

HAPPY NEW YEAR

**THE NATIONAL MUSEUM OF TRANSPORTATION IS CLOSED BOTH
NEW YEAR'S EVE AND NEW YEAR'S DAY.**

The Grand streetcar line like others, sometimes incorporated the routes of other established lines. In this case there was a dispute over how much the Grand Ave., Railway Company had to pay for the use of the People's Railway Company track on Grand from near Arsenal St., (near Trower Grove Park) and Lafayette. Apparently, the usual practice was to compute the cost based on the construction cost. However the Grand Avenue Railway was an electric line and had no use for the cable slot used by the People's Railway Company. (From a FB post.)

GRAND AVE TRACK DISPUTE – The commission of three appointed to settle the difference between the Grand Avenue and People's Railway Cos. Relative to the compensation to be paid for the use of the latter's track by the former on Grand Avenue has prepared two reports. Messrs. James O. Churchill and Frederick N. Judson report that the Grand Avenue Company should pay the People's Railway Company for the use of the tracks \$1,320 per annum. Gen. John W. Turner, in his minority report, thinks the amount should be \$2,606.45.

Gen. Turner thinks the conduit should be taken into consideration in estimating the cost of the track, while Messrs. Churchill and Judson think not, as the electric line does not use it. Mayor Walbridge will have to settle the matter.

TWO BOULEVARD STOP SYSTEM ORDINANCES TO BE REPORTED TODAY – Certain Avenues and Streets to be changed into Boulevards and Vice Versa. – The Committee on Legislation of the Board of Aldermen yesterday voted to make a favorable report at the regular meeting of the full board this afternoon on the so called "boulevard stop system ordinances," which are sponsored by the St. Louis Safety Council, and which have been pending in the committee for many months. Mrs. Arthur T. Morey, chairman of the women's division of the council, and W. L. Patterson, public safety engineer, submitted arguments in favor of the bills.

The first of the two measures provides for changing certain "avenues" and "streets," which are being used as traffic thoroughfares, into "boulevards" and not heavily used in vehicular traffic, into "streets" "avenues" or "places."

LIST OF STREETS TO BE CHANGED: - Following is a list of streets which will be changed by the ordinance: Washington Avenue, west of Jefferson to be known as Washington Boulevard; Locust Street, west of Jefferson, as Locust Boulevard; Pine and Chestnut Streets, west of Jefferson, as Pine and Chestnut Boulevards; Lawton Avenue as Lawton Boulevard; Twelfth Street, between Washington and Market, as Twelfth Boulevard; Grand Avenue as Grand Boulevard; Kingshighway as Kingshighway Boulevard; Flora Boulevard as Flora Place; Forsythe Boulevard as Forsythe Avenue; Kingsbury Boulevard as Kingsbury Avenue; Leamington Avenue as Leamington Boulevard; Longfellow Boulevard as Longfellow Place; Page Boulevard as Page Avenue; Thurman Boulevard as Thurman Avenue; Wydown Boulevard as Wydown Avenue; and

Garesche Boulevard as Garesche Avenue. Lindell Avenue, west of Leonard Avenue, to be changed into Lindell Boulevard.

VEHICLES MUST STOP – The second ordinance provides that all vehicles, including automobiles, horse-drawn wagons, streetcars and trucks, must come to a dead stop before crossing any of the streets designated as “boulevards.” Exempt from this rule are only Fire Department apparatus, police patrol wagons, ambulances and steam trains. A penalty clause providing for fines ranging from \$5 to \$200 for violation of the ordinance, is attached to the measure.

Maj. Clinton H. Fisk, Director of Streets and Sewers, who attended the meeting, heartily approved the two bills, as did the representatives of the Safety Council and H. E. Engel, secretary of the Association of Team and Truck Owners.

