it's like to be a volunteer at the National Museum of Transportation? Now is your opportunity to discover this rewarding job. Ask your family members, friends and neighbors and plan on attending the Volunteer Fair. On March 23<sup>rd</sup>, from 10:00 am until 2:00 pm. Our goal is to recruit new volunteers for the Museum. All of us are working pretty hard and additional volunteers would be a great help. There will be tables set up in the Orthwein Building where prospective volunteers can interact with a current volunteer about what they do at the Museum. There will be representatives from all areas, Restoration, Tour Guides, Trolley Volunteers, Model Railroads, Gardening, DRIVE, Library,



Ambassadors and others. **As an incentive, prospective volunteers should complete a form and include their email address they will receive a coupon good for admission to the Museum that day or for use at another time.**

So, how can you help? First, start by bringing friends, family members, neighbors whom you think may be interested. **Second BUYOU can help be staffing one of the volunteer tables mentioned above. There are two shifts. They are from 10:00 a.m. until 12:00 p.m and 12:00 p.m. until 2 p.m. And be sure to wear your Museum shirt and name tag.** If you are able to help out just send an email to Ken Belten at Kenneth. [velten@gmail.com](mailto:velten@gmail.com). And he will take it from there. **“Meet Me in St. Louis, Louis, Meet Me at the Volunteer Fair.”**

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**A STREETCAR CITY** – American cities in the nineteenth century were walking cities – most residents worked and shopped close to where they lived. But as electric streetcar (trolley) systems were built in the 1880s, 1890s, and early 1900s, cities expanded. Many city dwellers moved to new trolley suburbs; streetcars made it easier to travel greater distances to work, shop and socialize in town and the patterns of people’s daily lives changed. In Washington, streetcars turned outlying areas into new neighborhoods. Real estate developers often built streetcar lines to promote suburban communities. Their success in selling the suburbs to middle-class workers changed neighborhood life and the rhythms of the city. The trolley also connected Washingtonians to the city’s largest public market. There, shoppers could find produce and meat from regional farms, fruits and vegetables from across the country, as well as a few products – such as bananas from overseas.



Like many big cities, Washington, D.C., had several large markets where residents shopped daily for foodstuffs. Center Market, Washington’s largest, was built in 1871. Located at 7<sup>th</sup> Street and Pennsylvania Avenue, N. W. (where the National Archive stands today), the market covered two city blocks in the heart of Washington’s business district.

The approximately 700 dealers who rented space on the ground floor of the Center Market sold both local produce and foods from around the region, the nation and the world. With the growth of railroads and commercial farming, more and more people were able to buy oranges, bananas, and other fruits and vegetables that were previously unavailable or too expensive.

Center Market opened early in the morning and usually closed by mid-afternoon, except on Saturday, when it was open all day. Different classes of people visited the market from all parts of the city. The best (and most expensive) produce and meats sold early. As the day went on, prices and quality lessened.

The national rail system enabled businessmen to devise new distribution systems. Meat came from the stockyards (by refrigerated rail car) to regional distributors for delivery to local butchers. Growers sent fruits and vegetables to the wholesalers for resale to retailers. National brands came into being to take advantage of national advertising and distribution networks.

About 300 local farmers rented stalls outside Washington’s Center Market. Even after improvements in regional and national transportation systems, farmers who drove their wagons into the city to sell their produce remained a critical part of the District’s economy.

**Although Center Market was built in 1871, the square operated as a marketplace from 1801 until 1931, when the National Archives Building was erected in its place.**  
***Next month: City Streetscapes.***



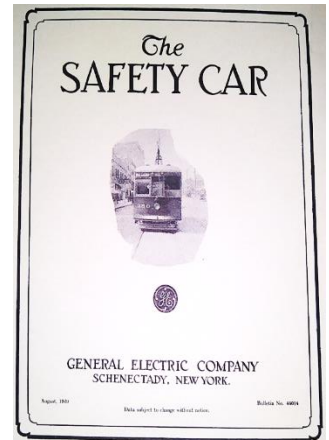
Typical of the superstructure of postwar cars was the wide-bodied unit for Minneapolis. Heating ducts were built into both right and left-side sills. The body bolster incorporating the ducts for motor cooling was designed by Edward Elliott of Pullman-Standard and was standard on all-electric cars of both manufacturers. The control push rod and electrical cable ducts were mounted on top of the frame along with the floorboards. The motor-generator set and blowers were mounted in

the open space opposite the center doors whereas the control resistors and motor controller were installed underneath the metal plates adjacent to the MG set.

**St. Louis Car.** - Source: PCC *The car that Fought back.*

During the past few years the electric railways of the country have been confronted with rapidly increasing cost of operation while their gross income has remained practically unchanged. A vast amount of study and attention has been given by the engineering and financial interests to assist the railways in the continuance of business under the existing unfavorable conditions.

