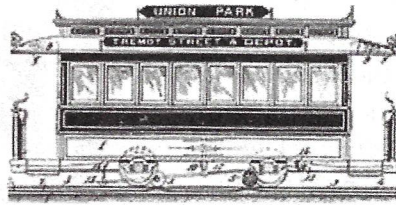


# Transit Times



# and Gazette

Vol. 1 – No. 1

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A publication of the National Museum of Transportation Trolley Volunteers



**HAPPY THANKSGIVING**  
Thursday, November 28, 2019  
*So that TNMOT personnel may celebrate Thanksgiving with their families, TNMOT will be closed Thursday, November 28, 2019.*

*We will reopen Friday, November 29, 2019 at 9:00 am.*



## VETERANS DAY

Monday November 11, 2019  
We honor on this day, all of our veteran's past and present and thank them for their service especially to those who have made the Supreme Sacrifice. To all at

TNMOT who have served, thank you for your service.

## POST SEASON TROLLEY OPERATIONS –

Begin on Saturday, November 2<sup>nd</sup>, 2019 and continue each Saturday of the month including the Friday after Thanksgiving and the Saturday's in December until Christmas. For those that worked shifts last year knows just how much fun there was for all. So, in order to repeat that success this year we need our operators (especially those who have not operated or operated a little this past season) to step up and take a shift or two. The call is for three operators per shift. Hopefully, we will have decent weather as we had last year. Watch your email inbox for available dates from Cal Blanksteen. This is a great way to kick off the holiday season. Can we count on you?

**IN THE NEWS** – September 28, 1889 – The Sprague Electric Railway & Motor Company will shortly have the Lindell Ave. line at St. Louis, Missouri in operation; there will be ten cars.

**WHAT'S THE DIFFERENCE?** – Between an Air Electric PCC and PCC car? **The difference:** The brakes, doors and windshield wipers are operated by compressed air. Now, ya know!

**THE GENERAL** - The General is a steam Locomotive built in December of 1855 in Paterson, New Jersey by Rodgers, Ketchum & Grosvenor Locomotive and



Machine Works. The train provided transportation and freight service between Chattanooga and Atlanta on the Western & Atlantic Railroad. The train was hijacked on April 12, 1862 during the Civil War by Andrews' Raiders at Big Shanty (now known as the city of Kennesaw) in what was later referred to as the Great Locomotive Chase.

The story of the chase began when the 22 Northern spies, let by James J. Andrews, arrived in Marietta on April 10 and made their way to the Kennesaw stop in small groups in order to avoid arousing suspicion. When The General arrived on the morning of April 12, the Raiders waited for the passengers and crew to exit the train for breakfast and to restock fuel and water. When the train was empty, the Raiders siezed control of the locomotive and steamed north, hoping to burn bridges and disrupt communication and transportation lines. Before they were able to complete their mission, they ran out of water and wood two miles north of the city of Ringgold, Georgia (close to Chattanooga) and were forced to abandon the locomotive and flee. The raiders were eventually captured by the Confederate Army and some were executed as spies. Later, some of the surviving members of Andrews' Raiders were the first recipients of the Medal of Honor.

Narrowly escaping destruction itself during the burning of Atlanta, The General was in service for a number of years and then retired in Vinings, Georgia in 1891. In 1892, the General was



refurbished and went on a tour that included the World's Columbian Exposition in Chicago in 1893, the Cotton States and International Exposition in Atlanta in 1895, and the Tennessee Centennial Exposition in Nashville in 1897 before being put on "permanent" display at the Union Depot in Chattanooga, Tennessee on May 16, 1901. In 1961, the General was removed and refurbished for a 1962 tour to commemorate the 100th anniversary of Andrew's Raid. After the tour, the General was returned to Chattanooga until it was given to the State of Georgia by the L. & N. Railroad in 1967.

## THE HISTORY OF GAS RATIONING STICKERS – By Lauren Fix.

Gas rationing occurred during World War II (1942), in order to help control gasoline usage. The U.S. Office of Price Administration (OPA) rationed gasoline on May 15, 1942 on the east coast, and nationwide that December to assist in the war effort, which had caused massive shortages of gasoline. The OPA issued a variety of stickers to identify users and control the amount of petrol used.

These stickers had to be affixed to a car's windshield, and indicated that particular vehicle's gasoline need. To get your classification and ration stamps, you had to certify to a local board that you needed gas and owned no more than five tires.



The "A" sticker is the most common of the WW2 gas ration stickers, and was issued to the general public and entitled the holder to four gallons a week.



