

## 162 Years Ago: Overland Mail Starts the Race for Faster Communication Across the Country

On September 15, 1858, the first Overland Mill shipment left St. Louis. It arrived in San Francisco on October 10, in just 23 days and 23 hours. The service was contracted to John Butterfields Overland Mail Company by the US Post Office and required him to make deliveries to San Francisco in less than 25 days.

The Overland Mail route was used every week until it was discontinued due to the start of the Civil War. Wells Fargo had taken over the company from Butterfield at this point and created a new northern route to provide service during the war.

The Pony Express, which could deliver mail in just 10 days -half the time Overland Mail Company's stagecoaches could- briefly replaced the Overland Mail service before it too was replaced by telegraphs and railroads.



---

**A NEW LOOK FOR GRAND AVENUE WATER TOWER** - What a wonderful sight to see. The oldest of three water towers in the city got a face-lift Saturday — a scrubbing and a coat of fresh white paint — as part of an ongoing revitalization effort in north St. Louis. The 154-foot tower stands inside a roundabout at the intersection of East Grand Avenue and 20th Street in the College Hill neighborhood. Built in 1871, the Corinthian column has weathered decades of neglect, leaving a mottled brick base exposed beneath peeling scraps of paint.



**Water Tower Trivia:** Did you know that there are only seven water towers left in existence in the United States? Three of those are here in St. Louis. The towers were not used to store water. In the early days of the water system, water was pumped through the mains using piston pumps. The pressure generated by the pump each time it cycled was great enough to cause the water mains to explode if it wasn't relieved. Therefore, the water towers were constructed to act as a pressure relief safety valve thus preventing the mains from exploding.

---

**MERRY CHRISTMAS TO ALL.  
THE NATIONAL MUSEUM OF TRANSPORTATION WILL BE CLOSED BOTH  
CHRISTMAS EVE AND CHRISTMAS DAY.**

**RAILPLANE** -The one-of-a-kind, experimental Pullman Railplane was photographed on October 26, 1933, during a test run along the ruler-straight Dearborn Branch of Detroit, Toledo & Ironton Railroad (DTI), aka "the railroad with the concrete arches". This was c. ten years before Detroit Industrial Expressway (today's I-94) was completed, running parallel with the track.

The Railplane's top speed was 90 mph -- faster than a speeding Budd Rail Diesel Car (RDC), a concept first seen in 1949. The Budd Company discontinued RDC production in 1962. The continuing lack of modern, self-propelled heavy-rail passenger cars has stifled regional rapid-transit development nationwide.

The Railplane would have left today's I-94 traffic in the dust.

A Southeastern Michigan Council of Governments (SEMCOG) map of a proposed rapid-transit route linking Detroit Metro Airport (DTW) with downtown Detroit (via Ford Motor Company's Michigan Central Station) includes this segment of the Dearborn Branch, currently-owned by Canadian National Railway (CN). The overhead electric catenary atop the rail line (built to serve Ford's River Rouge Complex in Dearborn) was unplugged in

1930, after Henry Ford sold DTI to Pennsylvania Railroad (PRR) in 1929.

The Railplane concept was created by William Bushnell Stout, who also designed the Ford Tri-Motor airliner. To me, it looks faster than the relatively-clunky Douglas DC-1 airliner, which first flew later that same year on the 30th anniversary of the Wright Brothers' first flight (December 17, 1933).



---

## The Story of The Johnson *Farebox Company*

*San Francisco Municipal Railway Johnson "D" Shown in a White Model 798 Bus.*



If you rode trolleys, street cars or buses from the early teens until the late 1960s there is a better than average chance that the token, nickel or dime or in later years the quarter that you used to pay your fare was dropped into a Johnson or Cleveland farebox. These venerable and well-made boxes were found on a large percentage of transit systems large and small in the United States.

The name Johnson Farebox came from its founder Tom Loftin Johnson (1854-1911). He was a businessman, U.S. representative, mayor; born near Georgetown, Kentucky. Moving about the south during the Civil War, he had little formal education. Settling in Louisville, Kentucky, he worked for the street railroad owned by members of the du Pont family, and gained their respect when he invented the first farebox for coins in 1880. In May 1888 he affiliated himself with the Saint Louis Car Company. You could buy a streetcar from them, and it came equipped with a fare box -- ready to go! After his death, the company continued as the Johnson Farebox Company.

