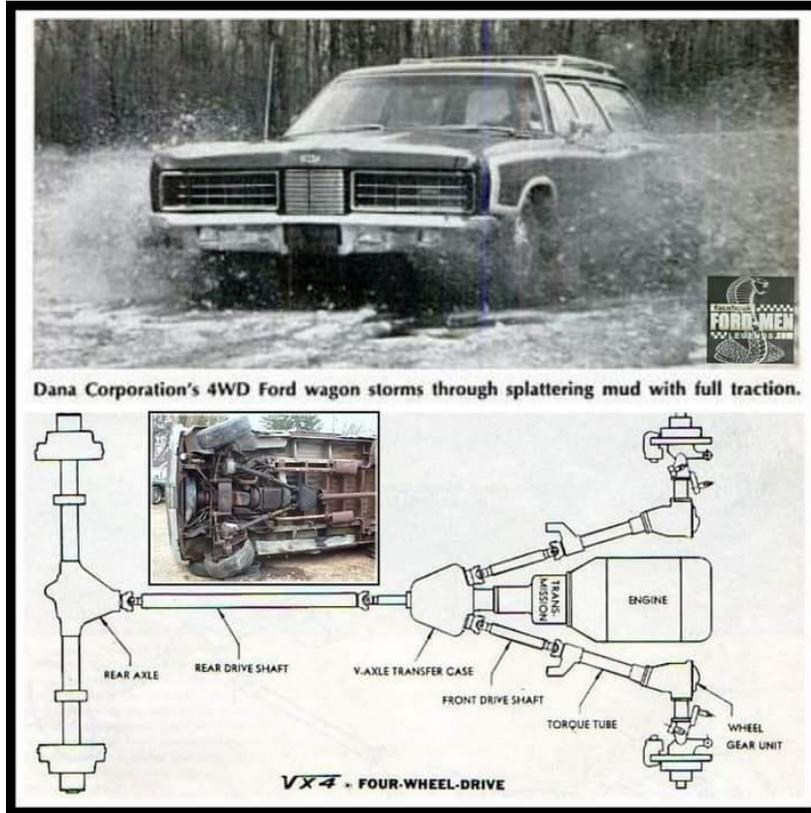


1970 FORD LTD COUNTRY SQUIRE 4X4 (EXPERIMENTAL)



Dana Corporation's 4WD Ford wagon storms through splattering mud with full traction.

Developed by Dana in the 1970's, the V-Drive system was originally designed to add 4-wheel drive to vans and station wagons to keep the drive height low. This wagon belong was developed by the Dana Corporation in hopes that Ford would put the V-Drive in production. Unfortunately, that never happened.

Vehicle Engineering and Manufacturing Company (VEMCO) based out of Fort Wayne Indiana bought the rights and did 4x4 van conversions. These V-Drive systems found their way into both Chevy and Ford Vans from 1976 to 1980. The company went out of business sometime during the 1980's.

December 1, 1930 The St- Louis County Court voted to rename Denny Road in honor of Charles Lindbergh. Officials hoped to have the Lindbergh Boulevard signs up in time for the opening of an improved section of the road. Lindbergh would soon be a 20-foot-wide concrete strip between the St Charles Rock Road and Lemay Ferry.

December 9, 1852 The first trains ever to run west of the Mississippi operations along five miles of completed track on the Pacific Railroad. The rails ended at Cheltenham, in what is now southwest St. Louis. They reached Kirkwood in May,1853 and Jefferson City in 1855.



Pictured at left: Excursion train on the Baltimore and Ohio Railroad, 1858.

THE HISTORY OF TRANSPORTATION

Before every other form of transportation, humans traveled on foot. Can you imagine walking from New York City to Los Angeles? Fortunately, human beings learned to use animals such as donkeys, horses and camels for transportation from 4000 BC to 3000 BC. In 3500 BC, the wheel was invented in Iraq and the first wheel was made from wood. Initially, a canoe-like structure was used for water transportation, which was built by burning logs and digging out the burned wood. In 3100BC, the sailing boat was invented by Egyptians while the Romans built roads across Europe. During the Industrial Revolution, the first modern highway was developed by John Loudon McAdam.