The Legislation Committee did not take action yesterday on the Safety Council’s ordinance providing for a competency test for all drivers of automobiles, but instead decided to obtain a legal opinion from City Counselor Paulfield on the constitutionality of such a measure
(Appeared: Friday, March 17, 1922, St. Louis Globe-Democrat Page 22.)

FEBRUARY 23, 1834 – Johann George Aff was born in Germany. Like many Germans fleeing a failed revolt, he settled in South St. Louis County in 1859. He farmed property on Weber Road and built a store near Gravois and Tesson Ferry. The area around the store became known as “Aff’s Town,” later shortened to Affton.



GRANVILLE T. WOODS INVENTOR: Born in Columbus, Ohio in 1856, Granville Woods first started working as a fireman, and then became a mechanical engineer and inventor.

As an inventor, he received over 60 patents. **Two of his most notable inventions were a device that he named a “telephony”, which allowed communication by voice over telegraph wires, and a Synchronous Multiplex Railway Telegraph that helped trains communicate with stations and other trains about their whereabouts and problems on the track.**

The first was purchased by Alexander Graham Bell, the second was challenged in court by Thomas Edison. Woods successfully defended his patent, leading Edison to offer him a prominent job within his company. Woods declined preferring to work independently.

WINGING IT PAYOFF - October 8, 1910 The International Air Meet got underway at Kinloch Air Field. At the historic meet, Theodore Roosevelt became the first president to ride in an airplane. Arch Hoxsey set a cross country record by winging it all the way from Springfield, Illinois. Alfred LeBlanc set the American speed record at 68 miles per hour.

ST. LOUIS: RIGHT OUTSIDE THE BUILDERS DOOR – PART 2: - As deliveries of the 1600s continued, routes 15 Hodiadmont and 51 Forest Park received new equipment, and finally on New Year’s Day 1942 the 15-mile-long Manchester trunk (53 Maplewood, 54 Webster, 55 Clay & Adams, and 56 Kirkwood) running out to Kirkwood, Missouri, obtained them. Since PCCs

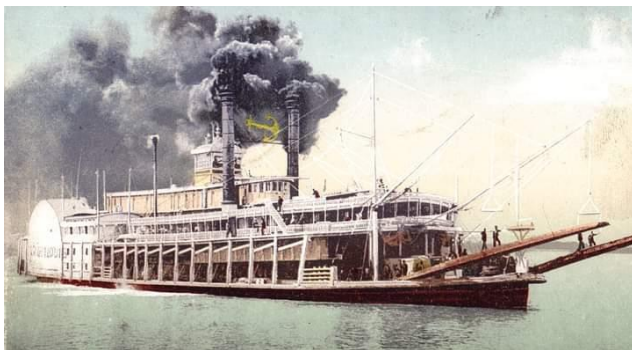
could not negotiate a curve on a bridge over the Missouri Pacific Railroad, they terminated at Clay and Adams for over a year until the bridge was replaced.

St. Louis public Service entered World War II with a total of 200 streamliners. Supplies of parts dwindled during the war years. January 1943 saw roughly a quarter of the PCC fleet laid up for want of essential materials, chiefly the rubber “sandwiches” for the resilient wheels. The Broadway car line was particularly hard hit, and on one night that month only two of the 25 streamliners assigned to South Broadway Carhouse were in service.

National City Lines began to purchase SLPS stock in 1941, and managed to secure control by 1944. NCL’s actions in St. Louis appeared to be completely out of context for a firm partially owned by major bus, tire, and petroleum suppliers. The replacement of Rossell by John L. Wilson, formerly of Mack Truck and a close associate of E. Roy Fitzgerald of NCL, was logical. But a continuing devotion to the electric streetcar was somewhat less than typical. One St. Louis Post-Dispatch reporter, interviewing Fitzgerald during a hassle over a fare increase, was told that he did not care about SLPS per se; his only concern was making money. In St. Louis the trolley made money and the NCL management was quite content to run a balanced transportation system.

