

NYNH & H FEDERAL EXPRESS WRECK

July 11, 1911 - The Federal Express train of the New York, New Haven, and Hartford Railroad, carrying the St. Louis Cardinals to Boston, plunged down an 18-foot embankment outside Bridgeport, CT, killing 14 passengers, & injuring dozens of others.

The team's Pullmans were originally just behind the baggage coaches near the front, when the train left Philadelphia. But when noise prevented the players from sleeping, manager Roger Bresnahan requested that the cars be moved when the train reached New York. The day coach that replaced the players' car was crushed and splintered, & the two cars carrying the team were the only cars that didn't leave the tracks.

The players, barefoot & wearing only pajamas, helped remove bodies and rescue the injured, then boarded a special train to Boston, where the day's game was postponed. Hailed as heroes, the railroad would pay each player \$25 for his rescue work and for lost belongings.



RIVERFRONT RAILROAD TUNNEL CONSTRUCTION ...

near MacArthur Bridge. 1959.
This was part of the Jefferson
Expansion Memorial Project.

HOW TO NAME A TOWN...MAY 6, 1892...William Allen died. In 1855, he platted and surveyed a town in St. Charles County, and donated land for a railroad depot. He named the site for Erasmus Wentz, a good friend and engineer with the Northern Missouri Railroad who helped with the work. The town was named Wentzville.



Riverfront in the 1940's.

MAY 11, 1927...Charles Lindbergh and "The Spirit of St. Louis" arrived at Lambert Field, 14 hours and 25 minutes after leaving San Diego. Lindbergh shattered the record for the 1,600 mile solo flight. He rested for a day before taking off for New York, and still managed to set a record for a solo coast-to-coast flight. On May 20th, he left for Paris.

CASY AT THE BAT

The outlook wasn't brilliant for the Mudville nine that day: The score stood four to two, with but one inning more to play, And then when Cooney died at first, and Barrows did the same, A pall-like silence fell upon the patrons of the game.

A straggling few got up to go in deep despair. The rest Clung to the hope which springs eternal in the human breast; They thought, "If only Casey could but get a whack at that— We'd put up even money now, with Casey at the bat."

But Flynn preceded Casey, as did also Jimmy Blake, And the former was a hoodoo, while the latter was a cake; So upon that stricken multitude grim melancholy sat,

For there seemed but little chance of Casey getting to the bat.

But Flynn let drive a single, to the wonderment of all, And Blake, the much despised, tore the cover off the ball; And when the dust had lifted, and men saw what had occurred, There was Jimmy safe at second and Flynn a-hugging third.

Then from five thousand throats and more there rose a lusty yell; It rumbled through the valley, it rattled in the dell; It pounded on the mountain and recoiled upon the flat, For Casey, mighty Casey, was advancing to the bat.

There was ease in Casey's manner as he stepped into his place; There was pride in Casey's bearing and a smile lit Casey's face. And when, responding to the cheers, he lightly doffed his hat,

No stranger in the crowd could doubt
'twas Casey at the bat.

Ten thousand eyes were on him as he
rubbed his hands with dirt;
Five thousand tongues applauded
when he wiped them on his shirt;
Then while the writhing pitcher
ground the ball into his hip,
Defiance flashed in Casey's eye, a
sneer curled Casey's lip.

And now the leather-covered sphere
came hurtling through the air,
And Casey stood a-watching it in
haughty grandeur there.
Close by the sturdy batsman the ball
unheeded sped—
"That ain't my style," said Casey.
"Strike one!" the umpire said.

From the benches, black with people,
there went up a muffled roar,
Like the beating of the storm-waves
on a stern and distant shore;
"Kill him! Kill the umpire!" shouted
someone on the stand;
And it's likely they'd have killed him
had not Casey raised his hand.

With a smile of Christian charity great
Casey's visage shone;
He stilled the rising tumult; he bade
the game go on;
He signaled to the pitcher, and once
more the dun sphere flew;
But Casey still ignored it and the

umpire said, "Strike two!"

"Fraud!" cried the maddened
thousands, and echo answered
"Fraud!"

