

U.S. PATENT ISSUED FOR THREE-POINT SEATBELT

The United States Patent Office issues the Swedish engineer Nils Bohlin a patent for his three-point automobile safety belt “for use in vehicles, especially road vehicles” on July 10, 1962.

Four years earlier, Sweden’s Volvo Car Corporation had hired Bohlin, who had previously worked in the Swedish aviation industry, as the company’s first chief safety engineer. At the time, safety-belt use in automobiles was limited mostly to race car drivers; the traditional two-point belt, which fastened in a buckle over the abdomen, had been known to cause severe internal injuries in the event of a high-speed crash. Bohlin designed his three-point system in less than a year, and Volvo introduced it on its cars in 1959. Consisting of two straps that joined at the hip level and fastened into a single anchor point, the three-point belt significantly reduced injuries by effectively holding both the upper and lower body and reducing the impact of the swift deceleration that occurred in a crash.



On August 17, 1959, Bohlin filed for a patent in the United States for his safety belt design. The U.S. Patent Office issued Patent No. 3,043,625 to “Nils Ivar Bohlin, Goteborg, Sweden, assignor to Aktiebolaget Volvo” on July 10, 1962. In the patent, Bohlin explained his invention: “The object... is to provide a safety belt which independently of the strength of the seat and its connection with the vehicle in an effective and physiologically favorable manner retains the upper as well as the lower part of the body of the strapped person against the action of substantially forwardly directed forces and which is easy to fasten and unfasten and even in other respects satisfies rigid requirements.”

Volvo released the new seat belt design to other car manufacturers, and it quickly became standard worldwide. The National Traffic and Motor Vehicle Safety Act of 1966 made seat belts a required feature on all new American vehicles from the 1968 model year onward. Though engineers have improved on seat belt design over the years, the basic structure is still Bohlin’s.

The use of seat belts has been estimated to reduce the risk of fatalities and serious injuries from collisions by about 50 percent.



Wabash's St. Charles, MO Depot.

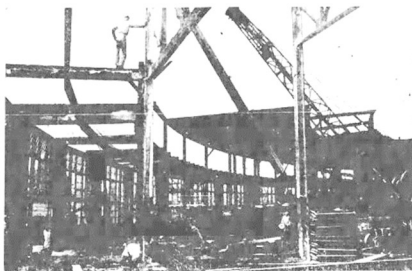
This depot was made in the 20's and Tear down⁰⁰⁰ in the 60's, Only the concrete of the floor is still standing today,



October 21, 1785 – Henry Miller Shreve was born in New Jersey. The “Father of the Mississippi Steamboat” designed the now familiar double-decked boat. He also invented a snag boat that cleared the Red River in Louisiana to a town that would be named Shreveport in his honor. He retired to his “Gallatin Place” estate near what is now Bellefontaine Cemetery, where you find

Shreve Avenue today.

THE LINDENWOOD YARD – END OF AN ERA - The end of an Era at the Frisco Yards in Lindenwood. It is August 20th 1954 and the 32 stall Frisco



ANOTHER ERA PASSES

Roundhouse built in 1926 is coming down. With dieselization complete on the Frisco Lines, the round house had not been used in two years.

Photo 1) The destruction of Roundhouse ~ August 20th 1954 STL PD



Photo 2) Frisco No. 4405 4-8-2 heavy Mountain Class at the Frisco Lindenwood Yard in St. Louis Mo September 1946 Cutler Louis A. Marre ~ Don Wirth Collection