Early in 1945 Public Service ordered 100 additional PCC-cars from St. Louis Car and almost immediately received War Production Board and Office of Defense Transportation consent. Because of wartime limitations on new designs, the 1700 series was virtually identical to the cars built in 1941. Since the 1600s had been the starting point for the postwar PCC car design, however, the vehicles received in the fall of 1946 were equal to their all-electric contemporaries in other cities.

"CITY OF ST. LOUIS" steamer ... was built in 1883 at Howard ShipYards in Jeffersonville, Indiana, and was a sidewheel packet that operated on the Mississippi River. The term “packet” refers to steamers that were dominant on the rivers in the 1800s, that were designed to carry people and trade goods. City of St. Louis had five different owners during her short lifespan. She was “laid up” at Carondelet, Missouri and burned there on October 29, 1903.



September 29, 1959 - 61 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.

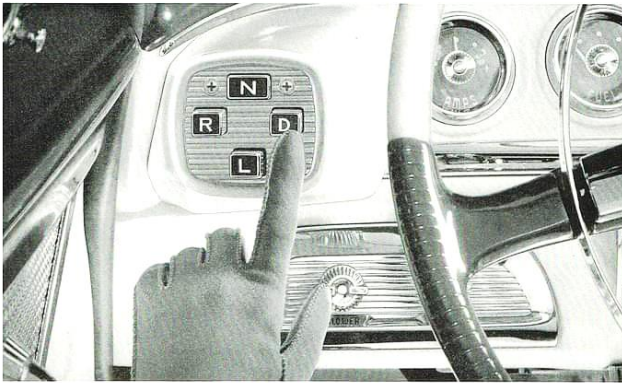


GM PLANT - Although we commonly refer to it as the Chevy Plant, it was initially thought that the General Motors Plant at Union & Natural Bridge would produce all General Motors brands. The first Buick rolled off the line on September 29, 1920 - 100 years ago today, & with much ceremony, the Mayor's daughter, Edna Kiel, was there to christen the car. The champagne bottle didn't break, but did damage the radiator cap, which had to be replaced. Perhaps

this was an omen, as only about 1000 Buicks would be produced before their assembly was moved elsewhere.

NEW!... from

**THE FORWARD LOOK '56...
PUSHBUTTON POWERFLITE**



Chrysler was the last of Detroit's [Big Three](#) automakers to introduce a fully automatic transmission, some 14 years after [General Motors](#) had introduced [Oldsmobile's Hydramatic](#) automatic transmission and nearly three years after [Ford's Ford-O-Matic](#). Packard's [Ultramatic](#) debuted in 1949, and Studebaker's [Automatic Drive](#) was introduced in 1950. The PowerFlite was simple in its construction and operation, with fewer parts than competing transmissions. It was also quite durable, being used behind every Chrysler Corporation engine from the lowly

[Plymouth Six](#) to the [Imperial's Hemi V-8](#). Unlike most other automatic transmissions, PowerFlite did not feature a "Park" range, making it necessary to use the handbrake whenever the car was parked. All Chrysler products at the time had a parking brake independent from the vehicle's wheel brakes, a single brake drum mounted on the driveshaft, just behind the transmission. This had the (intended) effect of locking both rear wheels in the same way that the "Park" setting did in other transmissions.

When first introduced, PowerFlite was controlled by a single lever mounted on the steering column. The shift quadrant sequence was R-N-D-L, which differed from the more common P-N-D-L-R on other makes. In most other makes, it was necessary to pass through all forward ranges to put the car in reverse, and then back through some of those ranges to drive forward. Chrysler

promoted the greater safety of the PowerFlite pattern; because forward and reverse settings were separated by neutral and it was necessary to move the lever only one notch to the left or right to put the car in motion, so an accidental overshift past D would result in a harmless shift to low gear rather than an unintended engagement of reverse. Many years later, when the U.S. [National Highway Traffic Safety Administration](#) began regulating vehicle controls and displays, the Chrysler pattern (with the Park setting added, becoming P-R-N-D-L), became mandatory for the safety reasons originally stated by Chrysler. In 1955, Chrysler moved the shift lever to the dashboard in a vertical slot with "R" at the top and "L" at the bottom. In 1956, Chrysler switched to pushbutton transmission controls, which remained the only PowerFlite shift mechanism.