The most encouraging results achieved by these studies have been the development and the many successful installations of the one-man light weight Safety Car. Examples of what may be accomplished by this radical departure from the ordinary method of street railway transportation may be found in almost every section of the United States. Briefly stated the reasons for the success of this innovation are the following:



- Improvement in service.
- Freedom from accidents.
- Increase in riding habit.
- Lower maintenance cost.
- Reduction in labor cost.
- Reduction in power consumption.

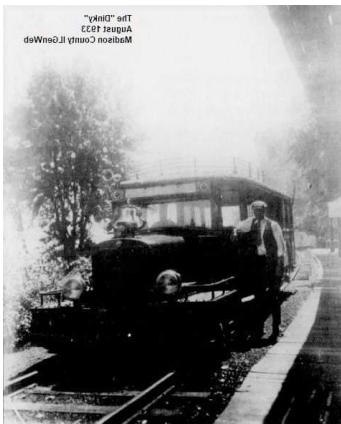
As a result of these features, the operating company's net income has shown a marked improvement in almost every case. This increase in gross receipts combined with the marked reduction in cost of operation effects sufficient saving to insure profitable operation on roads previously run at a loss.



Pictured on the left are a few of the Safety cars that were operated in Terre Haute, Indiana.

**OPERATIONS RESUME FOR THE 2019 SEASON ON APRIL 6**

## Illinois Terminal #206 – “The Dinky”



### ALTON - GRAFTON "DINKY"



The "Dinky," as it was known, was a converted bus that traveled on rails between Alton and Grafton, stopping at Riehl's Station, Chautauqua, Elsah, and then on to Grafton. John W. Sheehan, a former fireman for the C. B. & Q. Railroad, was conductor of the "Dinky" for over 15 years. Another conductor of the "Dinky" was Dewey McDow.

The "Dinky" (so named by the Principia College students) seated 26 people and also carried the mail between Grafton and Alton. It traveled at 30-35 mph, and the trip took 45 minutes. The "Dinky" was taken out of service in 1953, and is on display in the National Museum of Transportation in St. Louis.

Source: Facebook post.

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The following article appeared in the local newspaper (St. Louis) on Wednesday, May 23<sup>rd</sup>, 1928:

### TRANSPORTATION EVERYWHERE IN ST. LOUIS FOR A SINGLE CARFARE

*With the granting by the Board of Public Service of a permit to St. Louis Public Service Company to extend its South Grand Avenue line by means of buses, street railway customers now may ride between any point within the city zone area and Carondelet Park for one carfare, and from Carondelet Park to any point reached by Public Service system, for one carfare.*

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Thus is inaugurated the policy of St. Louis Public Service Company to provide universal service throughout the entire city zone area for the price of a single carfare

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Application has been made for assignment to St. Louis Public Service Company of the permits to operate buses on the streets of St. Louis now held by the St. Louis Bus Company.

When this assignment is granted, transportation between all the territory served by the yellow buses and every part of St. Louis within the city zone area of the street railways system will be provided by a single carfare.

The differential of two and three cents which has been charged for transfers between streetcars and buses will be wiped out.

Whether a ride originates on a Public Service bus or on a streetcar, the total fare will be one carfare between all points within the city zone area.

The routes covered by the buses constitute those which, pending reorganization of the street railways system, were operated at the expense of the Reorganization Committee for United Railways Company of St. Louis, as extensions of the existing rail service.

St. Louis Public Service also has applied to the Board of Public Service for a permit to extend its service into the Lindenwood District by means of buses operating over the following route:

*On Arsenal Street from 59th Street to Ivanhoe, on Ivanhoe Avenue from Arsenal to Hancock, on Hancock Avenue from Ivanhoe to Jamieson, on Jamieson Avenue from Hancock to Fyler, on Fyler Avenue from Jamieson to Watson Road, to Arsenal Street,*

This route also to be operated as an extension of street car service for a single fare within the entire city zone area.

\*\*\*\*\*

. St. Louis Public Service Company feels that it has accomplished, within six months of its taking over the property, the solution of a situation that has been the basis of much complaint for many years.

**Universal transportation service within the city zone area for a single carfare will be provided the public.**

Under its plan districts which have been without adequate transportation service are to be supplied with it on the same basis as if tracks had been extended into them.

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St. Louis is entitled to the best transportation service it is possible to provide.

St. Louis Public Service Company is sincere in its declared purpose to render the best possible service. Transportation service everywhere in the city zone area for one carfare will give St. Louis a big advantage

### St. Louis Public Service Company

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- **Did you know that** – The Water Division of the City of St. Louis trolley line was born on January 8, 1902? Operation began with car #2, a 46 passenger, double-ended wooden trolley car?