But one scornful look from Casey and
the audience was awed.
They saw his face grow stern and cold,
they saw his muscles strain,
And they knew that Casey wouldn't let
that ball go by again.

The sneer is gone from Casey's lip, his
teeth are clenched in hate,
He pounds with cruel violence his bat
upon the plate;
And now the pitcher holds the ball,
and now he lets it go,
And now the air is shattered by the
force of Casey's blow.

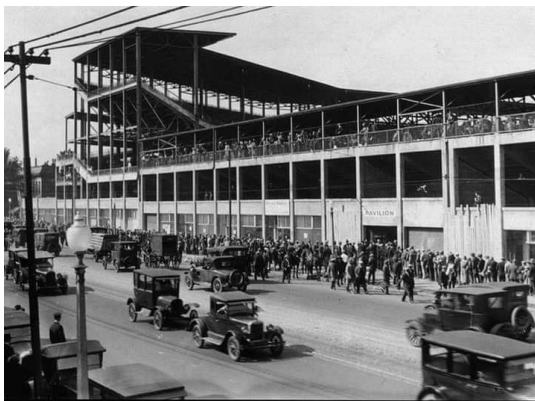
Oh, somewhere in this favoured land
the sun is shining bright,
The band is playing somewhere, and
somewhere hearts are light;
And somewhere men are laughing,
and somewhere children shout,
But there is no joy in Mudville—
mighty Casey has struck out.

This poem is in the public domain.



Ernest Lawrence
Thayer was born
on August 14, 1863
in Lawrence,
Massachusetts.

FAST FORWARD TO MODERN TIMES...IN AND AROUND SPORTSMANS PARK.



1944 WORLD SERIES

From Wikipedia, the free encyclopedia

The **1944 World Series** was an all-St. Louis World Series, matching the St. Louis Cardinals and St. Louis Browns at Sportsman's Park. It marked the third and final time in World Series history in which both teams had the same home field (the other two being the 1921 and 1922 World Series in the Polo

Grounds in New York City).

1944 saw perhaps the nadir of 20th-century baseball, as the long-moribund St. Louis Browns won their only American League pennant. The pool of talent was depleted by the draft to the point that in 1945 (but not 1944), as the military scraped deeper and deeper into the ranks of the possibly eligible, the Browns

actually used a one-armed player, Pete Gray. Some of the players were 4-Fs, rejected by the military due to physical defects or limitations that precluded duty. Others divided their time between factory work in defense industries and baseball, some being able to play ball only on weekends. Some players avoided the draft by chance, despite being physically able to serve. Stan Musial of the Cardinals was one. Musial, enlisting in early 1945, missed one season. He rejoined the Cardinals in 1946.

As both teams called Sportsman's Park home, the traditional 2–3–2 home field assignment was used (instead of the wartime 3–4). The Junior World Series of that same year, partly hosted in Baltimore's converted football stadium, easily outdrew the "real" Series and attracted attention to Baltimore as a potential major league city. Ten years later, the Browns transferred there and became the Orioles. Another all-Missouri World Series was played 41 years later, with the Kansas City Royals defeating the Cardinals in seven games.

The Series was also known as the "Trolley Series," "Streetcar Series," or the "St. Louis Showdown." Coincidentally, this World Series was played the same year Metro-Goldwyn-Mayer released the musical film *Meet Me in St. Louis*. It remains one of two World Series played that featured two teams from the same city other than New York; the other was the 1906 World Series between the two Chicago teams. The 1989 World Series featured two teams from the San Francisco metropolitan area, but not the same city.

This is the only World Series to date to not have either team credited with a stolen base.