The PowerFlite was reverse engineered and copied by the Soviets in the Soviet Union and an adapted counterfeit ersatz was for instance utilized and fitted into the ZIL-111 limousine, which was used by member of the Soviet politbureau as a representative fleet vehicle.



Scrapping of St. Louis Bi-State Development Co. Trolleys began May 22nd, 1966, the day after the last streetcar line in the city closed.

FORD MOTOR COMPANY UNVEILS THE MODEL T - On October 1, 1908, the first production [Model T](#) Ford is completed at the company's Piquette Avenue plant in Detroit. Between 1908 and 1927, Ford would build some 15 million Model T cars. It was the longest production run of any automobile model in history until the Volkswagen Beetle surpassed it in 1972.

Before the Model T, cars were a luxury item: At the beginning of 1908, there were fewer than 200,000 on the road. Though the Model T was fairly expensive at first (the cheapest one initially cost \$825, or about \$18,000 in today's dollars), it was built for ordinary people to drive every day. It had a 22-horsepower, four-cylinder engine and was made of a new kind of heat-treated steel, pioneered by French race car makers, that made it lighter (it weighed just 1,200 pounds) and stronger than its predecessors had been. It could go as fast as 40 miles per hour and

could run on gasoline or hemp-based fuel. (When oil prices dropped in the early 20th century, making gasoline more affordable, Ford phased out the hemp option.) “No car under \$2,000 offers more,” ads crowed, “and no car over \$2,000 offers more except the trimmings.”

Ford kept prices low by sticking to a single product. By building just one model, for example, the company’s engineers could develop a system of interchangeable parts that reduced waste, saved time and made it easy for unskilled workers to assemble the cars. By 1914, the moving assembly line made it possible to produce thousands of cars every week and by 1924, workers at the River Rouge Ford plant in Dearborn, [Michigan](#) could cast more than 10,000 Model T cylinder blocks in a day.

But by the 1920s, many Americans wanted more than just a sturdy, affordable car. They wanted style (for many years, the Model T famously came in just one color: black), speed and luxury too. As tastes changed, the era of the Model T came to an end and the last one rolled off the assembly line on May 26, 1927.



HISTORY OF SPIRIT OF ST. LOUIS AIRPORT - People in aviation have always been a special breed. Fearless dreamers who find solace in flight or in the machines that make it possible. Even today, people involved in aviation have a certain knack for seeing the big picture of how things lend themselves to another, no matter if they are a pilot, maintenance technician, air traffic controller or just someone who loves airplanes. The love of aviation is what binds them together. The story of how Spirit of St. Louis Airport came to be is no different.

Paul D. Haglin had aviation in this blood. As a young man in the late 1950’s, he had successfully melded his love for aviation into a career as an aerospace engineer working for McDonnell-Douglas in St. Louis, Missouri. As an avid aviator and private pilot himself, Haglin often took to the skies as part of his business and, more often than not, for pleasure. At the time, Haglin’s airplane, a blue and white Cessna 195, was based at Lambert Field.

In late 1958 and early 1959, not long after he arrived in St. Louis from Minnesota, Haglin started to experience first hand much of what he had heard about Lambert; the dense air traffic and continued growth of the field toward a major commercial airport. Haglin would sometimes wait for clearance to take off for upwards of 45 minutes. Having to wait for commercial flights and other aircraft higher in priority was past being a nuisance and fast becoming a real problem for the general aviation aircraft that utilized Lambert. Officials estimated the traffic would reach a saturation point at that airport within five years. The idea of an airpark located in St. Louis County to serve the needs of business and general aviation in the area was born during one of those lengthy delays in taking off from Lambert. In the year that followed, Haglin found himself flying over various existing airfields, landing and taking off, to see if any of them could be expanded into a

desirable executive airport. Most of the sites he visited were too small to be expanded to the extent that Haglin has envisioned and he quickly came to the realization that he would have to start from scratch and build his dream.