In these early years fare boxes were not that widely used. Most of the early streetcars were set up in a way that the conductor would walk around the car and hand collect the fares and ring them up on an overhead fare register. This register was mounted on one of the bulkheads near the ceiling. This system worked fine but did lead to one potential problem for the transit companies and that was "knocking down". This came about when not all of the fares were rung up as they were collected. Many of the streetcar companies hired spotters to watch the conductors to see that all collected fares were rung up instead of one for me and one for you.

In the early part of the century a type of car known as a PAYE (pay as you enter) or pay as you pass the conductor became standard on many streetcar properties and the use of a fare box became more practical. This also kept everybody honest.

### *Omaha Johnson D Cranker Farebox*



In 1909, 1912 and 1914 Tom L. Johnson was granted patents to build and refine a registering fare box. This fare box was to evolve into the Type D that was the main stay of the Johnson Fare Box Company for many years. The early models had a larger body but the same registering mechanism. Shortly thereafter the standard Type D design size as we know it came into being. This basic design continued with some minor modifications until after World War II. The early models were manual "crankers," where by the operator or conductor cranked a handle on the side to run the money through the counting mechanism. Then he or she took the change out of the bottom. The cyclometers on the faceplate registered the money that passed through. At the beginning of the run or shift the operator or conductor took a reading. At the end of the run or shift another reading was taken and he or she was responsible to turn in the amount of money that was registered. These counting mechanisms were very well made and accurate, and there was very little chance for error.

**A Dependable Johnson System For Every Fare Collection** - In the 1930s when one-person crews were coming into being, an electric version of the D box was developed. This model had a 12volt motor attached to the bottom of the main housing by means of a belt connecting two pulleys. The electric motor did the work of cranking the box. Many of the earlier D boxes were motorized as Johnson sold a kit to do this. The motorized boxes were taller than the manual ones.



In the early years Johnson made another model, the J box. This model was not as widely used as was the D. It was more common on small systems that had a single coin fare. The J was slow to load since it took one coin at a time and was not practical on a big city system that had heavy patronage. The D boxes could take multiple coins at the same time, which made for faster loading at stops. Both types of boxes were factory set to take any type and size of coin or token as specified by the transit company ordering them. The J box only came as an electric model. The largest coin that these two models could take was a quarter. As the fares went up, many of the earlier boxes that did not take quarters were modified .

**Johnson Model J** - Some time before World War II, the Johnson Fare Box Company acquired the Cleveland Fare Box Company. This company only made manual dump boxes where the money went into a vault. The name Cleveland Fare Box was retained for that model, but had Johnson Fare Box Company name added to the oval builder's plate attached to the front of the box. Cleveland had a very good design and Johnson did little to modify it. The final version of the Cleveland, the type 5, had no builder name anywhere on the body but could still be recognized as a Cleveland. These boxes took any size coin but were not suitable for paper money unless it was folded twice. The paper dollars would open up and hang up in the chute in the tower. These boxes are still in use on some systems. Many have had the baffle chutes removed in the tower to allow paper money to go through more easily.

In the late 1940s, the D and J models dropped out of production and were replaced by a more streamlined model. The K box came into being with its stainless steel body and re-designed tower. The earlier Ks sat on a pedestal and the later versions had a two piece body that extended all the way to the floor. The counting mechanism on the Ks was identical to the Ds except a clutch was added to the main shaft in place of the lead sheer pin. A short time later the K50 model was offered which designated that it took half-dollars. The K25 only took up to a quarter. The very late K50s even took the Susan B. Anthony Dollar coin. The K boxes were available either as a model where money could be retrieved after it was registered, or as a vault box. Systems that used K vault boxes as well as Clevelands issued their operators a change fund.



**KEENE K25 (top section only shown)** - The one big thing that finished off the D boxes was the movement in the late 1960's where street car and bus operators carried no change. This was done to curb the rash of robberies of transit personnel. When this policy was put into effect, transit systems were required to have fare boxes with vaults. In 1970 when Los Angeles went to an exact fare policy, all D boxes were withdrawn from service. This was the most recent use of the long time flagship D boxes that I know of by a major transit system, in their original form. Omaha, however, added lockable vaults, allowing continued use of the D boxes well into the 1970's.