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Trivia continued -

- The trolley provided five round trips per day at the following intervals: 7:00 am; 7:30 am; 1:45 pm; 4:40 pm; and 9:45 pm?
- The car covered the four plus miles in less than 15 minutes at 20 mph and ran an average of 42-1/2 miles per day?
- The Water Division employed two motormen and one conductor to run all trips seven days a week. Between trips they also cleaned the car, washed its windows, performed minor maintenance and other duties on the car and around the car barn?
- Crew members were paid \$60.00 a month, about \$2.00 per day?

Source: *The St. Louis Water Works Railway*; - Bill Cordes;Pg. 22.

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**A STREETCAR CITY** – City Streetscapes:

Pedestrians, carriages, farmers' wagons, express wagons, delivery wagons, bicyclists, streetcars, and even the occasional automobile shared Washington's streets in 1900. Washington had always been known for its wide streets, and beginning in the 1870's the District government invested in better street surfaces. In the downtown area, gravel was eventually replaced with stone blocks or asphalt.



In Washington, as in most cities in 1900, people usually walked or took public transportation. Some used bicycles. Wealthier residents owned their own carriages and usually stored carriages and stabled horses at commercial livery shops. Improved streets allowed more traffic, but vehicles were still slow enough that pedestrians could walk in and cross the street at any point. Over the next 20 years this would change, as growing numbers of autos took over city streets. (*Sound familiar? – Editor.*)

Delivery Wagon, about 1900.



**Fares, Please!** –

Washington, one of many American cities that built new electric streetcar systems, began converting from horse and cable cars in 1888. Trolley lines created the modern suburb and the commuter and enabled people to live farther from their jobs in the commercial center of the city. In Washington, the streetcars were privately owned and run. Real estate developers built many lines to promote new neighborhoods.

Washington's streetcar companies consolidated into two systems in 1902.



*“The Trolley Car Swing” song, Sheet music 1912. – Streetcars were heavily used, and passengers often found them crowded and uncomfortable. This sheet music – one of the many songs about streetcars that entered the popular culture of the time – shows the cramped conditions aboard a trolley. “And when the car goes round a curve You begin to swerve, Grab for a strap, fall in some woman’s lap, Clang, clang, watch your step. That’s the trolley car swing!”*

In Washington, two men operated a streetcar. In 1900, the nation’s streetcar men worked an average of 12 ½ hours a day. Public transportation was a battlefield in race relations, especially in southern cities where “Jim Crow” laws restricted African Americans’ access to public transportation. In 1896, Homer Plessy sued to overturn a law that barred him from riding in a “white’s only” railroad car. The Supreme Court upheld Louisiana’s “separate but equal” accommodations, and other southern cities passed laws segregating transportation systems. While the district did not pass a streetcar Jim Crow law, unwritten social customs segregated blacks and whites on the streetcars and other public places.

*Coming next month: Growth of the Capital’s Suburbs.*

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### **AN ODORIFFEROUS SITUATION –**

Many cities made use of delivery wagons such as the one pictured earlier in this newsletter. Can you imagine what it was like in 1900 to have over three million horses working in American cities? And to boot, they (the horses) produced some 30,000 tons of manure ***each day?*** This was, without a doubt or second thought a major urban concern, used by promoters of motorized vehicles to sell the idea of trucks and automobiles to the public.



### **THE SAFETY CAR – General Features of the Safety Car**



*The safety car pictured at left is in Lewis, Quebec, Canada and is equipped with GE-258 motors and K-63 controllers.*

The standard Safety Car which is most commonly used is approximately 28 feet in length and seats 32 passengers, when arranged for double-end operation. By utilizing the rear end, three additional seats can be obtained when the car is desired for single end operation only. The body is mounted on a single truck with 26 inch wheels and a wheel base of about 8 feet. The construction of the truck is such that the car has excellent riding qualities and it is possible to use accelerating speeds, comparable to those of the competing automobile, without discomfort to passengers.

The Safety Car, completely equipped, weighs about 8 tons. It is of all steel construction and is built to a standard form and size. The roof is of the arch type and the sides are of steel with windows arranged for opening when desired. The platform is on the same plane as the body floor and folding

*Safety Car continued.*

doors and steps are equipped with mechanical opening and closing devices under control of the operator.

The electric equipment of the car consists of two 25-h.p. ventilated type railway motors, a type K-63 controller, special light weight grid resistors and a motor-driven air compressor, with a capacity of 10 cu. Ft. per minute. Air brakes include various safety features and labor saving devices. The safety control equipment is especially adapted to the one-man operation; the brakes, doors, steps, and sanders being controlled by a single brake handle and mutually interlocked.