In the 17th and 18th century, many new modes of transportation were invented such as bicycles, trains, motor cars, trucks, airplanes, and trams. In 1906, the first car was developed with an internal combustion engine. Many types of transportation systems such as boats, trains, airplanes, and automobiles were based on the internal combustion engine.

The three leading automobile companies in the US in the 1920s were General Motors, Chrysler, and Ford. Furthermore, several styles of automobiles were produced such as the two doors, small, large, sports cars, and luxury cars. Presently, the latest car models have integrated improved standardization, computer aided systems, and platform sharing. The modern railroad system uses remote control for traffic lights and movement of traffic, capable of speeds of more than 570 km/hr.

DECEMBER 01 - FORD'S ASSEMBLY LINE STARTS ROLLING - On December 1, 1913, Henry Ford installs the first moving assembly line for the mass production of an entire automobile. His innovation reduced the time it took to build a car from more than 12 hours to one hour and 33 minutes.

Ford's Model T, introduced in 1908, was simple, sturdy and relatively inexpensive—but not inexpensive enough for Ford, who was determined to build “motor car[s] for the great multitude.” (“When I’m through,” he said, “about everybody will have one.”) In order to lower the price of his cars, Ford figured, he would just have to find a way to build them more efficiently.

Ford had been trying to increase his factories' productivity for years. The workers who built his Model N cars (the Model T's predecessor) arranged the parts in a row on the floor, put the under-construction auto on skids and dragged it down the line as they worked. Later, the streamlining process grew more sophisticated. Ford broke the Model T's assembly into 84 discrete steps, for example, and trained each of his workers to do just one. He also hired motion-study expert Frederick Taylor to make those jobs even more efficient. Meanwhile, he built machines that could stamp out parts automatically (and much more quickly than even the fastest human worker could).

The most significant piece of Ford's efficiency crusade was the assembly line. Inspired by the continuous-flow production methods used by flour mills, breweries, canneries and industrial bakeries, along with the disassembly of animal carcasses in Chicago's meat-packing plants, Ford installed moving lines for bits and pieces of the manufacturing process: For instance, workers built motors and transmissions on rope-and-pulley-powered conveyor belts. In December 1913, he unveiled the pièce de resistance: the moving-chassis assembly line.

In February 1914, he added a mechanized belt that chugged along at a speed of six feet per minute. As the pace accelerated, Ford produced more and more cars, and on June 4, 1924, the 10-millionth Model T rolled off the Highland Park assembly line. Though the Model T did not last much longer—by the middle of the 1920s, customers wanted a car that was inexpensive and had all the bells and whistles that the Model T scorned—it had ushered in the era of the automobile for everyone.



**ST LOUIS UNIVERSITY HIGH SCHOOL.
SLUH. 1924. 4970 Oakland.**

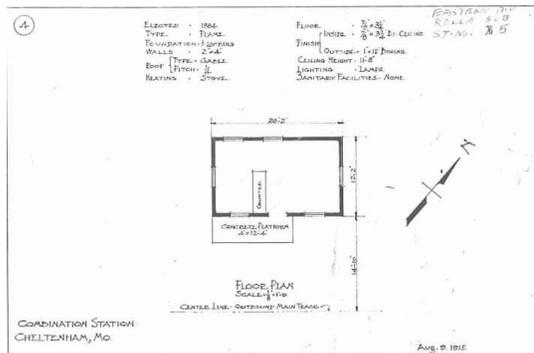
The rails in the foreground are from the 51 Forest Park Streetcar line. The rails and wire paralleled Oakland Avenue all the way out to McCausland Avenue. The line was converted to bus in 1950.