As Haglin's vision progressed, he began to realize there were some very obvious needs that his project could fill. The first was obviously that the region needed the type of airport he was proposing and second, that St. Louis County would benefit from a hybrid airport that incorporated an industrial park into the design. It would allow access to the airport to companies who utilized aviation in their operations, and be the anchor to further industrial development in the future.

Soon after, Haglin partnered with a local attorney, William C. Honey and formed Haglin & Co. to find the perfect location. In 1961, they found it. That location was known as "Gumbo", a stretch of farmland in west St. Louis County. Haglin & Co.'s proposal to the County Planning Commission called for 1,037 acres of the land, 343 acres for the airfield complex and another 694 acres for the related industrial park.

The proposed cost for the land acquisition was \$7.9 million dollars. Since most of the land in the area at the time was farmland, Haglin & Co. spent the next 2-3 years negotiating with some 37 landowners in the area to gain options to the needed space, as well as struggling with St. Louis County to get the farmland re-zoned as industrial. Meanwhile, the search was on to secure financing for the airport. That eventually came from Republic Nations Life Insurance Company in Dallas, TX.



With financing in place, and the Planning Commission's blessing, Haglin & Co. secured the needed land by purchasing approximately half of it outright. The remaining half was acquired through negotiated 99-year lease situations.

After a series of delays, the rezoning of the land for the proposed airport development was finally approved and the land acquisition plan began to move forward. Haglin now had to deal with another issue. An existing airfield was located just ½ mile directly across what is now Chesterfield Airport Road from Haglin's proposed airpark. Lobmaster Sky Ranch Airport was a small airport that was home to small aircraft operations including flight training, skydiving and some charter activities. The field itself was small and the runway short, thus limiting the types of aircraft that could operate there safely. It did not have a tower and most of the aircraft that operated there didn't even have radios at the time.

The construction of Spirit of St. Louis involved building the necessary access roads and infrastructure as well as the runway and terminal building. The runway was to be 5,100 ft. long and 75 ft. wide with a full taxiway and aircraft parking area, twice the size of the existing Lobmaster facility. This only added to the dilemma of how to keep costs from skyrocketing. Haglin & Co. enlisted a local concrete company and soon found his answer. The runway was to be built from soil cement, a process where concrete is mixed with the native soil in

the area. It was also a process that would not work just anywhere, but the conditions happened to be just right in Gumbo. The original runway was constructed with 22 inches of compacted subgrade, 7.5 inches of soil cement and 2.5 inches of asphalt on top of that. This helped Haglin keep costs under control while still being able to construction a first class runway. With a runway solution in hand, next was the construction of a 1,500 sq. ft. terminal building and a row of T-hangars.

Meanwhile, concerns over the two airports operating so close together increased. Haglin worked diligently with David Lobmaster, the operator of Lobmaster Sky Ranch during this time. Soon, an agreement was reached. Lobmaster would close and relocate all of their services and facilities to the new Spirit Airpark. Unfortunately, Lobmaster was killed in an airplane accident shortly thereafter and the agreement was never put in writing. The subsequent owner of Lobmaster did not acknowledge the previous deal. What ensued was a legal battle between the two airports. By this time the majority of the construction at Spirit was complete, but since Lobmaster was still in operations, the FAA determined that two airports in such close proximity did represent a safety hazard since neither one had an air traffic control tower. The answer came in the shape of Federal Regulation Park 93, Subpart G, which ultimately said that Spirit must have a tower to be operational and that the traffic at Lobmaster would have to obey instruction from the Spirit Tower.

