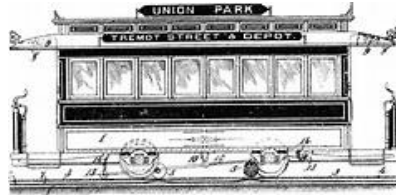


Transit Times



and Gazette

Vol. 1 – No. 4

March 2020

A Publication of the National Museum of Transportation Trolley Volunteers

=====

MANDATORY OPERATOR CERTIFICATION/RECERTIFICATION TO BEGIN MARCH 12, 2020 FOR THE 2020 SEASON!

The March 12, 2020 training date is full. The other remaining dates are March 13, 14, 19, 21, 26 & 28. Class begins at 9:00 am in the Restoration Shop lunchroom on the 2nd floor. **Be sure to read and become familiar with the new safety rules. You should have received these as an e-mail attachment by now. If you didn't send me a note and I will see that you get a copy.**

=====

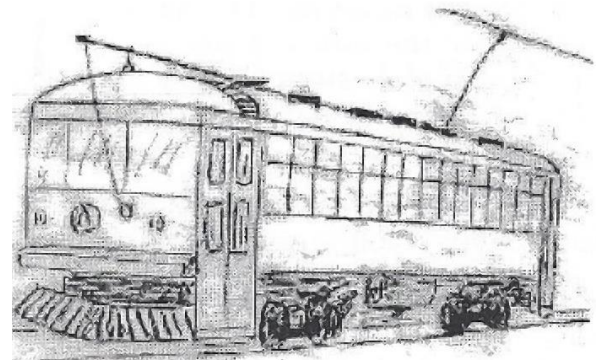


OUR TOWN – ST. LOUIS: Sometimes a photo can be interesting even if there aren't any streetcars in it. This 1955 photo shows 12th St (Tucker) looking north at Olive. The first thing that is obvious is that there is no trolley wire over the northbound track coming from Pine. However, there is a track joining from westbound Olive. No streetcars used 12th St after 1951 when the 50 Southampton was bused. These tracks, then only were used for emergency re-routing. However in 1955, Olive St was made one-way and 15 Hodiament cars vacate Washington so the only tracks that would still be needed in this photo would be the eastbound track on Olive.

Source: <https://digital.shsmo.org/digital/collection/imc/id/13007/rec/1722>.

DID YOU KNOW? - President Grover Cleveland, on February 4, 1887, signed the Interstate Commerce Commission Act creating the Interstate Commerce Commission or ICC for short.

Hoosac Tunnel, 4-3/4 miles in length, under Hoosac Mountain, Massachusetts, completed February 9, 1875, for 53 years this was the longest railway tunnel in the United States.





TRACKS TO NOWHERE - Another photo of disused streetcar tracks on 9th St at Pine looking North. The double track on 9th south of Pine was formerly used by the 73 Bellefontaine which was bussed in July 1947. The single track on 9th, north of Pine still has trolley wire to Olive where it could have been used as an emergency turnback. The single track on 9th north of Pine was last used by the 73 Bellefontaine line northbound. <https://mohistory.org/collections/item/N39168?view=zoom>

Lincoln Funeral Hearse



February 9, 1887 - 133 years ago, downtown livery stable, killing one estimated 100 horses. Also burned to transport assassinated President, Abraham Lincoln, to his final resting place.



a fire destroyed most of Arnot's fireman, one civilian, & an ashes, was the funeral hearse used

Jesse Arnot was born in 1812 in Monroe County, Virginia, an area which would later become part of West Virginia. Coming to Missouri in 1834, he settled in Glasgow, on the Missouri River, where he started a stagecoach line & delivered mail.

Moving to St Louis in 1849, he opened his livery stable in the center of the block bounded by Chestnut, Market, 9th & 10th Streets. It would soon become the largest & best known stable in the West, capable of boarding 400 horses, & storing the dozens of wagons & carriages that came with them. They also had their own carriages, buggies & wagons, for use in weddings, balls, concerts & shopping. But they specialized in funerals, & were the only undertaker in the Midwest to have a four-horse hearse. Driven by Arnot himself, he developed a way of knotting the reins, so that he could drive all four horses using one hand, a knot now known as the four-in-hand. As the premier stable in town, the leading hotels in town would order a horse or carriage for their customers using a direct telegraph to Arnots.