Here we are at the Cheltenham Frisco Passenger Stop in St. Louis. The stop was part of St. Louis - Pacific, Missouri commuter line. Cheltenham is located in what we call "Dogtown" today ~ situated in between the stops of Howards and Clifton Heights ~ due South of Forest Park and NW of Missouri Botanical Garden.



Photo 1) Frisco Depot at Cheltenham in St. Louis 1985

Photo 2) Frisco Depot at Cheltenham in St. Louis ~ MSU Digital Collection ~ original built 1884 (frame)



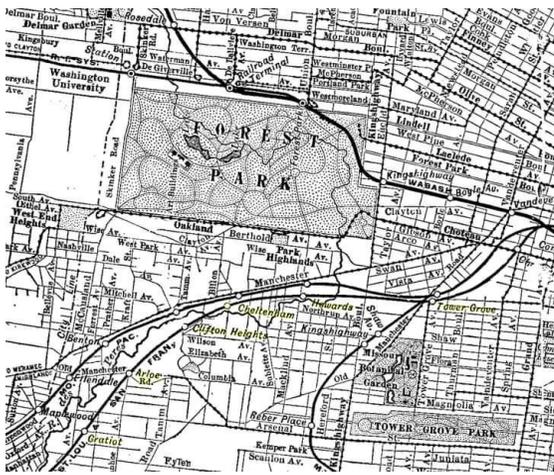


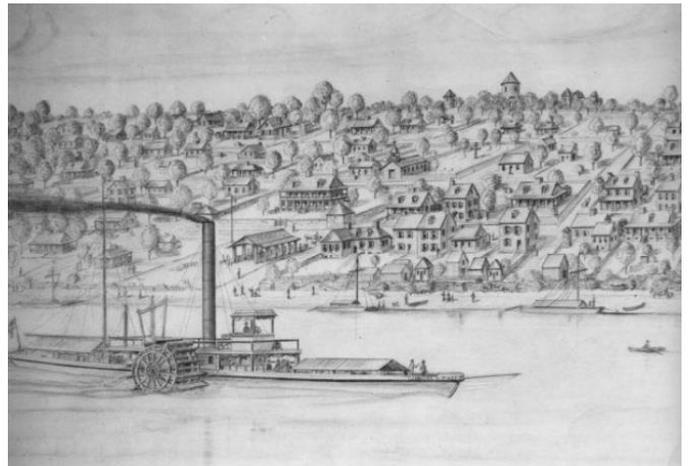
Photo 3) 1904 map showing the stops including Cheltenham ~ Webster University

FRISCO		St. Louis & San Francisco R. R.		LOCAL TIME TABLE BETWEEN ST. LOUIS AND PACIFIC		WELLS FARGO EXPRESS Trains marked * carry express		STATIONS																															
								READ DOWN					READ UP																										
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B. Acc.	B. Acc.	C. Acc.	B. Acc.	A. Acc.	C. Acc.	B. Acc.	*B. Acc.	A. Acc.	B. Acc.	*B. Acc.	C. Acc.	B. Acc.	A. Acc.	C. Acc.	B. Acc.	A. Acc.	C. Acc.	B. Acc.	A. Acc.	C. Acc.	B. Acc.	A. Acc.	C. Acc.	B. Acc.	A. Acc.	C. Acc.	B. Acc.	A. Acc.	C. Acc.	B. Acc.	A. Acc.	C. Acc.	B. Acc.	A. Acc.	C. Acc.	B. Acc.	A. Acc.		
1 25	6 50	7 31	7 49	8 35	12 55	3 50	5 24	6 24	11 25	5 54																													
1 37	7 02	7 42	8 01	8 47	1 07	4 02	5 36	6 36	11 37	6 05																													
1 43	7 08	7 49	8 06	8 52	1 13	4 08	5 42	6 41	11 43	6 10																													
1 44	7 09	7 49	8 07	8 53	1 14	4 10	5 44	6 43	11 44	6 11																													
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Oiling of Union Boulevard – Circa: 1910