In the mid 1960's the name Johnson Fare Box Company disappeared from the scene when the company was absorbed by Keene. The new owners continued the K box line, and now they were called Keene Boxes. The Cleveland line was also retained but, retained its Cleveland name.

In the 1980's Keene was absorbed by General Fare Industries (GFI), who also later took over the Duncan Fare Box line to get the dollar bill track design. GFI continued the K and Cleveland line until they came out with their current model. Currently the two major builders of fare boxes are: GFI and Cubic. These state of the art boxes come equipped with a computer and can take paper money, tickets and any size coins and tokens. They are equipped to receive any kind of data fed into them by the transit operator collecting the fare. This data is extracted when the box is opened electronically to empty the vault. There are still two other builders, Diamond and Main, who produce manual dump boxes.



My favorite box is still the D. These are the most interesting and seem to be the most collectible. For years as a kid riding the San Francisco Muni street cars and buses I used to watch the nickels and dimes make that familiar ring as they went through the tower and the familiar clicking as they were registered. It was not until years later that I found out the purpose of the little ball and pin attached to the chain. If this ball and pin were out of the holder it indicated that the box had been turned upside down and possibly money dumped out of it.

---

**FILL'ER UP:** - April 24 1942 C.H. Laessig died- Early in 1905, he opened the first: gas station in the United States at 418 South Theresa. Laessig and his partner Harry Grenner ran a garden hose from a tank to fill up the cars. Prior to that time, most motorists brought a can to the hardware store for gasoline. Laessig and Grenner ended up with a chain of 40 stations across St. Louis.

---

### **ST. LOUIS: Right Outside the Builder's Door (Part 1) –**

In November 1939 William T. Rossell was brought from the Brooklyn & Queens Transit Corp. to St. Louis, Missouri, to assume the presidency of the St. Louis, Public Service Co. (SLPS). Simultaneously, Rossell held an advisory position with the Electric Railway Presidents' Conference Committee. Rossell was not a paid employee of TRC until 1944 when he left St. Louis, but he did have a voice in the activities of the corporation for many years earlier, and had been the leading advocate of all-electric control apparatus for PCC cars.

Even though St. Louis Public Service had placed its first order for 100 PCC cars some three months before Rossell officially appeared on the scene, his influence was felt in the elimination of compressed air systems on the cars. He also brought the idea of turnstile fare collection with him from Brooklyn, but this was to prove short-lived in St. Louis. Rossell would continue to use SLPS as a field test site for PCC car improvements.

The 1500-1599 series of cars from St. Louis Car featured the first production application of an all-electric control system and a slanted windshield backed up by an upholstered shadow

apron in an attempt to reduce nighttime glare. Other changes from earlier PCCs included force ventilated traction motors and super-resilient wheels. Although most of these features would become standard on postwar PCC cars built in North America, the SLPS fleet was beset with one final innovation that could rightfully be termed an oddity. The standard three pedal foot control system was replaced by a two-pedal design, with the accelerator pedal on the left and the brake pedal on the right.

Sufficient cars were on hand to permit route 40 Broadway to begin limited PCC service on Sunday, June 20, 1940, together with a certain number of route 44 Broad- my-Chippewa rush-hour trippers. Late in the summer the entire order was on the property, allowing the replacement of 36-year-old, two-man cars on routes 10 Delmar, 11 University, and 14 University-Clayton on September 1.

Satisfied with its first 100 cars, SLPS ordered the 1600-1699 series in December 1940. Again the locally-built units incorporated a number of design innovations, the most apparent being the inclusion of standee windows. Delivery commenced in August 1941, with the early arrivals replacing conventional equipment on routes 70 Grand and 32 Wellston during September. Wellston lost its weekday PCC's by the Spring of 1942, although it utilized I500-series cars on Sundays and holidays. In later years it regained full PCC service.

*(Continued next month)*

### CITY OF DECATUR -

The Illinois Terminal interurban "City of Decatur" in Decatur, 1949. The train is pulling away from the station at Van Dyke (which still stands). A cab waits just outside the station. At the time, the line connected Decatur passengers with Bloomington, Champaign, Peoria, Springfield, and St. Louis. Bloomington service was terminated in 1953. Decatur service ended in 1955.