As may be gathered from the above and from the following detailed description of air brakes and safety devices, the requirements of this type of car have been studied out with a great deal of care and to quote again from the report of the *American Electric Railway Association*, the development of this equipment has resulted in:

*“The creation of an entirely new type of car of low weight, greatly improved safety, and more rapid acceleration and deceleration. The car of the light weight safety type not only saves platform and accident expense, but permits an improvement in service, such as well nigh to revolutionize the street railway business.*

**Improvement in Service –**

The effect of improved service by the use of Safety Cars is best shown by actual results in the following cities:

<b><u>City/State</u></b>	<b><u>% Increase in service:</u></b>	<b><u>% Increased Gross Receipts</u></b>
Houston, Texas	80	60
El Paso, Texas	44	43
Tacoma, Washington	45	43
Seattle, Washington	55	67
Gary, Indiana	62	46
Terre Haute, Indiana	77	44
Tampa, Florida	51	51
Bridgeport, Connecticut	125	100

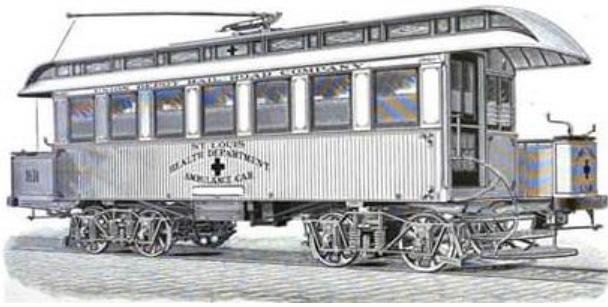
**Power Consumption –**

Owing to the increased cost of power, due to the high price of coal, labor and materials, the reduction in energy consumption secured by the use of light weight Safety Cars is an important factor in their success. In some cases the adoption of this equipment has actually postponed indefinitely the purchase of additional power equipment. The power consumption is, of course, dependent upon the weight of the car, the number and duration of stops, speed, profile of the line, etc. It is, therefore, difficult to make any definite statement as to the actual power consumed except for a specific case, but it is evident that a car weighing 8 tons with two motors should operate with an energy consumption of approximately one-third that of a 24 ton car equipped with four motors. The average consumption on most city railway systems, is approximately 3 kilowatt hours per car mile. According to the A.E.R.A. report, the actual figures from forty-five companies show energy consumption of Safety Cars ranging from .8 to 1.75 kilowatt-hours per car mile.

*Next month: Safety Car Installations.*

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### Saint Louis Health Department Streetcar Ambulance

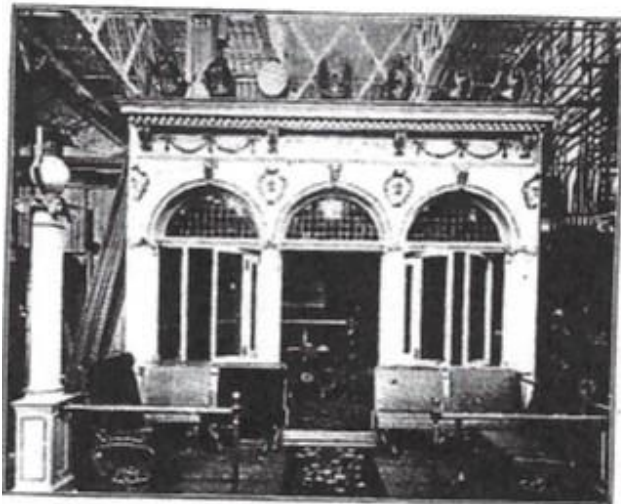
**A UNIQUE AMBULANCE SERVICE** – The establishment of an “ambulance streetcar” service in St. Louis is the putting into effect of an idea long contended for by the Health Commissioner of that city, Dr. George Homan. Efforts to secure legislation having failed, Dt. Homan succeeded in interesting the officials of a street-car company, who have built an ambulance car after a plan made by the doctor. This vehicle in its self is only a modified streetcar, especially constructed for easy and relatively noiseless running along trolley lines, and fitted up with such apparatus as might be needed by invalids who temporarily occupy it while *en route* to a hospital. But the plan on which the ambulance car is to operate is believed to be altogether unique. It will pass over regular routes, including, presumably, all trolley lines of the city, for the exclusive purpose of conveying sick or injured persons to and from hospitals. As it runs according to schedule, patients may be in readiness at any given locality at the time when the car is due there. It is expected that hospitals not on a trolley line will build terminals connecting them with the nearest railway, that patients may be brought by the ambulance-car to their very doors. – *Harper’s Weekly*.

Source: *The Outlook – A Family Paper*, April 20, 1895.

