

**FOURTH STREET CARLINE TO BE DISCONTINUED
Tower Grove and Compton Cars Will Be Rerouted.**

The Fourth Street carline will be discontinued Sunday and most of its territory will be served by rerouting of the Tower Grove and Compton lines, the Public Service Company announced yesterday. At the same time, Bellefontaine cars will be sent over Twelfth boulevard instead of Fourteenth Street, between Lafayette and Clark.

The route of the Tower Grove line will be the present one from Southwest and Tamm to Pine. Cars will turn off Pine north on Broadway, however, instead of north on Fourth Street, as in the past. They will run to Olive, east on Olive to Fourth, south on Fourth to Pine, west on Pine to Twelfth, south on Twelfth of Lafayette, west on Lafayette to Mississippi, south on Mississippi to Geyer, west on Geyer to California, south on California, then out Gravois and Arsenal to the terminus.

Compton cars will follow their present route from the western end until they reach Compton and Lafayette, where they will turn east on Lafayette. They will continue on Lafayette to Grattan, north on Grattan to Chouteau, east on Chouteau to Fourteenth, north on Fourteenth to Washington, and east on Washington to Third street. The west bound cars will retrace the same route, except that they will run south over Nebraska instead of Compton instead of Compton between Lafayette and Shenandoah.

Article originally appeared on page 2 of the St. Louis Globe-Democrat of June 21, 1930.

Move Gravois Tracks – WILL DENY P.S.C. PLEA TO MOVE GRAVOIS TRACKS
Public Service Commission to Reject Street Car Company's Plan to Abandon Line in
Widened Highway.

Opponents of Proposal Had Argued That Rerouting Would Delay Construction of Street
At Least One Year.

Jefferson City-Aug. 24 – The State Public Service Commission will deny the application of the St. Louis Public Service Company for permission to abandon its tracks on Gravois Avenue, it became known today.

The application requested the right to discontinue double-track service on Gravois between Arsenal and California Avenue, double-track service between California Avenue and Victor Street, a single-track service on Mississippi Avenue between Gravois and Geyer Avenues, and a single-track service on Victor Street between Gravois and Eighteenth Street.

The proposal was opposed by the City of St. Louis and by the Gravois transportation committee of the Businessmen's Association of South St. Louis.

The company argued that relocating the tracks on widened Gravois would cost the company approximately \$113,000.

It contended that adequate service could be rendered the affected area by rerouting the Tower Grove and Bellefontaine lines and the use of bus service.

It further contended that, when Gravois avenue is widened, it will be a main traffic artery and that embarking and discharge of passengers in the center of the avenue would be a hazard to the safety of the passengers.

The city opposed the application upon the ground that the commission was without jurisdiction in that the proposal to substitute motor bus transportation for the street cars removed the powers of the state body.

Motor busses, when operated inside the limits of a municipality, are outside the jurisdiction of the commission.

The discontinuance was also opposed because when bids for widening Gravois avenue were let to the city assumed the street-car service would be continued, that the company had been dilatory in seeking relief, and that a resubmission of the bids would require at least a year's delay in the actual construction of the highway.

The Gravois interests contended the proposed service would not be adequate and that removal of the service would depreciate property values.

Article originally appeared on August 24, 1931 of the St. Louis Star-Times.



By a Staff Photographer.

Here are two views of buildings being demolished on Gravois avenue between Eighteenth street and Grand boulevard to make way for the widening of the street, together with a sketch showing the extent of the improvement. Gravois avenue is to be widened to 100 feet between Eighteenth street and Grand boulevard, and the city will construct a cut-off from Eighteenth and Gravois to Twelfth and Calhoun streets to link it up with the proposed South Twelfth street widening project. The view in the lower left hand corner was taken on the 2200 block of Gravois, and the picture in upper right hand corner near 2900 Gravois.



The **Dymaxion car** was designed by American inventor [Buckminster Fuller](#) during the [Great Depression](#) and featured prominently at Chicago's 1933/1934 [World's Fair](#). Fuller built three experimental prototypes with naval architect [Starling Burgess](#) – using donated money as well as a family inheritance – to explore not an

automobile per se, but the 'ground-taxiing phase' of a vehicle that might one day be designed to fly, land and drive – an "Omni-Medium Transport". Fuller associated the word *Dymaxion* with much of his work, a [portmanteau](#) of the words *dynamic*, *maximum*, and *tension*, to summarize his goal to do more with less.

