

INTERURBAN AND CITY TRANSIT

BELLEFONTAINE RAILWAY #33

Mule-Drawn Streetcar 1870-75

Builder: Andrew Wight Car Co.

Long stored by United Railways and St. Louis Public Service Co.; acquired in 1944, becoming first car in Museum collection.

BI-STATE DEVELOPMENT AGENCY #60

Trolley Sprinkler 1895

Built for St. Louis & Suburban Railway, sprinkler was first used to keep down dust, later for weed-spraying; also used by United Railways, St. Louis Public Service Co.

BI-STATE DEVELOPMENT AGENCY #77

Line Car 1900

Builder: United Railways

Car was used to repair overhead trolley wires; originally refrigerator car "Z" of United Railways, then to St. Louis Public Service Co.

BI-STATE DEVELOPMENT AGENCY #165

Trolley Passenger 1893

Car/Wrecker

Built for Lindell Railway and served as passenger car until 1903; then converted by company shops to "wrecker," retrieving disabled trolleys; used also by United Railways, St. Louis Public Service Co.

BI-STATE DEVELOPMENT AGENCY #215 (second)

Rail Grinder 1945

Builder: St. Louis Public Service Co.

Rail grinder, built to replace older car.

BI-STATE DEVELOPMENT AGENCY #1664

"PCC" Streetcar 1941

Builder: St. Louis Car Co.

President's Conference Committee (PCC) electric trolley, built for St. Louis Public Service Co.

BROOKLYN RAPID TRANSIT #1365

Elevated Transit Car 1905

Builder: Jewett Car Co.

Open wooden platform (recovered with steel); semi-convertible; double-ended operation.

CHICAGO TRANSIT AUTHORITY #44

Elevated/Subway 1959

Builder: St. Louis Car Co.

Rapid Transit Car

Single-unit version of 6000-series cars listed below; operator's cab at each end; had both third-rail and trolley pole power pickup.

CHICAGO TRANSIT AUTHORITY #S-1500

Flatcar 1926

Builder: Standard Steel Car Co.

Built to haul truck trailers on Chicago, North Shore & Milwaukee Railroad as #1500; earliest car of this type in modern "piggyback" service.

CHICAGO TRANSIT AUTHORITY #6711-6712

Elevated/Subway 1959

Builder: St. Louis Car Co.

Rapid Transit Cars

"Married pair" of transit cars (semi-permanently coupled), built using parts from Chicago PCC streetcars; experimental air-conditioning system installed in #6711.

FORT WAYNE TRANSIT # 157

Trolley Bus 1942

Builder: Brill

Electric trolley bus ("trackless trolley"); has two poles for current collection and return; built for Indiana Service Corp.; seats 44.

ILLINOIS TERMINAL #104
Interurban/Streetcar 1924
Builder: American Car Co.
Center-door, suburban/interurban, double-ended car; used in
St. Louis-Alton, IL, service.

ILLINOIS TERMINAL #410
Electric Railway 1924
Builder: American Car Co.
Passenger Car
Lightweight steel interurban car; double-ended.

ILLINOIS TRACTION #241
Interurban Combine 1908
Builder: American Car & Foundry
Illinois Traction became Illinois Terminal RR; heavy, single-ended interurban
combine with clerestory roof and arched, stained-glass, upper-window sash.

INDIANAPOLIS RAILWAY #527
Trolley Bus 1932
Builder: St. Louis Car Co.
Electric trolley bus ("trackless trolley"); has two poles for current collection
and return.

KANSAS CITY PUBLIC SERVICE CO. #1533
Streetcar 1919
Builder: American Car Co.
4-wheel Birney "safety car"; double-ended.

PHILADELPHIA & WESTERN #204
Lightweight Rail 1931
Builder: Brill
Transit Car
Car body only; lightweight "Brill Bullet" operated
Philadelphia-Norristown, PA.

PORT AUTHORITY TRANS HUDSON #256
Subway Car 1909
Builder: Pressed Steel
Formerly Hudson & Manhattan subway car; total capacity 125, with 44 seats.