### LOUISIANA PURCHASE EXPOSITION OPENS APRIL 30, 1904 IN ST. LOUIS

*“Meet Me in St. Louis, Louis Meet Me at the Fair...”*

#### **Getting to the 1904 St. Louis Worlds Fair**



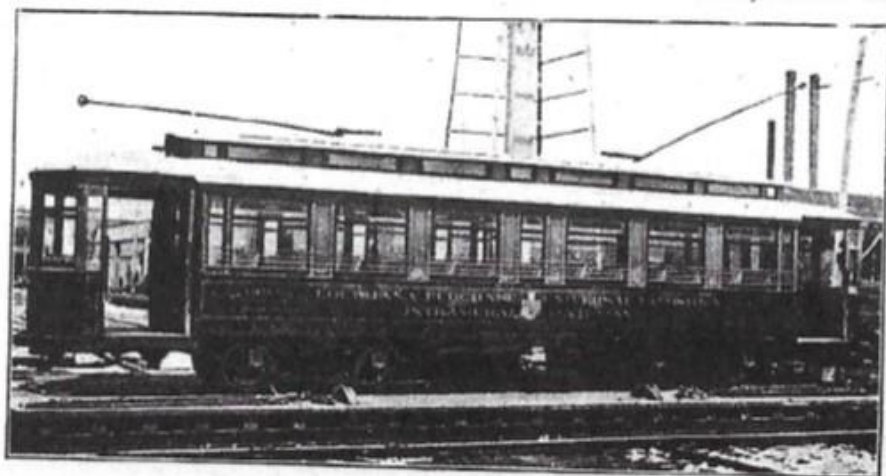
BOOTH OF THE ST. LOUIS CAR COMPANY

The most expensive exhibit of electric cars and trucks to be found at the exposition is that made by the St Louis Car Company. This company has not only exceeded in getting together a very interesting historical collection, showing the growth and evolution of the modern electric car from the stagecoach, but also shows a number of modern cars, differing considerably in their construction, but all good representations of certain types. The historical exhibit begins with an old stagecoach (the father or grandfather of the Interurban electric car) which saw service in the early sixties in the Louisiana Purchase territory. Next in order after the stagecoach, is one of the old bob-tailed horse cars

from Louisville, and next to it a most peculiar little narrow gauge bob-tailed mule car, now made in large

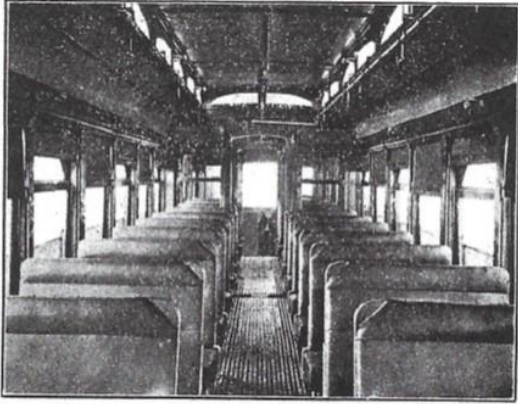
numbers for large plantations in Cuba. Then comes the beginning of the mechanical traction, represented by the first cable car. This car is complete with grip and brake mechanism. It was put into service on the Clay Street line in San Francisco in 1873. This is followed by the first electric car, built by the St Louis Car Company in 1887, for the Topeka Railway. This car was in service until the first of this year, and is shown just as it was taken off the road, with light trucks and double reduction motors. Next in line is a sample of a car built for export, of which over 500 have been sent to Argentine Republic. Two types of double deck cars, one on single trucks and the other on double trucks, as used in Great Britain, are shown. The exhibit of modern American cars includes the standard car the St Louis Transit Company, the car of the Northwestern Elevated Railroad, of Chicago, the car built for the subway lines of the Interborough Rapid Transit Company, of New York, a heavy trailer built for the Key Route in Oakland, California, and the heavy combination closed and open interurban car for the Pacific Electric Railway, of Los Angeles. The crowning feature of this exhibit is to be the magnificent private car built for President John I. Begs, of the Milwaukee Electric Railway and Light Company. This car, which at present writing is not completed, will undoubtedly be the finest and most expensive electric car ever built. It is arranged in various compartments, so that a small party can live on this car just as on any steam railway private car. The different compartments are finished in various kinds of rare woods in very beautiful sections. The car is to have sleeping and parlor compartments and kitchen. It is made to the maximum length that can be operated over the city lines of the Milwaukee Electric Railway and Light Company, and is intended for high-speed interurban use.