Photo 3) Frisco Lindenwood Roundhouse ~ Unknown Date

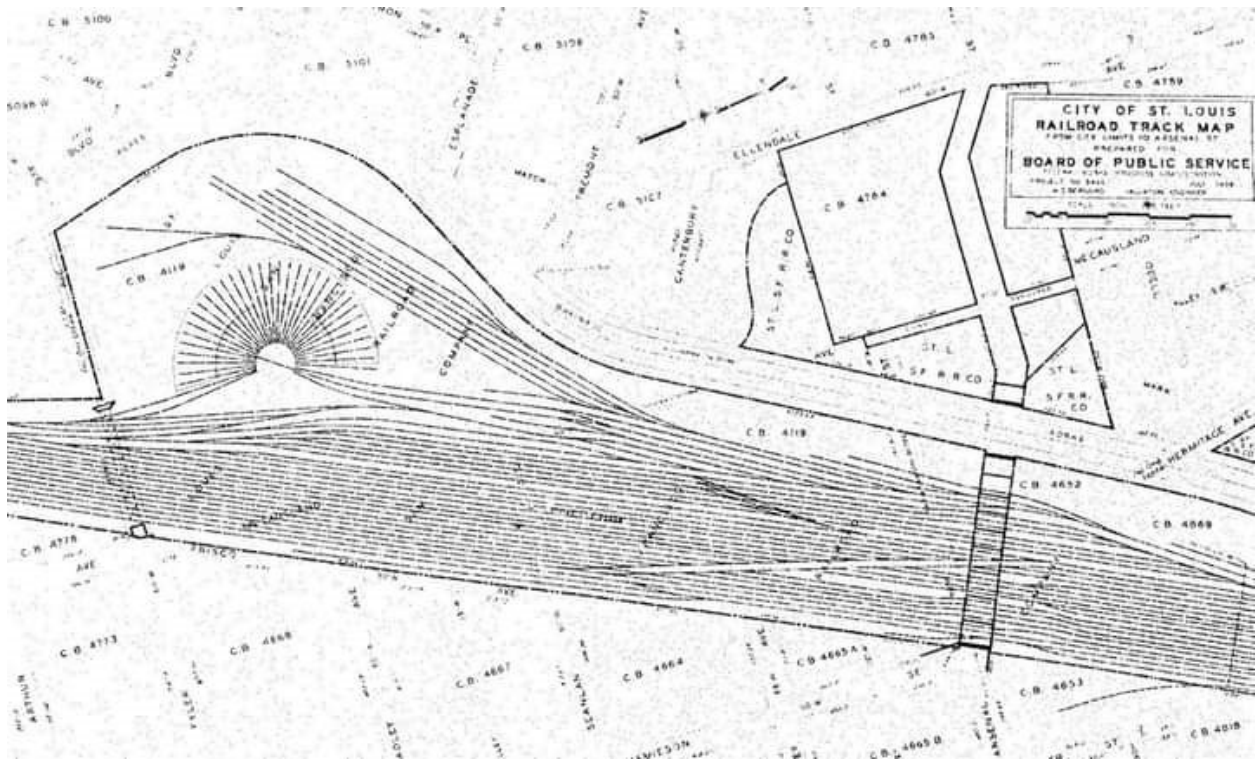


Photo 4) Map the of the Frisco Lindenwood Yards & Roundhouse

ST. LOUIS PUBLIC SERVICE COMPANY - Highlights of 1958

REVENUE AND INCOME: Gross operating revenue for 1958 was \$20,633,614 as compared with \$21,552,723 for 1957, reflecting a continuing decline in transit patronage due primarily to the competitive influence of the automobile. On the other hand, the net income for 1958 of \$926,583 represents a moderate increase over the

preceding year, although it is slightly below the average annual net income of the past five years of approximately \$1,000,000.

RATE CASE AND FINDING OF FARE VALUE: On March 10, 1958, the Company filed tariffs with the Missouri Public Service Commission providing for increased rates of fare. The new rates were required to offset higher labor costs and other increased operating expenses. After hearings on March 28 and May 6, a Commission order was issued authorizing new rates to become effective June 29. Subsequently, the City of St. Louis, St. Louis County, and several County municipalities filed an appeal which was heard by the Cole County Circuit Court in October. The Court affirmed the Commission's order in January, 1959.

Giving consideration to all of the evidence presented in this rate case, including the results of a two-year valuation study made by the Commission's staff, the Commission established a fair value of \$20,000,000 for the Company's property for rate making purposes. On this yardstick, the 1958 earnings of the Company represented a rate of return of approximately 4.5 per cent.

EFFORTS TO STABILIZE RIDING: The Company continued its intensive efforts to maintain a high level of transit usage during the year, of different classes of riders. For shoppers, a 20-cent cash rate prevails on a system-wide basis of different classes of riders. For shoppers, a 20-cent cash rate prevails on a system-wide basis from 9 a.m. to 3 p.m., Mondays through Saturdays. During this same period, a 10-cent fare for travel within the downtown district is available on any of the Company's regular service vehicles. For shoppers and others, a roundtrip rate of 35 cents is offered to single zone riders. Finally for the regular commuter, the fare structure includes a token rate of 22-1/2 cents (versus the new 25-cent cash fare) through the purchase of four tokens for 90 cents.

