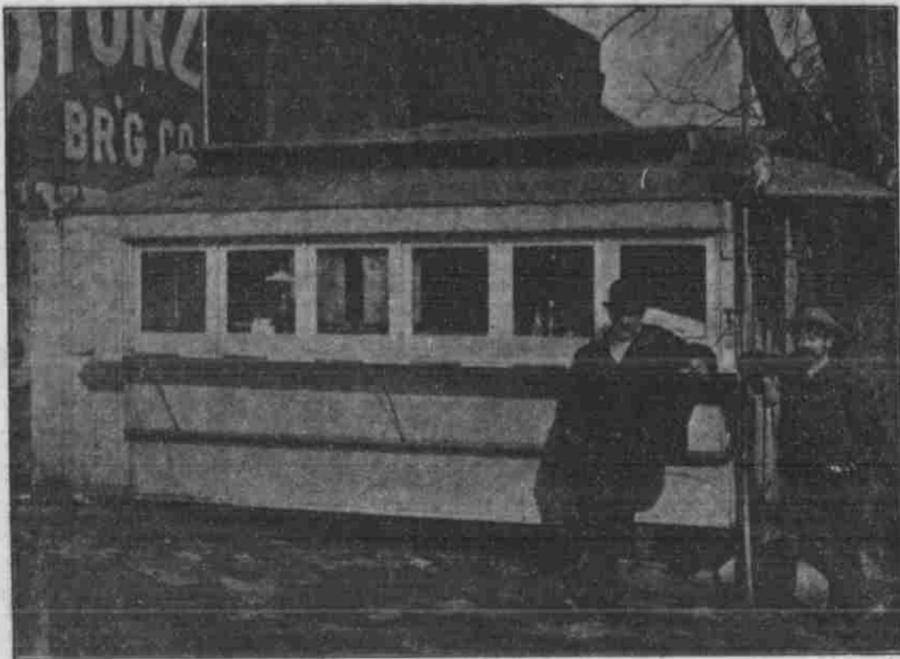
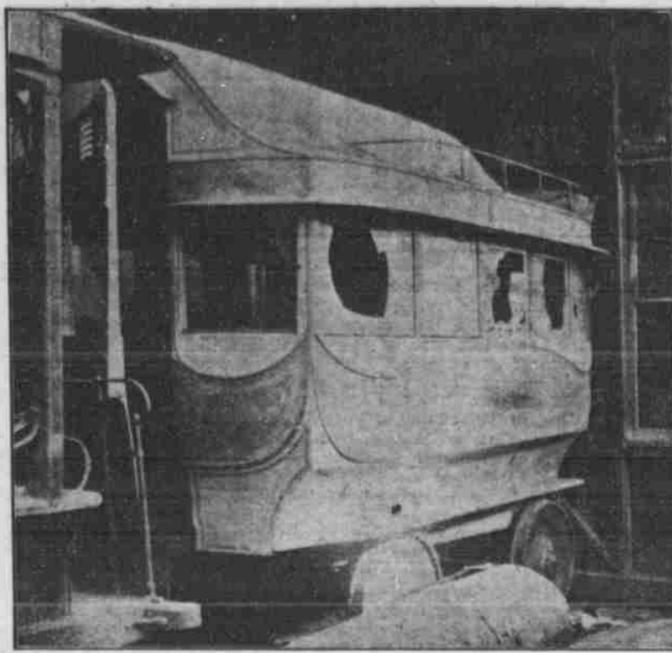


# Limbo for Derelict Street Cars



ONE OF THE LUNCH STANDS AND ITS PATRONS.—Photo by a Staff Artist.



FIRST HORSE CAR THAT RAN ON THE STREETS OF OMAHA AS IT APPEARS TODAY IN THE OLD BARN NEAR HANSCOM PARK.—Photo by a Staff Artist.



OMAHA has had street railway service for thirty-five years and during that time has seen a sample of almost every sort of equipment ever run on wheels over tramways. Thirty-five years ago the line in service boasted of one car of the "bus" variety; today several hundred cars of many types and various degrees of comfort and convenience are in use on the lines. In defense of the company, it must be admitted that a standard car of goodly proportions and designed for the greatest

street railway company, like many other institutions, was holding on and fighting for its life.