In early 1964, with construction of the main facilities complete, Haglin still had the tower issue to overcome and he had to do it fast. Spirit had to fund the tower and its controllers on its own per the FAA's decision. The new tower was constructed primarily of storm doors and windows on top of four telephone poles. There was only a trap door for entry and no restroom facilities. By August of 1964, Spirit had hired full-time Air Traffic Controllers to man the tower. One of those men was Richard Hrabko. With the controllers in place, Haglin was free to open his airport and finally did on August 30, 1964. The first airplane to land was his Cessna 195. "That tower wasn't pretty, that's for sure. It would get 135 degrees in there in the summer because our window air conditioner wouldn't work all the time," said Hrabko. "We used to call it "Old Shaky" because the wind would get it to rocking and the windows would rattle. In bad weather we used to have to duck below the frames because we were afraid the glass would implode, but we never did have any problems like that," he continued." "Old Shaky" was used as the tower for Spirit from 1964 to 1970.

With the airport operational and the facilities complete, Spirit was out to make a name for itself within the aviation community. Superior service and facilities quickly made people notice what was happening in "Gumbo". Spirit not only was the airport, but also acted as an early FBO, selling Shell Aviation Fuels. The airport had its own fuel farm installed shortly after opening and had new fuel trucks on the premises.

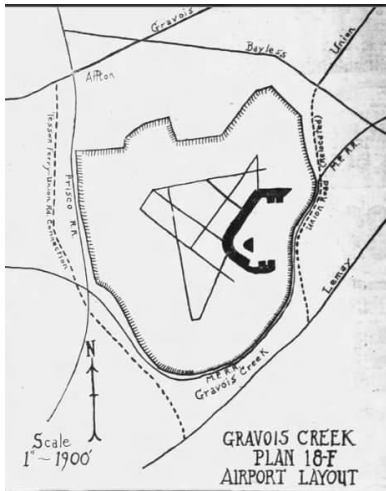
In 1965, the Spirit of St. Louis Airport was officially dedicated with all of the fanfare due the most innovative executive airpark of the times. Mayor Alfonso J. Cervantes officially opened the airport in a most memorable way. Instead of using giant ceremonial scissors to cut the opening ribbon, Cervantes and a pilot approached the ribbon held aloft by hundreds of helium balloons in a helicopter and gracefully snipped the ribbon with the rotors! Soon after, Cervantes climbed atop a podium and presented Haglin and Honey with a commemorative plaque. The day and weekend were marked with this special dedication as well as other air show-type events.

And so Spirit ushered in a new appreciation for aviation in the St. Louis Area and with it, the hopes of attracting corporate flight departments and other aviation businesses.

Ralston-Purina was the first such corporate flight department to make a commitment at the new airfield in 1965. Their flight department consisted of seven aircraft ranging in size from a Gulfstream I down to a Twin Beechcraft. The company was also positioning itself to take delivery of the first business jet based at Spirit, a Falcon 20 in 1966.

The company's move was contingent on Spirit acquiring an instrument approach suitable for a jet of that size. Spirit's own Richard Hrabko quickly designed a VOR DME approach that fit the bill. But, the approach was not available to just anyone. Only those companies who had a need for it and agreed to abide by special operating rules were allowed to use it.

Around the same time in 1965 that Ralston-Purina became the first corporate flight department to be based at Spirit, Thunderbird Aviation was poised to become the first Fixed Base Operator. Owned by Dr. Durand Benjamin, Thunderbird Aviation arranged to build an 8,000 sq. ft. hangar facility at the east end of the field to house his Mooney Dealership, maintenance operations and flight school. Soon, other aviation businesses followed suit. Malcolm-Jacobs, a well-respected aircraft dealer, also moved to Spirit and started a maintenance facility at the field.



Proposed Affton Airport.