ROPE MAKING IN ST. LOUIS - Rope was first made in St Louis in 1809, and being an essential commodity in seaports & river towns, by the mid-1820s, it had become big business. Prior to the Civil War, Missouri was the nation's leading producer of hemp, the strongest, and most commonly used fiber in ropemaking. Primarily grown in counties along the Missouri River, two acres of land could produce a ton of hemp, & in the counties of Lafayette, Saline, Platte &



Buchanan, ads for land sales usually made reference to how suitable that soil was for growing that crop. Production from those four counties alone amounted to nearly 20,000 tons in 1860, with much of it sent downriver to St Louis, to be turned into rope, twine, & textiles.

Rope was made in a building called a ropewalk, a narrow structure, usually no more than 8-12 feet wide, but often up to a quarter-mile long. There, the fiber was dried, & twisted into yarn. Several yarns were then twisted

together to make a strand, & several strands twisted together made the rope. With each step, they were twisted in the opposite direction, to prevent them from separating.

By the mid-1800s, other fibers, such as sisal, from the agave plant, was being imported from Panama; and abaca, a relative of the banana plant, brought from the Philippines, & therefore known as manila, began replacing hemp as the fiber of choice.

Compton & Dry's Pictorial St Louis - 1875, Plate 30, shows the last ropewalk in St Louis. (Near center of illustration) Golden's Ropewalk on Second Carondelet (now known as 18th Street), near Arsenal.

THE PULLMAN COMPANY



Development of the "Palace Car" -

George Mortimer Pullman was always an inventive, innovative entrepreneur. Legendarily, an extremely uncomfortable overnight train ride from Buffalo to Westfield, New York, caused him to realize that there was a vast market potential for comfortable, clean, efficient passenger service. He had a great deal of experience with compact and efficient sleeping accommodations

thanks to his experiences with canal boats on the Erie Canal. He formed a partnership with former New York state senator Benjamin C. Field in 1857, one of his close friends and neighbors from Albion, to build and operate several sleeping cars. Pullman and Field secured a contract from the Chicago, Alton and St. Louis Railroad to develop a more comfortable sleeping car. Pullman and Field converted two moderately successful cars. Field, more interested in politics than rail cars, assigned his interest to Pullman in exchange for future loans.

1863 and the First Cars - Pullman returned to Chicago in April, 1863. Pullman built the *Springfield*, named after the town it was built in and President Lincoln's hometown, and the *Pioneer*. The cars were costly, comfortable, clean, and beautiful; the *Pioneer* alone cost \$18,000 to build. In 1864, Pullman was also called to the draft, but like many young men with means, he hired a substitute to take his place in the Union Army.

1868 and Expansion of the Company - With his own fortune and that of his investors, Pullman greatly expanded the company. He created his first hotel on wheels, the *President*, a sleeper with an attached kitchen and dining car. The food rivaled the best restaurants of the day and the service was impeccable. A year later in 1868, he launched the *Delmonico*, the world's first sleeping car devoted to fine cuisine. Both the *President* and the *Delmonico* and subsequent Pullman sleeping cars offered first-rate service which was provided by recently-freed former house slaves who served as porters, waiters, chambermaids, entertainers, and valets all rolled into one person.

In January, Benjamin Field dissolved the partnership and the company became known as the *Pullman Palace Car Company*. The company charter was approved by the Illinois Legislature on February 22, 1867. The board of directors of the company elected Pullman as president and general manager. Pullman mostly handled marketing sleeping car services, while his brother Albert managed the manufacturing end of the operation. Lawyer [Charles Angell](#), who later embezzled thousands of dollars from the company, handled the company's financial and legal affairs.

1869 and Detroit - In 1869, Pullman bought the *Detroit Car and Manufacturing Company* to consolidate all of his manufacturing operations into one facility. He built 5 classes of cars: hotel cars,



parlor cars, reclining room cars, sleepers, and diners. Pullman also aggressively pursued his competitors, buying out the *Central Transportation Company*, his main competitor, in 1870. By 1875, the company had built a successful business model, of leasing Pullman cars to railroads and providing complete service for the traveling public.

Abraham Lincoln and the Pioneer - After President Abraham Lincoln was assassinated in April, 1865, his body was transported by the so-called *Lonesome Train* to Springfield for burial. From Washington, the funeral train bearing his body started west by slow stages. Across the country, mourners lined the tracks. By the time the cortege reached Chicago, Mrs. Lincoln collapsed. When arrangements had to be made for her return directly to Springfield, Pullman made his new *Pioneer* sleeper available. Pullman, a genius for public relations and a shrewd and intrepid businessman, so

intrigued Andrew Carnegie that he became Pullman's largest investor.