Many of the game's best players were called away for World War II, and the result was a seriously depleted pool of talent.^[2] The top team in the American League was the St. Louis Browns, who collectively batted .252 en route to their only pennant in 52 seasons. They only had one .300 hitter in outfielder Mike Kreevich (who barely made it at .301), one man with 20 home runs, shortstop Vern Stephens (who hit exactly 20), and one player over the 85 runs batted in mark, Stephens, who knocked in 109 to lead the league. On the mound, the Browns boasted Nels Potter and Jack Kramer, who combined for 36 victories. The team squeaked into first place by winning 11 out of their final 12 games, including the last four in a row over the defending champion New York Yankees. The last victory, combined with Detroit's loss to Washington, enabled St. Louis to finish one game ahead of the Tigers in the

American League. Their 89–65 record would be the worst for an AL champion until the Minnesota Twins won the pennant in 1987 with a record of 85-77.

On the other side of Sportsman's Park, the other Major League team from St. Louis was doing business as usual. In making off with their third straight National League pennant (leading by 14 ½ games over Pittsburgh), manager Billy Southworth's Cardinals had won 105 games and ran their three-year victory total to 316. The Cardinals were the first National League franchise with three consecutive 100 win seasons. The 1944 club featured league MVP Marty Marion and future Hall of Famer Stan Musial.

ON THE ROAD TO VICTORY....EMERSON ELECTRIC



Manufacturing gun turrets.

GLIDER CRASH August 1, 1943 - 77 years-ago today, ten people, including the



Mayor of St. Louis and the president of the St. Louis Chamber of Commerce, were killed in a glider crash before an estimated 10,000 horrified spectators at Lambert-St. Louis municipal airport.

The 10 passengers were riding in the glider during the first public demonstration of the St. Louis-made cargo-type airplane. The victims are Mayor

WILLIAM DEE BECKER; THOMAS DYSART of the chamber of commerce; Major WILLIAM B. ROBERTSON, president of the ROBERTSON Aircraft corporation and cofounder of Lambert field; Lieutenant Colonel PAUL H. HAZELTON, miscellaneous area officer of the army air force; MAX DOYNE of the St. Louis public utilities

department; CHARLES CUNNINGHAM, assistant city comptroller; St. Louis County Judge HENRY MUELLER; HAROLD A. KRUEGER, vice president and general manager of the ROBERTSON corporation; Captain MILTON C. KLUGH of the Seventy-first troop carrier command, Stout field, Indianapolis, Ind., pilot of the glider; and Private First Class J. M. DAVIS, also attached to the Seventy-first troop carrier command. The demonstration was sponsored by the ROBERTSON corporation and the army air forces.

The glider, flying directly over the field at a height of about 2,000 feet, began its death journey earthward immediately after being released from a Douglas C-47 cargo plane. Immediately after the release, the left wing of the glider buckled and collapsed. The craft seemed to halt temporarily in the sky, observers said, and then the other wing began to fold and both fell free from the fuselage.

The fuselage intact, the glider plummeted to the earth like a dart. There was a dull crash as the craft hit the ground and exploded. Fragments flew several hundred feet into the air.

Scores of women fainted and many wept as the crash siren at the field sounded.

The glider had been lifted from the field shortly before its release by the Douglas plane and the two had circled the port only three or four times. The craft had made a successful test flight shortly before the fatal accident. Reports said craft similar to the one that crashed will be grounded until an investigation of their structure is made. The glider, designed to carry 15 fully-equipped soldiers and one jeep, is manufactured by the ROBERTSON Aircraft corporation.

The crash was the worst air disaster in the history of St. Louis. Mayor BECKER, serving his first term as chief executive of the city, said at a press conference Saturday that he looked forward to his ride in the glider. It was his first in that type of plane.

Questioned regarding his belief in the safety of air travel and the amount of danger in connection with his ill-fated ride Sunday he declared, "You can die only once and we must die sometime." Major ROBERTSON was a pioneer in aviation and was the first man to land a plane on the St. Louis port in 1919. He was one of the first sponsors and a financial backer of CHARLES A. LINDBERGH, who formerly worked for ROBERTSON as an air mail pilot out of St. Louis. ROBERTSON also helped lay out and survey the China National Airways and made a complete aerial survey of the air facilities of Turkey. He was an organizer of the Transcontinental Air Lines. DYSART, for years a St. Louis broker, was injured with four bankers in a plane crash at Atlantic City in 1928 during a convention of the Investment Bankers association. He headed the group in 1925.