PURDUE UNIVERSITY TEST CAR "LOUISIANA"
Interurban Car 1904
Builder: Brill
Double-ended interurban car used for engineering testing work by agency of
1904 St. Louis World's Fair; later rebuilt as electric railway test car for
Purdue.

ST. LOUIS PUBLIC SERVICE CO. #76
Flatcar 1921
Builder: United Railways
Trailer flat car used for street railway maintenance.

ST. LOUIS PUBLIC SERVICE CO. #215 (first)
Rail Grinder 1892
Builder: Brownell Car Co.
Rail grinder used to smooth trolley track; originally post office car on
Bellefontaine Ry.; converted to rail grinder in 1910; also used by United
Railways and St. Louis Public Service Co.

ST. LOUIS PUBLIC SERVICE CO. #426
Streetcar Trailer 1921
Builder: United Railways
Motorless trailer; steel frame and body with canvas over wood roof, round
ends, dual center doors.

ST. LOUIS PUBLIC SERVICE CO. #615
Streetcar 1902
Builder: Robertson Car Co.

Built for St. Louis & Suburban, then used by United Railways and St. Louis Public Service Co.; double-ended car converted to single-ended operation in 1919.

ST. LOUIS PUBLIC SERVICE CO. #742

Streetcar 1921

Builder: United Railways

"Peter Witt" steel car, with canvas over wood roof, round ends, single-ended; originally had conductor at center door to collect fares.

ST. LOUIS PUBLIC SERVICE CO. #850

Streetcar 1902

Built for St. Louis, St. Charles & Western as #3009, then to United Railways and St. Louis Public Service Co.; double-ended car.

ST. LOUIS PUBLIC SERVICE CO. #894

Streetcar 1896

Builder: Laclède Car Co.

Rebuilt in 1913 as double-ended car; other in-service numbers were 945 and 855 on United Railways and St. Louis Public Service Co.

ST. LOUIS PUBLIC SERVICE CO. #1001

Streetcar 1907

Builder: United Railways

Built for United Railways, then to St. Louis Public Service Co.

ST. LOUIS PUBLIC SERVICE CO. #1005

Streetcar 1909

Builder: United Railways

Built for United Railways, then to St. Louis Public Service Co.; re-motored to pull trailers; also numbered 1065.

ST. LOUIS PUBLIC SERVICE CO. #1743

"PCC" Streetcar 1946

Builder: St. Louis Car Co.

Streamlined car sold by PSC to San Francisco Transit Authority and renumbered 1164; loaned to East Troy (WI) RR Museum; on loan to MOT.

ST. LOUIS PUBLIC SERVICE CO. #2250

Streetcar 1903

Builder: St. Louis Car Co.

Built for St. Louis Transit Co., then to United Railways and St. Louis Public Service Co.; single-ended car.

ST. LOUIS WATERWORKS RAILWAY #10

Interurban Car 1914

Builder: St. Louis Car Co.

Double-ended interurban car; wooden car with steel sides and arched roof; operated from Grand Ave., later Bissells Point, to Chain of Rocks in St. Louis.

ST. LOUIS WATERWORKS RAILWAY #17

Interurban Car 1910

Builder: American Car Co.

Double-ended interurban car, used between Grand Ave., later Bissells Point, and Chain of Rocks in St. Louis.

SOUTHEASTERN PENNSYLVANIA

TRANSPORTATION AUTHORITY #2186

"PCC" Streetcar 1948

Builder: St. Louis Car Co.

Streamlined car built for Philadelphia Transportation Co.; originally 5' 2-1/2" gauge, converted to 4' 8-1/2" gauge.

SOUTHEASTERN PENNSYLVANIA

TRANSPORTATION AUTHORITY #2740

"PCC" Streetcar 1947

Builder: St. Louis Car Co.

Streamlined car built for Philadelphia Transportation Co.; originally 5' 2-1/2" gauge, converted to 4' 8-1/2" gauge and restored to operation at MOT in 1995-97.

UNION DEPOT #3

Horsecar ca: 1885

Builder: St. Louis Car Co.

4-window, double-ended horse-drawn car built for unknown user; returned to builder and displayed at 1904 St. Louis World's Fair, then stored until 1948 donation to MOT.