The *Pioneer* was the first, truly grand car that Pullman created. It was built in 1865 in the Chicago and Alton Rail Road Shed on the site of what is now Union Station in the Loop. It was the ultimate in sleeping cars with red carpeting, hand-finished woodwork, and silver-trimmed coal lamps. Cast iron wheel trucks topped with coil springs and rubber blocks provided a more comfortable ride. At \$20,000, the cost of producing the *Pioneer* was extremely high. Pullman was sure people would pay for this comfort. The *Pioneer* was, indeed, luxury personified, but its height and width prohibited its use on existing track. When President Lincoln died, Colonel James H. Bowen, chairman of the Republican State Central Committee chose the *Pioneer* as a fitting part of the funeral cortege to accommodate the Lincoln family. Platforms and trestles were altered to accommodate the larger Pullman car, and thousands of people viewed the car as it made its way from Chicago to Springfield. This was a tremendous publicity boon for Pullman's company. The timing of its construction couldn't have been more fortuitous.

The Growth of the Company - The popularity of Pullman's sleeping car service outstipped his production facilities. In 1880, Pullman bought 4,000 acres near Lake Calumet some 14 miles south of Chicago on the Illinois Central Railroad for \$800,000. He hired Solon Spencer Beman to design his new plant there, and in an effort to solve the issue of labor unrest and poverty, he also built a town adjacent to his factory with its own housing, shopping areas, churches, theaters, parks, hotel and library for his employees.

By 1883, Pullman had shops in St. Louis, Missouri; Detroit, Michigan; Elmira, New York; and Wilmington, Delaware as well as several factories in Europe and England. The company manufactured sleeping cars, boxcars, coal cars, baggage cars, chair cars, refrigerated cars, streetcars, and mail cars.

In 1885, wages started at \$1.30 per day. By 1897, unskilled workers earned \$1.86, and journeymen mechanics earned \$2.28 per day. The original working day was between 10 and 11 hours. Originally the Pullman Company paid workers disabled on the job half their salary. Mr. Sessions put an end to that suggesting that it encouraged malingering.

Pullman's Death - After the death of George M. Pullman in 1897 Robert Todd Lincoln (1843-1926) assumed the presidency of the Pullman Palace Car Co. Lincoln remained president of the company until 1911. When Pullman died he left behind an estate of \$7.6 million, 2490 railroad cars and a \$63.5 million corporation. At this time the company had 90% of the sleeping car business in North America, and it had the largest railroad car plant in the world. In 1898, during this transition period the sewage farm was sold; it never being a successful operation for the efficient treatment of sewage. The brickyards located south of the community at 116th Street was sold and became the Illinois Brick Co.

During the period after Pullman's death the company was rapidly restructured. The name was changed to the Pullman Company in 1899. In 1900 the company was to buy out its major competitor, the Wagner Palace Car Co. of Buffalo. This same year on September 1st the Calumet Shops were opened as a repair facility on what was the site of streetcar and interurban-car manufacturing. The Buffalo shop was then converted to a repair facility. These two shops were the last to be closed at the end of the Pullman era. Other major repair shops were located at Atlanta, Richmond, California, Wilmington, Delaware and St. Louis.

Pullman Abroad - While Pullman attempted to establish his company in Europe he ultimately could not compete with George Nagelmackers, a Belgian, who formed a sleeping car service, the Compagnie Internationale des Wagons-Lits, that was headquartered in Paris. Pullman sold Nagelmackers his interests and operations in Europe in 1888. A company division was formed in England after the Pullman shop in Detroit furnished an English railroad with several cars. The Pullman name lives today in Europe, a symbol of elegance and luxury in a hotel chain in several countries and in North Africa. It is not unusual today to see "Pullman" tourist buses on European highways. Of course, these operations never had any connection with the original Pullman Co.

Pullman Advertising - George M. Pullman was a master at advertising and marketing his services and train accommodations. Beginning with his earliest efforts at creating sleeping cars during the 1860s, he realized the marketing potential of "leasing" rather than selling his cars. By leasing them rather than selling them he was assured of their use by the greatest number of train lines, rather than just a few who could afford his more costly, elegant cars. As train lines expanded their services and ridership grew, so could the number of cars they leased from Pullman.