When prosperity's bright beams again warmed the currents of local business into life, the street railway company began to expand and one of the first evidences was in the form of new cars. Gradually the trailers disappeared, until now they are seen on only one line, and there they are the heavier and roomier coaches that were brought here for the cable service or for the first of the trolley lines. The horse

plan was abandoned. Other uses were suggested for them, and in other ways they are being utilized, those that remain.

Just at present, the favorite end for the dismantled horse car is the sidewalk restaurant or "lunch barge," as its patrons call it. In 1897 the peripatetic dispenser of tamales and red hots took unto himself the notion of traveling on wheels. Soon he had expanded into gorgeous wagons, with stained glass windows and sides that would put a rainbow to blush. With the passing of the first exposition, in 1898, these too be-

perous and pleased with the result of their adventure.

In at least one instance the company has benefited by the suggestion and at the junction of the Dundee and Farnam street lines has maintained as a waiting room a car that once followed a pair of prancing bronchos over the route of the "red line." Soon this will be done away with, for in a very little while the Farnam cars will run through from the South Tenth street terminus to the end of the track in Dundee.

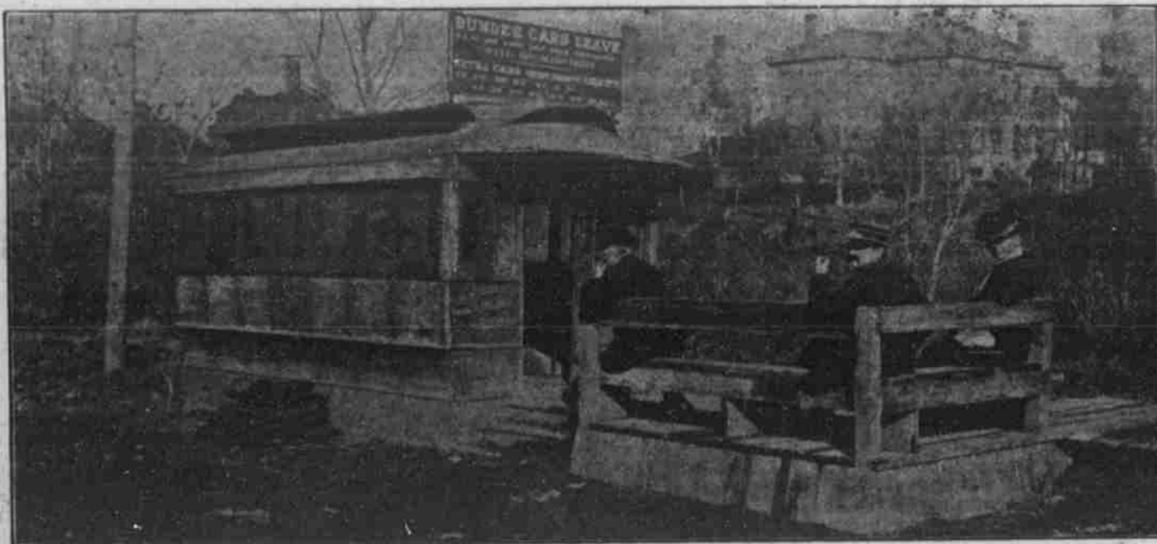
The first horse car began its missionary work in this city in 1868, and had no rival until 1887, when the cable was put in. The horse cars ran to the depot, to Hanscom park to Thirteenth and Vinton, to Thirtieth and Cumling, Twenty-sixth and St. Mary's, Twenty-sixth and Lake and to Eighteenth and Lake streets. When the cable lines were put in they ran from Tenth and Mason, Twentieth and Lake and Thirtieth and Dodge streets, along Dodge and Harney streets. In 1889 began the erection of the complete electric system which is in operation today.

Today Omaha has more than ninety miles of electric street car service, combining eight different lines. The Omaha street railway is rated as among the best in the United States in the matter of equipment and in the matter of service is second to none. In other cities the cars are larger, the stops are longer and the cars do not travel as fast as here. The local cars are smaller than those of other cities, but they start off quickly, the cars have no gates to hamper the passengers in boarding and alighting and they are more numerous. By this method a larger number of passengers can be carried and the routes can be traveled faster than with the heavier cars operated in other cities.

