

Miles of track: 3,000
Passengers Carried: 1,212,400,000
Employees: 35,000
Investment:: \$150,000,000.00

Some mules were employed on the street railways. They had advantages and disadvantages. One disadvantage was a mule's stubbornness. It would often just lie down and refuse to work or it would head for the "car barns" where it knew there was hay and grain to eat

On the positive side, a mule could be toilet trained.

Horses could not be trained in this respect. Consequently their accumulated excrements were knee deep in some areas of New York City and the odor was unbearable. This was the era of the long skirt and you can well imagine Madam's problems in "keeping her skirt clean".

My Grandfather, Henry C. Hall, was the first man to drive the street railway car when it was introduced into Cedar Rapids, Iowa in 1882. Cedar Rapids employed mules to pull the cars.

rest. He had now travelled over 600 miles.

While there, he met Mary Ann Woodcox and, after a short courtship, married on November 29th, 1883. It is rumored that Mary Ann's parents, Alfred Woodcox and Naomi McElroy, for unknown reasons did not fully appreciate the sterling qualities of my grandfather. Consequently, Henry had to claim his bride to be by the utilization of a ladder to a second story window. They then continued west to Cedar Rapids where grandfather sold the horses, the wagon and the rest of the scrap iron. With the proceeds, they purchased a home on Second Avenue (also called Eagle Street). (I have been unable to determine the location of their home from the old-time maps). There oldest children, Saint (Sam) and my father Howard were born there.

Soon after taking up residence my grandfather obtained the street car driver position already mentioned.

Grandfather obviously believed in Horace Greely's "Go West Young Man, Go West".

If any of you have anything to add to this brief story, please communicate with me. HTH-December 1992