**MUNICIPAL MATTERS STREET RAILWAY MILEAGE:** Register Pocock has just received from the engineers of the companies the reports of the total length of track operated by each street railway company within the city limits. It is as follows:

<b>ROAD</b>	<b>MILES SINGLE TRACK</b>	<b>EXTEN'D AUTH. BY ORD:</b>
St. Louis & Suburban	19.50 (E)	
Citizens' Rwy	3.10 (H) 9.95© 2.47 (E)	2,00
Cass Ave. & Fairgrounds	27.17 (E)	6.62

St. Louis Railroad Co.	14.67 © 4.95 (E)	
Baden & St. Louis RR Co.	5.00(H)	
Southern Electric	15.67 (E)	0.11
People's Railway	0.10 ©	
Fourth St. & Arsenal	3.50 (H)	
Missouri Railroad Company	9.06 © 15.60 (E)	2.68
Union Depot RR Co:		
Main Lines	28.20 (E)	17.00
Mound City	7.06 (E)	
Benton-Bellefontaine	13.73 (E)	
Jefferson Ave. Rwy	5.70 (H)	
Lindell Railway Co:		
Main Lines	26.39	
Taylor Ave. Rwy	2.68 (E)	9.12
Vandeventer Ave Rwy	5.68 (E)	
Compton Heights		
U.D. & W. T.	6.83 (E)	6.27

**TOTALS: 15.38 Horse; 43.58 Cable; 176.51 Electric; 43.80 Extended authorized by ordinance.**

**The above was originally reported in the Globe Democrat of November 7, 1893.**

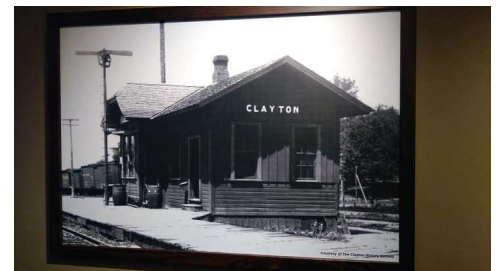
**PICTURE GALLERY FROM THE PAST:**

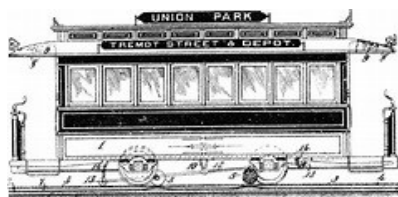


**Remains of the old Hodiament Right-of-Way looking towards Taylor.**

**If you look close you can see the top of the rails in some areas.**

**HISTORICAL FUN FACTS:** For those who may not know, there is a local business located at Hanley and Wydown that features several images of local (lost) streetcars and stations.





## 162 Years Ago: Overland Mail Starts the Race for Faster Communication Across the Country

On September 15, 1858, the first Overland Mail shipment left St. Louis. It arrived in San Francisco on October 10, in just 23 days and 23 hours. The service was contracted to John Butterfields Overland Mail Company by the US Post Office and required him to make deliveries to San Francisco in less than 25 days.

The Overland Mail route was used every week until it was discontinued due to the start of the Civil War. Wells Fargo had taken over the company from Butterfield at this point and created a new northern route to provide service during the war.

The Pony Express, which could deliver mail in just 10 days -half the time Overland Mail Company's stagecoaches could- briefly replaced the Overland Mail service before it too was replaced by telegraphs and railroads.



---

**A NEW LOOK FOR GRAND AVENUE WATER TOWER** - What a wonderful sight to see. The oldest of three water towers in the city got a face-lift Saturday — a scrubbing and a coat of fresh white paint — as part of an ongoing revitalization effort in north St. Louis. The 154-foot tower stands inside a roundabout at the intersection of East Grand Avenue and 20th Street in the College Hill neighborhood. Built in 1871, the Corinthian column has weathered decades of neglect, leaving a mottled brick base exposed beneath peeling scraps of paint.



**Water Tower Trivia:** Did you know that there are only seven water towers left in existence in the United States? Three of those are here in St. Louis. The towers were not used to store water. In the early days of the water system, water was pumped through the mains using piston pumps. The pressure generated by the pump each time it cycled was great enough to cause the water mains to explode if it wasn't relieved. Therefore, the water towers were constructed to act as a pressure relief safety valve thus preventing the mains from exploding.

---

MERRY CHRISTMAS TO ALL.  
THE NATIONAL MUSEUM OF TRANSPORTATION WILL BE CLOSED BOTH  
CHRISTMAS EVE AND CHRISTMAS DAY.