The full scale experiment with 140 air conditioned buses, started in 1957. was continued during the past year with excellent results. Studies extending over the two summers show an average increase of 12 per cent in new transit customers on the lines so equipped. This is in addition to the increase realised from local service passengers who have switched to premium-fare, air conditioned buses. The air conditioned lines have produced a 16.4 per cent average daily increase in revenue during summer months. During the remainder of the year, these lines have maintained a 10 per cent improvement in revenue.

Encouraged by this successful showing, the Company is now equipping its remaining 100 express buses with air conditioning systems. They will be ready for

service by June 1959, and, like the present fleet, will be used in premium-fare operations such as rush-hour express, shopper express, park-ride, charter and other special services. This will continue to give St. Louis the largest fleet of air conditioned transit buses in the industry.

One of the major promotional efforts of the year was directed toward motorists and their passengers who have been using the riverfront parking area. This property, dedicated for conversion to a National Park many years ago, is gradually being withdrawn as a parking facility.

A survey of all riverfront parkers was made in the late summer, prior to the start of displacement, to determine the origin and travel habits of these people. As a next step, the Company mailed to all respondents a transit guide-map, a timetable for the route nearest them, and a free "trial offer" roundtrip ticket. At the same time, a special bus supplied with maps and timetables and staffed with information specialists, was parked at the riverfront.

In the fall, another related survey was made. This study, made in cooperation with the Chamber of Commerce of Metropolitan St. Louis, was conducted among occupants of large office buildings in the lower downtown area.

Based on data obtained in both of these surveys, the Company instituted in December a number of route extensions and other service improvements.

The highly successful bus excursions, started in 1957, were continued during the year. They consisted of a spring and summer series, fall foliage excursions, and evening tours to view Christmas lighting displays. These events have been effective as generators of good will as well as additional revenue.

MAINTENANCE AND SAFETY ACHIEVEMENTS: For the thirteenth consecutive year, our Company won the transit industry's top award among major cities in the United States and Canada for maintenance efficiency.

Notable achievements were also made in the field of accident prevention. Traffic and passenger accident frequency in 1958 showed a marked decline from the previous year. The Company also won, for the third straight year, the coveted Award of Honor, presented by the National Safety Council for improvement in employee safety. In addition, the American Transit Association's highest citation, representing two million man-hours without a disabling injury, was awarded to the Company's North Broadway division.

CORPORATE MATTERS: Their two subsidiary companies, organized last year to engage in automotive maintenance for other companies and in; truck leasing and rental, have shown significant growth. Gross revenue from these sources in 1958 was substantially increased over the preceding year, and the net income was about two and one-half times the 1957 figure.

Mr. Preston Estep, president of Transit Casualty Company, became a new member of the Company's Board of Directors at the annual meeting of stockholders, held in March. He replaced Mr. P. B. Postlethwaite who did not stand for reelection. In addition, the Board elected Mr. S. Carl Robinson as a director, effective June 1, to replace Mr. Oscar W. Rexford, former vice and operating manager, who resigned to become head of Group Hospital Service in the Missouri area.

Also effective June 1, Mr. Robinson was elected vice president of the Company, and Mr. John W. Dameron was named operating manager. Both Mr. Robinson and Mr. Dameron have been in the service of the Company for over twenty-five years.



BALTIMORE & OHIO RAILROAD CHARTER COMMEMORATIVE STAMP- ISSUE OF 1952

This stamp was issued, to commemorate the one hundred and twenty-fifth anniversary of the granting of the charter to the first common carrier in America, which was Baltimore & Ohio Railroad.

The background of the design of the stamp portrays the charter granted by the Maryland Legislature in 1827. Superimposed thereon are three stages in the development of rail transportation. The first figure is the “Pioneer Car”, the original method used for passenger service. Then “Tom Thumb” the first steam locomotive placed in service by the railroad, is shown, and lastly the modern streamlined Diesel.

Superimposed on the bottom of the charter is inscribed “The Baltimore & Ohio Railroad Chartered Feb 28, 1827.” On the bottom of the stamp is the lettering “125 Years of Rail Transportation, in dark face Gothic.

This stamp was first offered for sale at Baltimore, Md., on February 28, 1952.
