



A Publication of the National Museum of Transportation Trolley Volunteers

## SCHEDULING TRAINING FOR CONDUCTORS & MOTORMEN SUSPENDED UNTIL FURTHER NOTICE!

### TROLLEY CAR FREIGHT SERVICE CON'T STATIONS OR DEPOTS

Failure will be read from the returns if, with the best of everything else, the depots are improperly designed or located. Where some traction companies have entered the goods transportation field they have often done so with hesitation and with no knowledge of the tonnage to be provided for. This or that old car barn or comer of the powerhouse has been thought good enough to start with. "If the business demands larger or different quarters, we will provide them," they say. Car' barns and power houses are not usually built near the center of the wholesale trade district and conclusions drawn from such experiments are misleading of course. The heavy shippers the wholesale grocers, butter and eggs men, brewers, packers and department stores are not going to drive their big trucks long distances to the depots. It is not too much to say that the key to success in this business is a freight terminal near the center of trade in the city. Your map of the metropolis has been dotted with small black squares indicating the location of good shippers. Find the center of gravity of these spots and look around there for a city terminal, figure at locating as near there as may be, but first have an eye to requirements as follows, illustrated by this diagram, which represents ideal conditions. The platform has an office (B) at one end, track or tracks (A) in the rear and yard room (C) for wagons. Some

fairly close approximation to this design is essential. Twelve to fifteen feet is wide enough for the platform, and as to the length provide liberally for the future. Cover it with a galvanized iron roof on simple posts and trusses, and enclose with rolling iron shutters.

With a terminal centrally located, well appointed and in charge of competent men you have something attractive to shippers and being arranged as indicated, freight may be disposed of with the greatest efficiency.



Let a few common errors in city terminal arrangements be specified:

When tracks and wagons are on the same side of platform, cars and wagons seriously interfere with one another.

When tracks are on one side of platform and a wall on the other and wagons have access only to the platform end, obviously not much business can be done with one or two wagons loading or unloading freight at a time.

Narrow alley or street in which to swing teams.

No hood or awning beyond sides of platform.

Team side not paved with Belgian block.

Other city stations may be arranged on company property or leased land as the requirements indicate. As the volume of business is less here it will not be necessary to be so particular. The same may be said about the country depots unless a one-sided platform will not take care of the traffic offered. A very good way of making a depot in a car barn is to run a platform along the side of an inner track and at required intervals cut one or more six-foot wide doors in the adjacent wall for receipt and delivery of freight. Suburban and country stations should be on sidings or at track end, if there is any chance of freight interfering with the passenger service.

Otherwise small depots may be built, allowing ample clearance, alongside the track, and freight handled over a gangplank kept on the station platform. Country stations fully equipped cost not more than \$2.50 per square foot of plan, including office, partitions, desk, stove and chimney. On some lines, as for instance one running through farms or truck gardening country where one agent takes care of five stations, spending two stated hours daily at each, the depots may be made of the simplest possible form and placed near the main track.

Other station facilities, not altogether commendable, but permitted in many cases, are the newsroom, drug store or any other reputable place that can be relied on to be open early and late.

A fair sort of depot can be made out of an old car body. Accepting freight to be called for on route is generally bad business, but seems to be unavoidable in the country. Perishable stuff should be accepted only at owner's risk. If you are using a station in common with a connecting line, arrange for a complete separation of your business from that of the other line as a divided responsibility for the custody and handling of freight invariably leads to complications.

---

**OUR TOWN ST. LOUIS**



We are surrounded by history! Built in 1903, the St. Louis Transit Company's Electrical Substation is located at 1711 Locust. It was the "big giant battery" for the trolley system. The roof is in bad shape, I hope this

beautiful historic building can be saved!  
*From a Facebook post.*

**HOBOS...** The term "hobo" has a variety of possible origins: it could be short for the term "homeless vagabond"; it could refer to someone who is "homeward bound" according to H.L. Mencken; it could mean "Hoe Boy" since men looking for work often carried hoes with them; or it could come from the greeting "Ho, Beau!" Regardless of its origin, hoboos were not tramps or bums, but many were migratory workers or people looking for work.



Hoboes who rode the rails during the Great Depression were often fathers who had lost their jobs. Sometimes they were women looking for work. All too often, they were teenagers whose parents could no longer afford to feed them. Some sources claim that 2 million men and 8000 women rode the rails during the "Dirty Thirties." The Southern Pacific Railroad reported throwing half a million transients off boxcars in the year 1932 alone. On one freight train, the hobos were so plentiful they looked like blackbirds and the brakeman shouted "All Aboard!" as if he was operating a passenger

train. As many as 6,500 hoboes were killed each year either in railroad accidents or by railroad "bulls" who were trying to get rid of unpaying passengers.

Hobos had their own unwritten code of conduct as well as their own signs and symbols.



## INDIAN TRAILS

The First Indian Trails and The First Roads in the St. Louis Area.

When the first settlers came to the St. Louis area, there wasn't even the rudest type of a wagon road. There were only Indian footpaths and trails made by the Buffalo and deer. They found their way through the wilderness by marking trees and branches called "traces." The trace soon became a road over which other immigrants traveled to their destinations.

The earliest transportation was by horse and ox-cart. Later buggies, surreys, spring-wagons and farm wagons.