**RAILPLANE** -The one-of-a-kind, experimental Pullman Railplane was photographed on October 26, 1933, during a test run along the ruler-straight Dearborn Branch of Detroit, Toledo & Ironton Railroad (DTI), aka "the railroad with the concrete arches". This was c. ten years before Detroit Industrial Expressway (today's I-94) was completed, running parallel with the track.

The Railplane's top speed was 90 mph -- faster than a speeding Budd Rail Diesel Car (RDC), a concept first seen in 1949. The Budd Company discontinued RDC production in 1962. The continuing lack of modern, self-propelled heavy-rail passenger cars has stifled regional rapid-transit development nationwide.

The Railplane would have left today's I-94 traffic in the dust.

A Southeastern Michigan Council of Governments (SEMCOG) map of a proposed rapid-transit route linking Detroit Metro Airport (DTW) with downtown Detroit (via Ford Motor Company's Michigan Central Station) includes this segment of the Dearborn Branch, currently-owned by Canadian National Railway (CN). The overhead electric catenary atop the rail line (built to serve Ford's River Rouge Complex in Dearborn) was unplugged in

1930, after Henry Ford sold DTI to Pennsylvania Railroad (PRR) in 1929.

The Railplane concept was created by William Bushnell Stout, who also designed the Ford Tri-Motor airliner. To me, it looks faster than the relatively-clunky Douglas DC-1 airliner, which first flew later that same year on the 30th anniversary of the Wright Brothers' first flight (December 17, 1933).



---

## The Story of The Johnson *Farebox Company*

*San Francisco Municipal Railway Johnson "D" Shown in a White Model 798 Bus.*



If you rode trolleys, street cars or buses from the early teens until the late 1960s there is a better than average chance that the token, nickel or dime or in later years the quarter that you used to pay your fare was dropped into a Johnson or Cleveland farebox. These venerable and well-made boxes were found on a large percentage of transit systems large and small in the United States.

The name Johnson Farebox came from its founder Tom Loftin Johnson (1854-1911). He was a businessman, U.S. representative, mayor; born near Georgetown, Kentucky. Moving about the south during the Civil War, he had little formal education. Settling in Louisville, Kentucky, he worked for the street railroad owned by members of the du Pont family, and gained their respect when he invented the first farebox for coins in 1880. In May 1888 he affiliated himself with the Saint Louis Car Company. You could buy a streetcar from them, and it came equipped with a fare box -- ready to go! After his death, the company continued as the Johnson Farebox Company.

In these early years fare boxes were not that widely used. Most of the early streetcars were set up in a way that the conductor would walk around the car and hand collect the fares and ring them up on an overhead fare register. This register was mounted on one of the bulkheads near the ceiling. This system worked fine but did lead to one potential problem for the transit companies and that was "knocking down". This came about when not all of the fares were rung up as they were collected. Many of the streetcar companies hired spotters to watch the conductors to see that all collected fares were rung up instead of one for me and one for you.

In the early part of the century a type of car known as a PAYE (pay as you enter) or pay as you pass the conductor became standard on many streetcar properties and the use of a fare box became more practical. This also kept everybody honest.

### *Omaha Johnson D Cranker Farebox*



In 1909, 1912 and 1914 Tom L. Johnson was granted patents to build and refine a registering fare box. This fare box was to evolve into the Type D that was the main stay of the Johnson Fare Box Company for many years. The early models had a larger body but the same registering mechanism. Shortly thereafter the standard Type D design size as we know it came into being. This basic design continued with some minor modifications until after World War II. The early models were manual "crankers," where by the operator or conductor cranked a handle on the side to run the money through the counting mechanism. Then he or she took the change out of the bottom. The cyclometers on the faceplate registered the money that passed through. At the beginning of the run or shift the operator or conductor took a reading. At the end of the run or shift another reading was taken and he or she was responsible to turn in the amount of money that was registered. These counting mechanisms were very well made and accurate, and there was very little chance for error.

**A Dependable Johnson System For Every Fare Collection** - In the 1930s when one-person crews were coming into being, an electric version of the D box was developed. This model had a 12volt motor attached to the bottom of the main housing by means of a belt connecting two pulleys. The electric motor did the work of cranking the box. Many of the earlier D boxes were motorized as Johnson sold a kit to do this. The motorized boxes were taller than the manual ones.