Each end of the car is an observation compartment, finished in East India Vermillion wood, with a motorman's cab at the left side. Each observation room has an upper and a lower berth, and in one of them is a typewriter desk. In the center is the dining room, finished in Philippine Rosewood, with marquetry designs and inlaid lines throughout. A sideboard and fireplace add to the beauty and usefulness of this room. The circular table and chairs are of special design. The refrigerator extends through to the kitchen, and has a partition dividing it into two compartments. Besides the dining room, two observation rooms and kitchen, there are two compartments. One compartment has a sofa, upper and lower berth, dressing case and folding washstand. It is finished in Hungarian Ash. The second compartment has a writing desk and folding bed, which holds up in a cabinet under the bookcase. This is finished in Prima Vera. The kitchen, which is finished in quarter sawed oak, has a range 26 ins., by 30 ins., a refrigerator and linen lockers. The toilet room, finished in zebra wood, is equipped with washstand and closet. The passageways are finished in vermilion. Ceilings are full Empire, decorated to harmonize with the finish of each room. The bottom window sashes are arranged to drop. The upper sashes are gothic, with art glass. These sashes are stationary. The car is to be equipped with electric heaters and with Peter Smith hot water heaters. The trucks will be Saint Louis 23-E, M. C. B. type, equipped with four G.E.-74 motors, with type M Train control.



INTRAMURAL CAR BUILT BY THE ST. LOUIS CAR COMPANY

**SEMI-CONVERTIBLE INTERURBAN CAR EXHIBIT AT ST LOUIS FAIR** - Prominent among the cars exhibit at the Louisiana Purchase Exposition is an Interurban type of semi -convertible car built by the American Car Company, of St Louis, under the Brill patents. The semi -convertible car exhibited by the latter company was described in a recent issue of the Street Railway Journal. This car has curved sides, semi-accelerator doors, and single platform steps, and is intended for city and suburban service. The car shown by the American Car Company has the same window system, and is very convincing evidence of the applicability of this system to interurban types. The arrangement provides a car equally suitable for summer and winter service. The windows may be raised to any desired height so that passengers may be protected from the rush of wind while running at high speed, or they may have a practically open car when moving at moderate rate. As the illustrations show, the window pockets in the side roof do not alter the appearance of the car appreciably, nor does this arrangement affect the construction or in any way detract from its



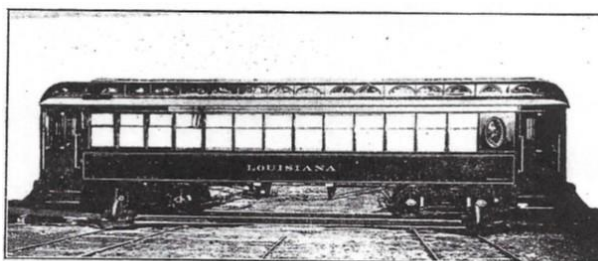
SEATING ARRANGEMENT OF SEMI-CONVERTIBLE CAR

strength.

The interior is finished in solid mahogany with beautiful marquetry of light Woods. The ceilings of birch are painted in a harmonious tint and tastefully decorated. The woodwork of the deck is done in semi Empire style, with the side panels of the ceiling offset 8 ins., an arrangement which permits the lights to be placed at an angle with the moldings between these side panels and the wide center panel, giving a very attractive appearance. The deck ventilators are composed of opalescent glass with a mottled surface, and the same glass is used in the leaded oval windows of the saloon and heater compartment. The windows and doors are glazed with thick polished plate, and handsome beveled mirrors are set in the sides of the saloon and heater compartment. The corners of this compartment have large, round pillars with handsomely curved capitals, which are united with a graceful arch and transom. A single door is provided at this end of the car while the other and his twin doors. The carving of the woodwork, embellishment of the heavy bronze trimmings, and the metal work of the light is of the graceful acanthus form. The entire color scheme, including the dark green leather of the seats and aisle carpet, is refined and exceedingly pleasing. The seats have high roller-top backs, and are of the "step-over" type with levers so placed as not to come in contact with the bodies of seated passengers, and as the ends of the seats next the windows are placed within the line of the posts and against the side lining, maximum seating and aisle space are obtained. The length of the seats is 36 ins., and the width of the aisle 23-1/2 in. The seat aisle, therefore, take up 7 ft. 11 and 1/2 in, and the outside width of the car over the sheathing is but eight feet four in, the claim of the builders that maximum seating and aisle space is obtained by not having wall pockets appears to be substantiated.

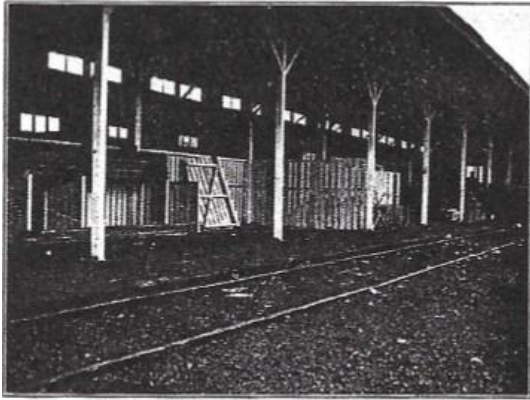
The windows in the vestibules are arranged to drop into pockets in the wainscoting. The interior woodwork of the vestibules and the platform doors are also of mahogany. The platforms are 5 feet from each end panels over vestibules. The platforms are dropped and supported by heavy angle iron center timbers and reinforced by outside knees. They are protected by angle iron bumpers of Brill manufacture. Other patented specialties bearing the same name are channel iron drop bars, the "Dedenda" gongs, "Dumpit" sandboxes, conductors' bells and others. The trucks are also of this make and are the well-known high-speed type 27-E-2 with solid forged side frames, 6-ft. wheel base and 33 inch wheels.