One of the very first roads in Missouri was the Three Notch Road which ran between Ste. Genevieve and Mine La Morte. This trail was marked by three notches carved on trees along the way. And then, in 1808, the Louisiana Territorial Legislature ordered the marking of the Spanish El Camino Real, or otherwise better known as the Kings Highway. The El Camino Real (Kings Highway) ran from St. Louis through Ste. Genevieve to New Madrid, and it actually followed an ancient Indian trail. It was designated as the first ROAD west of the Mississippi. And interestingly, there are parts of Lemay Ferry Road, parts of Telegraph Road, and U.S. Routes 61/67 that still roughly follow this route.

In 1814, the territorial General Assembly declared all county roads to be public and were required to be "cleared of all trees and brush 20 feet wide, and any such limbs of trees that might inconvenience any horseman or carriage shall be cut away. And no stump in any roadway shall exceed 12 inches in height. These were roads in name only, they were only partly cleared muddy

paths. So for St. Louis, the rivers remained the most practical means of any long-distance travel.

The Trail of the Osage was one of the most important of the Indian trails. It ran from St. Louis to the Osage hunting grounds in present-day Oklahoma and Kansas and it became the state route between St. Louis and Springfield in 1837. After the telegraph poles went up, the Springfield Road became known as the Wire Road. The corridor of that old Indian trail became the famed U.S. Route 66 and is now Interstate 44.

The Booneslick Road was another early route. Daniel Boone's sons Nathan and Daniel Morgan traced its route from St. Charles to their salt lick in Howard County. The immigrants used the Booneslick Road to get to the jumping-off point for the legendary Oregon and Santa Fe Trails. This corridor later became U.S. Route 40 and Interstate 70.

The north-south streets of colonial St. Louis were Grand Rue (Main), Rue d'Eglise (Church), and Rue des Granges (Barn). These early north-south streets became First, Second, and Third Streets in 1926. This is when St. Louis adopted the Philadelphia naming system. East-west streets were named for trees, with the exception of Market Street, and north-south streets were numbered. Rue de la Tour, Rue de la Place, Rue Missouri, and Rue-Quicapou became Walnut, Market, Chestnut, and Pine Streets.

The Maps.

A map published in *A History of Missouri* from the earliest explorations and settlements until the admission of the State into the Union (1908:226) by Louis Houck shows 4 trails radiating from St. Louis city. This version of the map was published

in the *Missouri Magazine* (April 1936), page 16. It was redrawn by Professor Rafferty (1982:25) and used in the *Historical Atlas of Missouri*. The North and Northwest trails crossed the Missouri River and turned westward towards the Missouri Indian villages; this trail would be called the Boone's Lick Trail that eventually linked to the Santa Fe Trail (*Globe Democrat* 1911). The Western trail is the Osage Trace that would be called the Wire Road during the Civil War. The Southern Trail is the El Camino Real/Natchitoches Trace, also called the Old Spanish road.

*Early Roads of Missouri* by Martha May Wood (1936). The road running SW from St. Louis to Springfield (3) is the Osage Trace. The road running South from St. Louis to Herculaneum (7) is El Camino Real/Natchitoches Trace.

Detail of the combined El Camino Real/Natchitoches Trace on the St. Louis topographic map published in 1857. The Middle Meramec Road crossed the Meramec River at Lemay Ferry - labeled as "La Maise Ferry" in honor of its owner - Francois LeMais (Magnan and Magnan 1996 :212). It is interesting that Cliff Cave (a St. Louis County park) is labeled as "Indian Cave" on the SE corner of the map.

BUT... the 1857 topographic map shows another candidate for the Meramec River crossing as Leverings ferry along modern Telegraph Road at a point approximately a mile downstream from the La Maise Ferry. Which modern road follows the El Camino Real/Natchitoches Trail? My answer is "both." Parallel branches could arise for several reasons: degradation of the original trail, natural hazards, fear of ambush, etc. Two competing branches of the Boone's Lick Road caused a headache for the Daughters of the American Revolution during the early 1900s; citizens of Fulton and Millersburg threatened lawsuits if the trail markers were not "correctly"

placed in their communities (Globe Democrat 1913c). An undated, unsigned letter (circa 1913) supports the idea of the Telegraph road ford as part of the El Camino Real/Natchitoches Trail. The letter describes that the El Camino Real/Natchitoches Trail "crossed the Meramec at the lower ferry where the Telegraph road crossed, followed, practically the same route as Telegraph road to where it comes into the Le May ferry road to Bobrink, then to the River des Peres, which was the southern boundary of Carondelet, forded it between what is now Michigan Avenue and Broadway, followed Michigan Avenue to Elwood Street, where it ran into Broadway, followed Broadway to 2nd Carondelet Avenue, then to Main Street.

Carondelet Avenue during the Colonial Period was Vide Poche (French, Empty Pocket) outside of the town wall and Rue d'Eglise (French, Church Street) inside the town walls Magnan and Magnan 1996:24). The name of Rue d'Eglise was replaced with Second Street. Of interest on this portion of the map is the residence of F. Dent (upper left hand corner of the map) that is now the Ulysses S. Grant National Historic Site.

19th century historians noted that the trail running Northwest from St. Louis became St. Charles Road. An article published in the Post-Dispatch in 1921 notes that the road was mentioned in an 1818 county court record when the communities of Maries des Liardes and Owen's Station petitioned for a relocation of a portion of the trail. The 1921 Post-Dispatch article named the trail as "Rue d'Roi" (French, Kingshighway). The 1857 topographic map shows an equal amount of settlement along both St. Charles and Natural Bridge Roads. Which was the trail leading to St. Charles? The answer is "both.

*Pictures shown at right: Built by Yellow Coach Division of GM - Model TDH 4006 City Transit Bus From: kc1533.org.*