In the early years Johnson made another model, the J box. This model was not as widely used as was the D. It was more common on small systems that had a single coin fare. The J was slow to load since it took one coin at a time and was not practical on a big city system that had heavy patronage. The D boxes could take multiple coins at the same time, which made for faster loading at stops. Both types of boxes were factory set to take any type and size of coin or token as specified by the transit company ordering them. The J box only came as an electric model. The largest coin that these two models could take was a quarter. As the fares went up, many of the earlier boxes that did not take quarters were modified .

**Johnson Model J** - Some time before World War II, the Johnson Fare Box Company acquired the Cleveland Fare Box Company. This company only made manual dump boxes where the money went into a vault. The name Cleveland Fare Box was retained for that model, but had Johnson Fare Box Company name added to the oval builder's plate attached to the front of the box. Cleveland had a very good design and Johnson did little to modify it. The final version of the Cleveland, the type 5, had no builder name anywhere on the body but could still be recognized as a Cleveland. These boxes took any size coin but were not suitable for paper money unless it was folded twice. The paper dollars would open up and hang up in the chute in the tower. These boxes are still in use on some systems. Many have had the baffle chutes removed in the tower to allow paper money to go through more easily.

In the late 1940s, the D and J models dropped out of production and were replaced by a more streamlined model. The K box came into being with its stainless steel body and re-designed tower. The earlier Ks sat on a pedestal and the later versions had a two piece body that extended all the way to the floor. The counting mechanism on the Ks was identical to the Ds except a clutch was added to the main shaft in place of the lead sheer pin. A short time later the K50 model was offered which designated that it took half-dollars. The K25 only took up to a quarter. The very late K50s even took the Susan B. Anthony Dollar coin. The K boxes were available either as a model where money could be retrieved after it was registered, or as a vault box. Systems that used K vault boxes as well as Clevelands issued their operators a change fund.



**KEENE K25 (top section only shown)** - The one big thing that finished off the D boxes was the movement in the late 1960's where street car and bus operators carried no change. This was done to curb the rash of robberies of transit personnel. When this policy was put into effect, transit systems were required to have fare boxes with vaults. In 1970 when Los Angeles went to an exact fare policy, all D boxes were withdrawn from service. This was the most recent use of the long time flagship D boxes that I know of by a major transit system, in their original form. Omaha, however, added lockable vaults, allowing continued use of the D boxes well into the 1970's.

In the mid 1960's the name Johnson Fare Box Company disappeared from the scene when the company was absorbed by Keene. The new owners continued the K box line, and now they were called Keene Boxes. The Cleveland line was also retained but, retained its Cleveland name.

In the 1980's Keene was absorbed by General Fare Industries (GFI), who also later took over the Duncan Fare Box line to get the dollar bill track design. GFI continued the K and Cleveland line until they came out with their current model. Currently the two major builders of fare boxes are: GFI and Cubic. These state of the art boxes come equipped with a computer and can take paper money, tickets and any size coins and tokens. They are equipped to receive any kind of data fed into them by the transit operator collecting the fare. This data is extracted when the box is opened electronically to empty the vault. There are still two other builders, Diamond and Main, who produce manual dump boxes.



My favorite box is still the D. These are the most interesting and seem to be the most collectible. For years as a kid riding the San Francisco Muni street cars and buses I used to watch the nickels and dimes make that familiar ring as they went through the tower and the familiar clicking as they were registered. It was not until years later that I found out the purpose of the little ball and pin attached to the chain. If this ball and pin were out of the holder it indicated that the box had been turned upside down and possibly money dumped out of it.

---

**FILL'ER UP:** - April 24 1942 C.H. Laessig died- Early in 1905, he opened the first: gas station in the United States at 418 South Theresa. Laessig and his partner Harry Grenner ran a garden hose from a tank to fill up the cars. Prior to that time, most motorists brought a can to the hardware store for gasoline. Laessig and Grenner ended up with a chain of 40 stations across St. Louis.