The general dimensions of the car are as follows: Length over the end panels, 38 ft. 8 ins, and over crown pieces, 48 feet 8 inches; width over sheathing, 8 foot 4 ins; from center to center of the posts 2 ft. 8 ins., thickness of corner posts, 3 and 3/4 inches and of side posts, 3 and 1/4 inches; size of side sills, 4 and 3/4 inches by 7 and 3/4 inches. The sill plates on the inside of the side sills, to which the bases of the posts are secured, are 13 ins., by 3/8 ins.; height of tread of lower step from railhead, 16 ins., from tread to tread of steps 11 and 1/4 inches.



SEMI-CONVERTIBLE CAR TO BE EXHIBITED AT ST. LOUIS FAIR

## WORLD'S FAIR TERMINALS OF TRACTION COMPANIES IN ST LOUIS

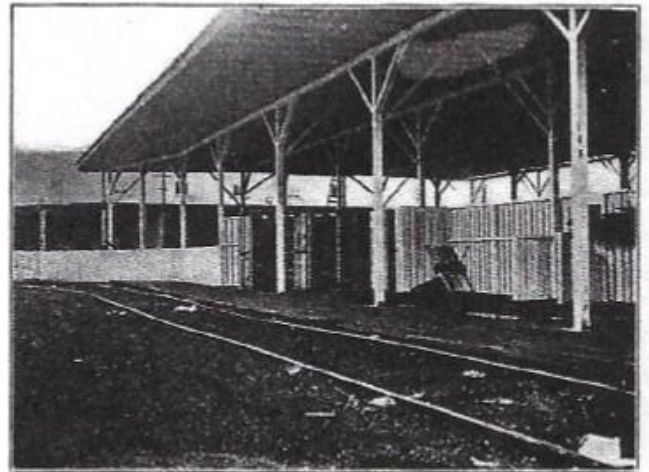


THE MOVABLE FENCE AT THE DE BALIVIERE ENTRANCE

At a meeting of the Engineers Club of St Louis, recently, C. A. Mareno, chief engineer of the St Louis Transit Company, presented the first complete map to be compiled showing the location of all the street railway terminal Loops for delivering passengers to the Exposition. This map is reproduced here with. A map showing the St Louis Transit Company's system alone and the location of the six Loops of that company at the Exposition grounds was published in the March 5<sup>th</sup> issue of the street Railway Journal. The present map shows the location, adjoining the Exposition gates, of the terminal loops of both the Saint Louis Transit Company and the Saint Louis & Suburban Railway Company, as well as the Wabash Railroad, which operates a steam suburban service. Both of the street railway companies will operate to the Exposition grounds over all of the routes that are anywhere near in that vicinity. There are six "transit loops" and two "suburban loops." As regards to the capacity of these Loops in the lines leading to

them, Mr. Mareno says

On the Olive Street loop we will operate cars on a half minutes space or better. Our cars seat 48 people, and adding those on the platforms and in the aisles, each car will hold easily 100 passengers. 100 passengers every half minute, provided the cars are not closer together than that, is 200 per minute, or 12,000 per hour. The Delmar Loop will do as well, and I estimate that the remaining four loops between them will handle 26,000 per hour, making a total of 50,000 per hour for the St Louis Transit Company. The St Louis and Suburban Railway Company, I am advised, expects to be able to handle 7,500 per hour on its Union Avenue loop, and 2,500 per hour on the Skinker loop, and the Wabash, with its shuttle trains, 15,000 per hour, making the total of 75,000 per hour, which I mentioned in the beginning as the capacity of the three companies.



PART OF THE STILE AT DE BALVIERE LOOP

The Saint Louis Transit Company's East Loop at DeBaliviere and De Giverville will be used by The Olive Street cars, in the west loop by the Delmar line. The Hamilton Avenue loop which is opposite the Pike entrance to the grounds, will be used by the Easton and Taylor Avenue lines, the Skinker Road Loop by the Page Avenue cars, and those on the south side by the Market and Laclede lines. The Market cars now run to Tower Grove Park, while the Chouteau Avenue cars run out along the south side of the fair Grounds to West End Heights. After the Fair opens, however, in order to avoid taking the Exposition crowds over the grade crossing of the Transit tracks with those of the Missouri Pacific on Chouteau Avenue, the Chouteau cars will turn out of Chouteau into Manchester, and thence to Tower Grove Park, thus taking care of the travel now handled by The Market Street Line south of Chouteau, while the Market Street cars will turn into Chouteau at Manchester and follow the present route of the Chouteau cars.