Known for having the finest, Arnot purchased the hearse, made in Philadelphia, at a cost of \$6000. The following year, 1858, it got its first use, the funeral of Missouri Senator Thomas Hart Benton.

After Mary Todd Lincoln decided to have her slain husband brought back to Springfield, Illinois, it was realized that Arnot's hearse was the only one in the area suitable to carry the murdered President. Ferried across the river, it was placed on a Chicago & Alton railcar, for the trip to the Illinois capitol.

The Arnot Livery Stable site, is now within downtown's Citygarden. Although the hearse did deliver Lincoln to his final resting place at Oak Ridge Cemetery, since the time of his funeral, his coffin has been moved 17 times, & opened 5 times.

Photos: Arnot hearse, with ostrich feathers, used in the Lincoln funeral; illustration from Harper's Magazine; Jesse Arnot.

TROLLEY FREIGHT SERVICE: MAPS AND STATISTICS. - Two maps in duplicate should be provided, one set for the canvasser and the other for the manager's office. One should be on a large scale, showing the city or town, and the other on a smaller scale, showing the city and surrounding country. Indicate on these maps by an appropriate symbol all company properties that may possibly be used for stations, and later on such acquired lots as may be needed for depots. Show also tracks, double and single, cross-overs, switches, and sidings. Distances from the commercial center of the city should be marked at all



proposed depots, track ends and suburban town centers. Prominent business houses, and markets, factories, breweries, bakeries, packing houses, quarries, sand pits, dairies, market gardens, large farms, etc., should be designated on the map by numbers, of which a classified list should be made by card index. As an all round canvasser is rarely a desk man, the results of his scouting should be systematically reviewed and tabulated by someone in the general office, who has the ability to compile a lot of miscellaneous matter that is brought in.

Blank forms for the use of the canvasser in his reports of individual shippers may seem a superfluity, but the being human will come in occasionally without a shipper's right name or address. He will have failed to note the time, day or night, when a particular shipper should be expected at the depot with his goods, and so on, and so on. Provide any convenient form in padded leaves that may be pasted to the back of the index card.

A compilation of the data that is procured and carefully sifted, as well as corrected by allowances on the one hand for over-estimation and on the other for business undiscovered, will give a fair idea of what is to be provided for, not only in tonnage but in bulk.

ROUTES AND TIME SCHEDULES. - Outlying city districts beyond the reach, of economical wagon delivery, suburban centers, villages, and settlements of all sorts reached by the company's lines, are on record among your statistics as good for a certain tonnage in one or both directions. On your general map paste small labels, showing tonnage values at proper points. It will be found that thriving towns ten or fifteen miles out, will apparently warrant two round trips per day, while for other centers, one trip per day will suffice. Some distant or inactive points require no more than a tri-weekly service.



It will be found that cars are cast to run one day or another with little or no load. While this may be unavoidable on some lines extending to consuming, but non-

producing centers, effort must be made to bring cars in with some freight even if the return trip 'has to be made by a different route than the outbound. It may be found profitable at some times and seasons to make regular belt-line trips. With certain classes of merchandise it is not important that cars should be expected at this or that depot at stated times, but in forwarding perishable goods the shipper and consignee expect and should be accommodated with a running schedule scrupulously followed. It is often advisable to run a shuttle car service about the city stations to pick up goods for the city terminal

WHEN ST. LOUIS MOVES - COMING OF STREET CARS IN ST. LOUIS AND SOME EARLY RAILWAY HISTORY.

Old St. Louisans remember the days when there were no street cars in St. Louis. Life and interest centered about the river front, and the wilderness began somewhere not far west of Twelfth Street. Few are alive who remember the omni-bus line started in the early '30's. From the historical records available it seems that this line had one vehicle, a very short route and a very short life.

The public regarded its passing with no regrets, for in those days distances about the city were easily covered afoot and weather conditions meant little to the pioneers of that day. Then, too, there was a feeling that it just was not the thing to do, to go riding about the streets in such a conveyance.