---

### **ST. LOUIS: Right Outside the Builder's Door (Part 1) –**

In November 1939 William T. Rossell was brought from the Brooklyn & Queens Transit Corp. to St. Louis, Missouri, to assume the presidency of the St. Louis, Public Service Co. (SLPS). Simultaneously, Rossell held an advisory position with the Electric Railway Presidents' Conference Committee. Rossell was not a paid employee of TRC until 1944 when he left St. Louis, but he did have a voice in the activities of the corporation for many years earlier, and had been the leading advocate of all-electric control apparatus for PCC cars.

Even though St. Louis Public Service had placed its first order for 100 PCC cars some three months before Rossell officially appeared on the scene, his influence was felt in the elimination of compressed air systems on the cars. He also brought the idea of turnstile fare collection with him from Brooklyn, but this was to prove short-lived in St. Louis. Rossell would continue to use SLPS as a field test site for PCC car improvements.

The 1500-1599 series of cars from St. Louis Car featured the first production application of an all-electric control system and a slanted windshield backed up by an upholstered shadow

apron in an attempt to reduce nighttime glare. Other changes from earlier PCCs included force ventilated traction motors and super-resilient wheels. Although most of these features would become standard on postwar PCC cars built in North America, the SLPS fleet was beset with one final innovation that could rightfully be termed an oddity. The standard three pedal foot control system was replaced by a two-pedal design, with the accelerator pedal on the left and the brake pedal on the right.

Sufficient cars were on hand to permit route 40 Broadway to begin limited PCC service on Sunday, June 20, 1940, together with a certain number of route 44 Broad- my-Chippewa rush-hour trippers. Late in the summer the entire order was on the property, allowing the replacement of 36-year-old, two-man cars on routes 10 Delmar, 11 University, and 14 University-Clayton on September 1.

Satisfied with its first 100 cars, SLPS ordered the 1600-1699 series in December 1940. Again the locally-built units incorporated a number of design innovations, the most apparent being the inclusion of standee windows. Delivery commenced in August 1941, with the early arrivals replacing conventional equipment on routes 70 Grand and 32 Wellston during September. Wellston lost its weekday PCC's by the Spring of 1942, although it utilized I500-series cars on Sundays and holidays. In later years it regained full PCC service.

*(Continued next month)*

### **CITY OF DECATUR -**

The Illinois Terminal interurban "City of Decatur" in Decatur, 1949. The train is pulling away from the station at Van Dyke (which still stands). A cab waits just outside the station. At the time, the line connected Decatur passengers with Bloomington, Champaign, Peoria, Springfield, and St. Louis. Bloomington service was terminated in 1953. Decatur service ended in 1955.



**MUNICIPAL MATTERS STREET RAILWAY MILEAGE:** Register Pocock has just received from the engineers of the companies the reports of the total length of track operated by each street railway company within the city limits. It is as follows:

<b>ROAD</b>	<b>MILES SINGLE TRACK</b>	<b>EXTEN'D AUTH. BY ORD:</b>
St. Louis & Suburban	19.50 (E)	
Citizens' Rwy	3.10 (H) 9.95© 2.47 (E)	2,00
Cass Ave. & Fairgrounds	27.17 (E)	6.62

St. Louis Railroad Co.	14.67 © 4.95 (E)	
Baden & St. Louis RR Co.	5.00(H)	
Southern Electric	15.67 (E)	0.11
People's Railway	0.10 ©	
Fourth St. & Arsenal	3.50 (H)	
Missouri Railroad Company	9.06 © 15.60 (E)	2.68
Union Depot RR Co:		
Main Lines	28.20 (E)	17.00
Mound City	7.06 (E)	
Benton-Bellefontaine	13.73 (E)	
Jefferson Ave. Rwy	5.70 (H)	
Lindell Railway Co:		
Main Lines	26.39	
Taylor Ave. Rwy	2.68 (E)	9.12
Vandeventer Ave Rwy	5.68 (E)	
Compton Heights		
U.D. & W. T.	6.83 (E)	6.27

**TOTALS: 15.38 Horse; 43.58 Cable; 176.51 Electric; 43.80 Extended authorized by ordinance.**

**The above was originally reported in the Globe Democrat of November 7, 1893.**

**PICTURE GALLERY FROM THE PAST:**



**Remains of the old Hodiament Right-of-Way looking towards Taylor.**

**If you look close you can see the top of the rails in some areas.**

**HISTORICAL FUN FACTS:** For those who may not know, there is a local business located at Hanley and Wydown that features several images of local (lost) streetcars and stations.