Once Pullman's Palace Car Company was created and headquartered at Pullman, Illinois in 1881, marketing began in earnest with Pullman Palace Car Company descriptive circulars (1886) describing hotel, sleeping, excursion and hunting cars, the railroad companies leasing his cars advertised their advantages, and passes were issued allowing guests to travel during specified times. Publicity about the Town of Pullman and its famous train cars appeared in newspapers and journals across the country and overseas and for the Columbian Exposition of 1893, George Pullman created special "Market Square" apartment accommodations in the Town of Pullman for guests to stay and ran trains from the Exposition directly to Pullman. By the time of his death, Pullman had succeeded in making his name a household word.

After George Pullman's death in 1897, the Pullman Company continued an aggressive advertising and marketing campaign throughout its lifetime. Hundreds of brochures, booklets, posters, and pamphlets were created over the decades that followed. Perhaps the most famous and well-known are the ads that appeared in magazines such as National Geographic, Life, the Saturday

Evening Post, and Time, from the 1930s through the second War World and into the 1950s. Ads often had a theme and there were several series of ads such as the celebrity "I always travel by Pullman" series and an extensive series of wartime ads featuring American G.I.s.

The [Bertha Ludlam Archive](#) has more than 100 original magazine ads in its collection and [most have been digitized](#) as part of the [Industrial Heritage Archives project](#) and are now available online.

The 20th Century and the Decline of the Company - In March of 1907 Pullman produced its steel sleeping car the *Jamestown* for the Jamestown Exhibition in Virginia. At this time the south erecting shop at 111th Street and Cottage Grove Avenue was rebuilt to accommodate the heavier steel sleeping cars that the railroads demanded for safety reasons. The change from wood car construction to steel construction resulted in a change of the ethnic makeup of the work force. Up to this time the skilled members of the workforce were made up primarily of German, Swedish and Dutch workers. The change to a different technology saw this group gradually leave the company. Their replacements were usually from Italy and Poland.

In the Chicago area one of the last major Pullman construction projects started in 1910 with the building of the 103rd Street freight car shops. During WWII this facility was converted by the Defense Plant Corporation to produce wing sections for the US Army Air Corps C47 and C54 transport airplanes.

The best years for Pullman were the mid 1920s. In 1925 the fleet grew to 9800 cars. Twenty-eight thousand conductors and twelve thousand porters were employed by the Pullman Co. During the Great Depression rail travel declined because of the economy and competition from the automobile. In the 1950s the decline continued with traffic below 1930s levels and the airlines were carrying twice as many passengers as the railroads. In May of 1981 Amtrak sleeping car No. 32009, the George M. Pullman, was on exhibit for members of the community. At the completion of this contract Pullman-Standard for the last time shut the doors at the 111th Street Shop. The era of car building at Pullman, Illinois, which began in 1880, was closed.

When the last car came off the line in 1981, the company invited the community to the shops in Building 100 on 103rd Street to visit this Amtrak sleeper. Today it still runs between Chicago and Seattle on Amtrak's *Empire Builder*.

OLDSMOBILE MODEL R - *The first practical, reliable, mass-produced American automobile*

How many built: 12,000+ between 1901 and 1904

Starting price: \$650

Nickname: 'The Curved Dash'

Ransom Eli Olds, who had started experimenting with self-propelled vehicles in 1887, was working on several different prototypes in his company's Detroit factory in 1901 when a fire destroyed the building and three of those prototypes. The only survivor: the Model R, popularly known as the Curved Dash for its curved, buggy-like footboard.



By the end of the year, Olds had built some 425 of them. Priced at just \$650, the Curved Dash was accessible to a wide range of prospective customers. Its tiller steering and buggy-like body were familiar to the horse-trained public. Its rugged 7-horsepower single-cylinder engine, simple 2-speed planetary transmission, chain drive and high ground clearance were strong enough to survive the rigors of the nation's largely rugged, rutted dirt tracks. It