While no serious mishaps have marred the history of the local street railway, many singular accidents have occurred. In discussing these things, W. A. Smith, at present general manager of the street car system, said:

"I think that a large per cent of the accidents are due to the injured party being in what we call a state of mind. I can figure out no other reason why a person possessed of all his senses will walk right into a street car, when its bell is clanging

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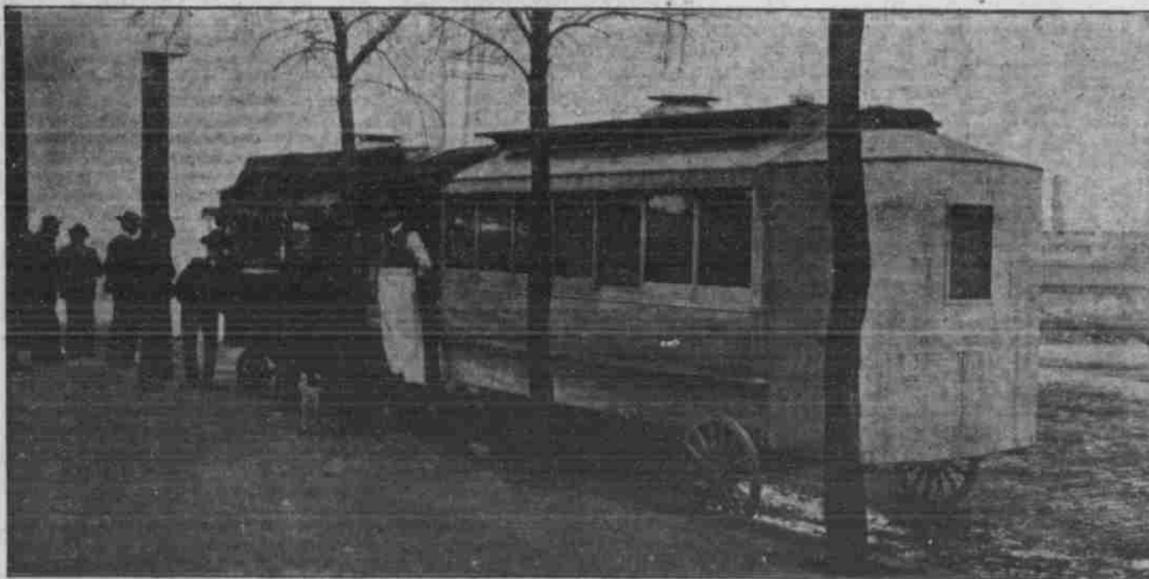
WAITING ROOM AT JUNCTION OF D UNDEE AND FARNAM LINES.—Photo by a Staff Artist.

convenience of patron and management is rapidly superseding the aggregation that came of consolidation and experiment. When the present Omaha & Council Bluffs Street Railway company's system was called into existence, it was the welding together of a horse railway, a cable tramway and a trolley line, each with its own peculiar style of vehicle, and a due respect for economy suggested the adaptation of the rolling stock as far as possible to the uses of the new concern. For a number of years after the consolidation, the cable cars rolled and jerked merrily along in the wake of the grip, but the horse cars were immediately relegated to such use as could be made of them on the trolley lines.

First, the dinky bobtails, of which only a few were in service, were abandoned altogether, but the more pretentious "double-enders" became trailers to the motor cars that whizzed and roared along Omaha streets after the fall of 1889. Many of these trailers were put into service just as they came from the horse car line, for a long time the fare-box with its injunction to the passenger to deposit his fare in the box immediately on entering the car still occupying a prominent place. This led to a great deal of confusion, many people conscientiously dropping their nickels into the box, only to be again asked to pay fare by the conductor, radiant in his new uniform and bright bell punch. Eventually the fare box went the way it should have traveled at the very outset, but the trailer still jerked and jolted its way over the rails, to the manifest, and often forcibly expressed displeasure of the passenger and the conductor, who was required to "brake" as well as take fare on those cars. This was during the hard times, when the

car has gone. Just what has become of all of them could hardly be told by the officers of the company. Many were rebuilt once, for uses as motor bodies, being sawed in two, a section built in the middle and the new coach mounted on a motor platform. This didn't prove successful, for the coach body lacked the rigidity necessary to withstand the strain of running over the rails and in a little while the

gan to fade, for the discovery was made by someone in an inspired moment that a street car would make a much more substantial if not so gorgeous a lunch stand, and soon the humble horse car was being hauled out from its retirement, fitted up with a gasoline stove and some dish racks, and turned into a restaurant. These have come to be familiar sights in certain districts, and their owners are usually pros-



WHERE TWO OLD HORSE CARS MAKE A PALATIAL RESTAURANT.—Photo by a Staff Artist.