THE ZEBULON M. PIKE ARRIVES IN ST. LOUIS – AUGUST 2, 1817 - The Zebulon M. Pike arrived in St. Louis, Missouri on August 2nd, 1817. It was the first steamboat to take the Mississippi River as far North as the Ohio River. For the people of St. Louis, and those aboard the steamboat, this was the sign of a new era in which steamboats made distant cities easily accessible, as more and more rivers became navigable. On Christmas morning 1817, the steamboat Charleston Rogers arrived in Charleston. It carried 28 passengers from Savannah, and made the trip in just two days. The people of Norfolk, Virginia witnessed a similarly impressive spectacle when the steamboat Virginia pulled into the port, towing a frigate boat behind it. The frigate had been unable to continue along its intended path due to lack of wind, but the steamboat was not subject to the weather, and helped out. Technology like the steamboat changed the face of the American South. States devoted more money to internal improvements such as widening rivers or creating canals to make steamboats even more efficient forms of transportation. This made trade with distant neighbors practical, when before it would have taken significantly longer. A ride on a steamboat was a novelty, not just a way to get from place to place.





THE SS ALBATROSS was a ferry boat at Vicksburg, Mississippi. A bridge completed there in 1930 rendered the Albatross obsolete for its intended purpose, retiring it from ferry service after 23 years. Streckfus Steamers, a company which ran excursion boats along the Mississippi and Ohio Rivers, acquired the metal-hulled sidewheeler, Albatross, in 1935. It was retrofitted (almost completely rebuilt) and became the SS Admiral in 1940.

DECEMBER 10, 1915 - FORD BUILDS ITS 1 MILLIONTH CAR

On December 10, 1915, the 1 millionth Ford car rolls off the assembly line at the River Rouge plant in Detroit.

At first, Henry Ford had built his cars like every other automaker did: one at a time. But his factories' efficiency and output steadily increased, and after he introduced the moving assembly line in 1913 the company's productivity soared. Ford was determined to build what he called "a motor car for the great multitude," and that's just what he did: By mass-producing just one kind of car—from 1908 on, that car was the Model T—Ford could take advantage of economies of scale that were unavailable to smaller carmakers and pass the savings on to his customers. Between 1908 and 1927, Ford sold more than 15 million Model Ts in all; they cost \$850 at first (about \$20,000 in today's dollars) but by the end of their run, Ford had managed to reduce the price to just \$300 (about \$3700 today).

No one paid much attention to the 1 million milestone. ("With twenty-five assembly plants...and with a big factory in Detroit assembling so many Ford cars a day," said The Ford Times, "we passed the million mark without knowing it.") The 10 millionth Ford, on the other hand, traveled back and forth from New York to San Francisco and from Los Angeles to Chicago in the summer of 1924, inspiring raucous celebrations everywhere it went. The company even made a movie of this goodwill tour, called "Fording the Lincoln Highway." Along with the 15 millionth Ford in 1927 came another milestone: the company's announcement that it was discontinuing its classic but no-longer-beloved Model T. Compared to that news, the release of the 20 millionth Ford was fairly dull: emblazoned with the words "TWENTY MILLIONTH" and the Ford logo on both sides and the top, that car went on a national barnstorming tour in 1931, then directly to the Henry Ford Museum in Dearborn, Michigan.

IT'S ALL IN A FEW NAMES - One of the developers of Holly Hills was originally from Delaware; he named the streets Dover and Wilmington. William Federer, Don Livingston and Gus Arendes were developers who named streets for themselves. They met at the Coronado Hotel to draft their plans, so they named one of the streets "Coronado." Their wives, MARie Federer, WINifred Livingston and JeanETTE Arendes, also have one street named for the three of them - Marwinette.