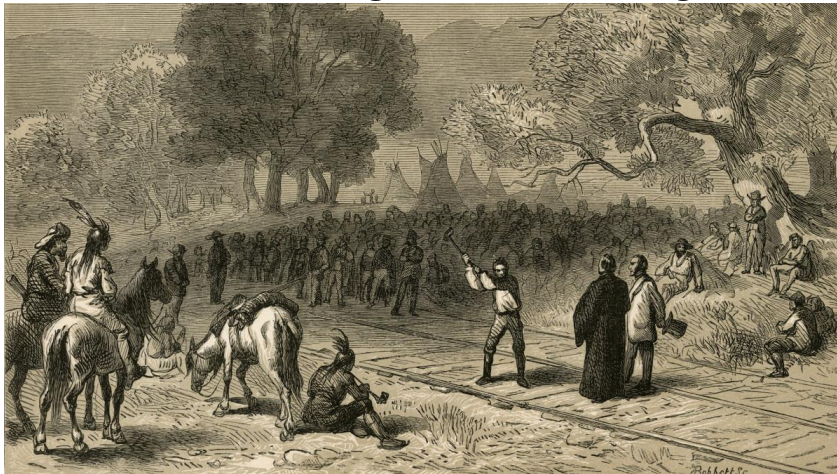
remained in production through 1904 and inspired the hit song "In My Merry Oldsmobile:"

TRANSCONTINENTAL RAILROAD - Velvet cushions and gilt-framed mirrors. Feasts of antelope, trout, berries and Champagne. In 1869, a *New York Times* reporter experienced the ultimate in luxury—and he did so not in the parlor of a Gilded Age magnate, but on a train headed from Omaha, Nebraska to San Francisco, California. Just a few years before, the author would have had to rely on a bumpy stagecoach or a covered wagon to tackle a journey that took months. Now, he was gliding along the rails, passing by the varied scenery of the American West while dining, sleeping and relaxing.

The ride was “not only tolerable but comfortable, and not only comfortable but a perpetual delight,” he [wrote](#). “At the end of our journey [we] found ourselves not only wholly free from fatigue, but completely rehabilitated in body and spirits. Were we very far from wrong if we voted the Pacific Railroad a success?”

The author was just one of the thousands of people who flocked to the Transcontinental Railroad beginning in 1869. The railroad, which stretched nearly 2,000 miles between Iowa, Nebraska and California, reduced travel time across the West from about six months by wagon or 25 days by stagecoach to just four days. And for the travelers who tried out the new transportation route, the Transcontinental Railroad represented both the height of modern technology and the tempting possibility of unrestricted travel.

Railroads Passed Through ‘Untouched’ Indigenous Land



The completion of the Transcontinental Railroad, originally the Pacific Railroad. The Last Spike ceremony, where the track from the East was joined to its counterparts from the West, took place at Promontory, Utah, on May 10, 1869.

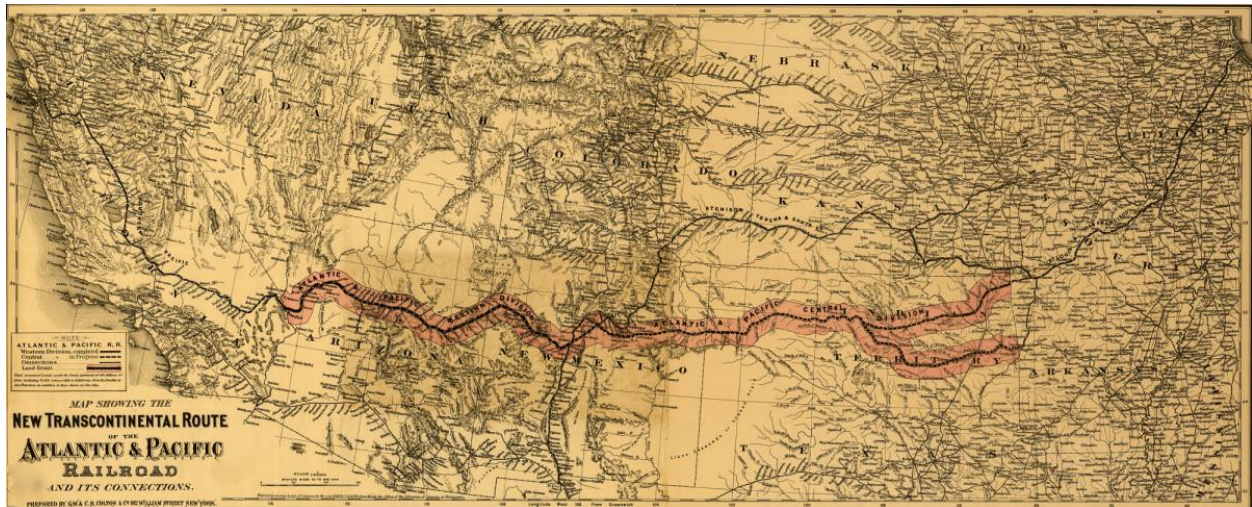
The Print Collector/Getty Images

The first passenger train on the line took 102 hours to travel from Omaha, Nebraska to San Francisco, and a first-class ticket cost \$134.50—the equivalent of about \$2,700 today. It traveled what was known as the Overland Route, threading its way through prairies, mountains and deserts that had been nearly impassable just years before.