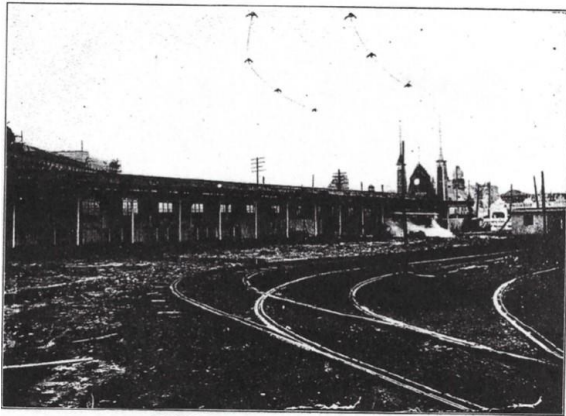
This change will prove doubly advantageous to Fair patrons, inasmuch as it will enable them not only to escape the dangers of the great Crossing on Chouteau Avenue, but will provide a way for them to take a car at Union Station which will run directly to the grounds.

The loop at the southeast corner of the Fair Grounds is filled with storage tracks, which have a capacity of 90 cars, while in the loops on the north side no provision has been made for storage. The reason for this is that the main car yard, with a storage capacity of 500 cars, is located at Delmar and De Baliviere Avenues, which is only fifteen hundred feet from the two principal loops at the De Giverville and the De Baliviere Avenues, and when it is necessary to throw additional cars into service at these Loops they can reach them in two minutes from the yard. Surplus cars for the loops at Hamilton and Skinker can also be stored at this yard. From which they can be put in service at the former in 4 minutes and at the latter in 6 minutes.

Another feature of the series of Loops is that each one has a direct connection with all of the others, so that in the event of any special attraction at the Pike or Skinker entrances The Olive and Omar cars can run directly there and return by their customary routes with no inconvenience and but little loss of time.

The ability of the local transportation companies to handle the crowds was demonstrated to the great satisfaction of both companies and public at the first real test, which was on opening day, April 30<sup>th</sup>. The crowds were taken care of so well on that day as to excite much favorable editorial comment from the St Louis daily papers. The statements of the street railway men, that upon opening of the Exposition the companies would be prepared to handle with ease all the traffic offered, were amply born out. The opening day crowds were carried comfortably and without crowding.

The Saint Louis Transit Company on midday carried about 927,000 people with 1,000 cars in operation; the St Louis and Suburban about 94,000 with 110 cars, and the Wabash shuttle trains 16,514.



Source: Traction Heritage.

The following article appeared in the SLPD November 3<sup>rd</sup>, 1964:



### ‘Graveyard for Rubbish on Abandoned Hodiament Streetcar Route

*Rubbish of all sorts, including remnants of a junked automobile, garbage cans and an old mattress, litter the former eight-of-way of the abandoned Hodiament streetcar line – west from Vandeventer towards Sarah street in the 3900 block between West Belle Place and Enright Avenue.*

The Bi-State Transit System and the City of St. Louis have shirked their responsibility by failing to pave over an abandoned section of the Hodiament streetcar line, Alderman Wayman F. Smith, Jr. (D) Eighteenth ward, said today.

Smith said the city and Bi-State have an obligation to convert the abandoned one-mile strip into a thoroughfare. It could prove relief for east-west traffic, he said, and halt the rapid deterioration of the area.

Since the right-of-way was abandoned 16 months ago, “it has become a regular graveyard for rubbish,” Smith said.

The abandoned right-of-way is a 20-foot wide strip between Vandeventer and Taylor avenues bounded on the north by West Belle Place and on the south by Enright Avenue.

It was part of the Hodiament streetcar line for about 50 years, but Bi-State abandoned the section in a route change July 29, 1963.

Bi-State and city officials have taken the position Smith said there is some legal question as to whether this is so, and the matter is under study by the city law department. But as a practical matter, there is nothing that the property owners can do with the land, he said.

Bi-State and the city shared the cost of removing and paving over tracks when streetcar lines were abandoned along sections of Easton and Franklin Avenues, Smith said. He said the same situation should apply to the Hodiament line.

Mrs. Robert C. Voss, executive secretary of the West End Community Conference said residents fear that the area may become a crime alley unless the city agrees to maintain the strip and improve lighting.

She believes that the strip could be made into a playground.

City officials have discussed a number of possible uses of the land, said Alfred H. Beck, director of streets.

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