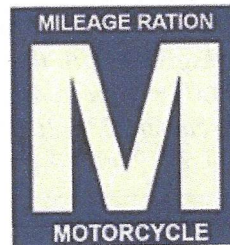
The "B" sticker was issued primarily to business owners and was worth about eight gallons a week.

The "C" sticker was issued primarily to professional people: physicians, nurses, dentists, ministers, priests, mail delivery, embalmers, farm



workers, construction or maintenance workers, soldiers and armed forces going to duty, and several others.

A tab under the "C" sticker allowed an individual to check the box of his occupation. There are 17 different occupations for this sticker. Immediately after the war, they were quickly scraped off the windshields as many professional people did not wish their occupation indicated on their cars.



The "M" sticker was issued to motorcycle drivers, which included Western Union and other types of delivery people who used motorcycles for their business.



The "T" sticker was issued to truck drivers.



The "X" sticker was issued in special instances for high mileage type jobs such as traveling salesmen that needed be able to purchase gasoline in unlimited quantities. Many rich people and politicians also received these stickers.

Actually, gas wasn't what they were rationing at all. The main purpose of the restrictions on gas purchasing was to conserve tires. Japanese armies in the Far East had cut the U.S. off from its chief supply of rubber.

Rationing was handled through the federal Office of Price Administration. To get a classification and rationing stamps, citizens appeared at the OPA office in person and swore to the high heavens that they needed gas desperately and owned no more than five automobile tires (any in excess of five



were confiscated by the government). Each driver was given a windshield sticker that proclaimed his classification for all the world to see. Theoretically, each gallon of gasoline sold was accounted for at that time. The buyer surrendered his stamp at the point of purchase, and the vendor forwarded the records to the OPA.

Gas rationing began nationwide on December 1, 1942 and ended on August 15, 1945. Speed limits were 35 MPH for the duration. For a short time in 1943, rations were reduced further and all pleasure driving was outlawed. – *Article reprinted and used by permission. You can visit Lauren on the web at [CarCoachReports.com](http://CarCoachReports.com).*

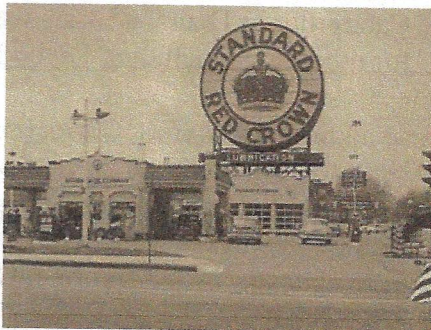


### ILLINOIS TERMINAL RAILROAD PCC CAR –

Downtown St. Louis Terminal beneath the "Midwest Terminal

Building.

**BIG RED CROWN SIGN** - September 29, 1959 - 60 years-ago, workers removed the 70-foot-tall electric Standard Red Crown sign that sat at Skinker and Clayton Road. Most of us are familiar with the giant Standard Oil/Amoco sign near the intersection of Clayton, Skinker, & McCausland. But this is the sign that used to be there.



Built in 1932, the sign contained 5,600 bulbs, 2,900 feet of neon tubing, 5 miles of wire, & 87 electrical circuits. Weighing 44 tons, it consumed as much electricity as a town of 1,000 people.

**DETROIT INDUSTRIAL VEHICLE COMPANY (D.I.V.CO)** - In 1922, George Bacon, Chief Engineer for the Detroit Electric Vehicle Company, designed a remarkable new milk delivery truck. It could be driven from four

positions, front, rear, or either running board. But battery power was no match for winter weather, heavy loads (such as milk) or long days on the city streets. His employer balked at making a gasoline powered truck, so Bacon and other investors formed the Detroit Industrial Vehicle Company (D.I.V.CO.) to produce his invention using a LeRoi gasoline engine. After testing a prototype in 1924, and 25 more prototypes with the Detroit Creamery in 1925, Bacon and his investors were ready to go into business.

The original Divco milk truck resulted from an electric prototype built by George Bacon, chief engineer of Detroit Electric Car Co. Built in 1922 it had four driver positions, front, rear, and from the running boards on both sides. Three years later a separate company, Detroit Industrial Vehicle Co. was set up to market a gasoline-engined version. This went onto the market in 1926 as the "Divco", powered by a 4-cylinder Continental engine with Warner 4-speed transmission.

The first 25 Divcos were forward-control vans with a front-hinged door through which the driver could step ahead of the axle. Control from the running boards was also possible.