Passengers were impressed by the landscape’s beauty and seeming desolation. “For hundreds of miles we saw no other persons except now and then a station with a few hovels about it,” wrote Celia Cooley Graves, a Massachusetts woman who took the Overland Route to San Francisco in 1875.

At the time, the areas through which the train had been built were not yet home to large numbers of white settlers. In fact, millions of acres of the land the new railroad traversed had belonged to Indigenous people—but the U.S. Congress had granted the land to railroad companies.

For many Native nations, the railroads represented an unwelcome intrusion as they soon introduced a wave of white settlement. The trains provided supplies for those relocating from the East and allowed people with means to use the railroad instead of covered wagons.



Map of the Transcontinental Route.

OCTOBER 16, 1958 - CHEVROLET INTRODUCES THE EL CAMINO - On October 16, 1958, Chevrolet begins to sell a car-truck hybrid that it calls the El Camino. Inspired by the Ford Ranchero, which had already been on the market for two years, the El Camino was a combination sedan-pickup truck built on the Impala body, with the same “cat’s eye” taillights and dramatic rear fins. It was, ads trilled, “the most beautiful thing that ever shouldered a load!” “It rides and handles like a convertible,” Chevy said, “yet hauls and hustles like the workingest thing on wheels.”

Ford’s Ranchero was the first “car-truck” sold in the United States, but it was not a new idea. Since the 1930s, Australian farmers had been driving what they called “utes”—short for “coupé utility”—all around the outback. Legend has it that a farmer’s wife from rural Victoria had written a letter to Ford Australia, asking the company to build a car that could carry her to church on Sundays and her husband’s pigs to market on Mondays. In response, Ford engineer

Lewis Brandt designed a low-slung sedan-based vehicle that was a ritzy passenger car in the front, with wind-up windows and comfortable seats and a rough-and-tumble pickup in back. The ute was a huge hit; eventually, virtually every company that sold cars Down Under made its own version.

In the United States, however, ute-type vehicles were slower to catch on. Though the Ranchero was a steady seller, the first incarnation of the El Camino was not and Chevy discontinued it after just two years. In 1964, the company introduced a new version, this one built on the brawnier Chevelle platform. In 1968, the more powerful SS engine made the El Camino into one of the iconic muscle cars of the late 1960s and 1970s.

In 1987, Chevrolet dropped the El Camino from its lineup for good. Today, the car is a cult classic.

OCTOBER 15, 1863 - H.L. HUNLEY SINKS DURING TESTS - On October 15, 1863, the H.L. Hunley, the world's first successful combat submarine, sinks during a test run, killing its inventor and seven crew members.

Horace Lawson Hunley developed the 40-foot submarine from a cylinder boiler. It was operated by a crew of eight—one person steered while the other seven turned a crank that drove the ship's propeller. The Hunley could dive, but it required calm seas for safe operations. It was tested successfully in Alabama's Mobile Bay in the summer of 1863, and Confederate commander General Pierre G.T. Beauregard recognized that the vessel might be useful to ram Union ships and break the blockade of Charleston Harbor. The Hunley was placed on a railcar and shipped to South Carolina.

The submarine experienced problems upon its arrival. During a test run, a crewmember became tangled in part of the craft's machinery and the craft dove with its hatch open; only two men survived the accident. The ship was raised and repaired, but it was difficult to find another crew that was willing to assume the risk of operating the submarine. Its inventor and namesake stepped forward to restore confidence in his creation. On October 15, he took the submarine into Charleston Harbor for another test. In front of a crowd of spectators, the Hunley slipped below the surface and did not reappear. Horace Hunley and his entire crew perished.

Another willing crew was assembled and the Hunley went back into the water. On February 17, 1864, the ship headed out of Charleston Harbor and approached the U.S.S. Housatonic. The Hunley struck a torpedo into the Yankee ship and then backed away before the explosion. The Housatonic sank in shallow water, and the Hunley became the first submarine to sink a ship in battle. However, its first successful mission was also its last—the Hunley sank before it returned to Charleston, taking yet another crew down with it. The vessel was raised in 2000, and is now on exhibit in Charleston.



H. L. HUNLEY