But St. Louis continued to grow. Its strategic location on the river made it the gathering place and the market place for hunters and trappers and growers. Lanes became well traveled streets, river commerce grew, houses and business places began reaching out fanwise from the original settlement and the population increased steadily and rapidly.

Another omnibus made its appearance. The driver was Erastus Wells and the fares were collected by a twelve-year old boy, George S. Case. This was in 1843. The route was from the corner of Third Street and Washington Avenue along Third Street to a point about Palm Street. Now St. Louis was ready for transportation of this public sort.

The omnibus was successful from the start. Calvin Case, father of the boy who collected fares for Wells, was satisfied that the omnibus business was sound. He and Wells became partners and in 1845 the firm of Case & Wells began serving the people of St. Louis with its first definitely scheduled and systematically operated public street transportation system.

The Case & Wells omnibuses were soon running from the National Hotel on Market Street to the ferry at the upper end of the city; from the National Hotel to the Arsenal, along Second Street: from the Planters' House along Fourth Street to the Arsenal; and from Fourth and Market Streets to the Camp Springs.

In 1850, just four years after the first regulating ordinance had been passed by the city authorities, six of the omnibus lines then running were consolidated under a plan engineered by Erastus Wells, Calvin Case, Robert O'Blenus and Lawrence Mathews. The lines had already spread out to points as distant as Carondelet and ninety omnibuses were in operation. Four hundred and fifty head of horses and four stables constituted the properties, and there were one hundred men employed.

George S. Case, who had collected fares on the first successful line when he was 12 years old, became a doctor. His interest in transportation did not wane, however, and he brought back from Philadelphia in 1858 the first piece of street car rail ever brought west of the Mississippi. The House of Delegates examined it as a curiosity, but passed an ordinance for a street railway on Franklin Avenue. This was the first bill for a railway franchise presented in Missouri. Public meetings were held early the following year and the community took an active interest in the building of the line.

The Missouri Railroad Company was incorporated in May that year. The first car on the new railway was run the following Fourth of July. Crowds gathered for the dual celebration of the anniversary of the

nation's birth and the birth of the St. Louis street railway system. The track ran out Olive Street from Fourth to Twelfth when the line was officially opened. Erastus Wells was the company's first president. The capital was \$100,000 and the first order for equipment, in cars, was for sixteen cars which cost about \$900 apiece.

From this year of 1859 until the outbreak of the Civil War many lines were built and opened. There were the St. Louis Railway Company, or Broadway Cable, as it came to be popularly known later; the Citizens Railway Company with tracks on Franklin and Morgan Streets; the People's Railway Company along Fourth and out Chouteau. The Gravois Railway began operation during the war and it was not long after the war that horse-car lines were running in all parts of the city.

Developments came more rapidly now. The city was increasing in size.. The public was demanding more and more speed and convenience. The streets on which many of the horse-car lines ran were in very poor condition, as their pavements were practically nil. While taxpayers and city officials wrangled over paving questions, cable cars had made their appearance in other cities and in 1884 a franchise was granted to an Indianapolis firm for a cable line from Sixth and Locust Streets out into St. Louis County. This line was so successful when it actually started in 1886 that it was but a few years until all of the other lines had begun rebuilding to supplant the horse car with the cable car. By 1896 there was not a single horse car left in the city.

While construction of cable lines was still in process, experiments were being made with electric cars. The Lindell Railway Company was unsuccessful in 1887 in an attempt to run cars with storage batteries. An experimental stretch was tried on South Broadway with overhead wires. Another attempt was made to utilize the overhead trolley system on a part of the Lindell line. It was in the Spring of 1890 that the Union Depot Railroad Company demonstrated the practicability of the electric trolley line.

If the transition from horse cars to cable lines had been fast, the change-over from cable to trolley systems was even faster. In 1895, the trolley lines were carrying over 100,000,000 passengers annually, nearly \$40,000,000 was invested in the properties and nearly 4,000 men were employed in electrical railway work.

Up next: United Railways Today -City-wide – More than 6,000 public servants.