But development of such a specialized "Multi-Stop" vehicle was expensive. Among unexpected expenses were the design of heavier brakes, clutch and generating systems than most vehicles of the time required. New capital was needed, and the company was reorganized in 1927 as the Divco Detroit Corporation.

In 1928 came the Model G which had a short hood and was available with van or open-sided bodies. The control was from the normal position, either sitting or standing or from either running board, using a tiller for steering. A later development was the model H. This model was the first Divco to have a drop frame with the walk-through aisle which became a basic Divco feature. Subsequent improvements took manufacture all the way through the Model "S" Divco by the mid-1930s.

Divco Detroit was hit hard by the depression, and in 1932 the company was purchased by Continental Motors, one of their largest suppliers. It was renamed "Continental-Divco Corporation."



In 1936 through a stock manipulation, Divco was divested from Continental Motors, and merged with the truck business of the Twin Coach Co. of Kent, Ohio, who were making a similar vehicle. Under direction of the Fageol family the merged companies and products were known as Divco-Twin until the Twin Coach name was dropped during WWII in 1944. After that the firm was simply known as the Divco Corporation.

In 1937 the Divco was completely redesigned with a welded all-steel van body and a snub-nosed hood which was used with virtually no change up to the end of production. A huge new plant was built on Hoover Road near Detroit to manufacture the first snub-noses which appeared in service in 1939. The doors were of the folding, semi-automatic type, and the power unit was still a 4-cylinder Continental. In 1940 the first insulated and refrigerated unit was built. But production was stopped so the plant could be used for war materials during WWII. After the war, the 1946 Divcos were basically similar to pre-war, and came in two wheelbases, the 100-3/4 inch Model UM and 127 inch model ULM. GVW were 9000 and 12,000 lbs. and engines were 4- and 6-cylinder Continentals. In the early postwar years production briefly reached 7000 annually, more than double the best pre-war figures. In 1954 refrigerated vans were offered as a regular production option, and the forward-control Dividend series made its debut in 1956. Continental 4- and 6-cylinder and Hercules 6-cylinder engines were standard in the 1950s, while in the 1960s 6-cylinder ohv Nash engines were used in addition, and there was also the option of a Detroit-Diesel 3-53N 3-cylinder 2-stroke diesel.

In 1957 Divco Corporation bought the Wayne Works, a school bus builder in Richmond, Indiana, and renamed itself, Divco-Wayne Corporation. Snub-nosed products remained about the same, but the firm put more emphasis on the larger forward control vehicle designed to tap into more delivery truck markets, including the growing wholesale delivery of dairy products. Dividend Series trucks were also modified with seats and windows from the Wayne Works to produce a Dividend Bus. But very few of these units were built between 1959 and 1961.

Starting in 1964 engine options were Ford F240 and F300 6-cylinder gasoline units, which eventually became standard for the Divco range. The snub-hood models were continued in several sizes and there was also the forward-control Dividend in three sizes, from 3000 to 9200 lbs. payload, made up to 1966.

The largest Divco ever made appeared in 1961 - this was a 6 ton refrigerated wholesale delivery model with Dividend chassis and cab, and a separately attached van body in 14-, 16- or 18-foot lengths.

In 1968, The Divco-Wayne Corp. was acquired by Boise-Cascade, Inc., and delivery truck production was spun off to Highway Products, Inc., a company using the old Twin Coach plant in Kent, Ohio to build trucks and buses. Highway Products immediately resold the Divco line to Trainsairco, later Correct Manufacturing, a family of businesses owned by Glenn Way, in Delaware, Ohio. Down a year to move production from Detroit to Delaware, the Divco assembly line reopened in 1969 producing far fewer trucks annually. The final models were the 300 and 200 series with 115 inch and 127 inch wheelbases, and load capacities from 6000 to 10,000 lbs. The same Ford gasoline engines as in 1963 were available, with an optional 3-speed dual range automatic transmission. Diesels included Detroit, Caterpillar or Deutz. Chassis were also produced for other uses, including Divco Refuse trucks.

In addition to Divcos, Correct produced truck beds and Skyworker Cranes. Product liability suits against some of these in the 1980's and the resulting court battles forced the company into bankruptcy in 1985. The final Divco trucks were produced under the authority of the bankruptcy trustee in January, 1986, and the assets of the company were then liquidated. With no more trucks being produced, one by one the dealerships closed, until there was only one left. The last dealership in America was Tri-City Divco Sales in Rock Island, IL.

*Our restoration shop crew is currently cosmetically restoring a DIVCO vehicle that was once used by the Bailey Farm Dairy Co., for milk delivery.*