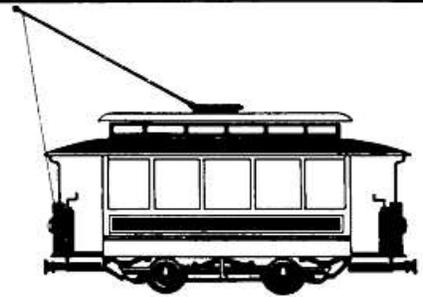


T·H·E LIVEWIRE

THE OFFICIAL NEWSLETTER OF AMERICA'S
FIRST DOWNTOWN STREETCAR MUSEUM



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#26 MAKES ITS FIRST RUN—SORT OF

Article and Pictures by Charlie Plantholt

Early Saturday morning, June 21, 2014, Justin Thillman, Ed Amrhein, John La Costa, Mark Hurley and your writer were at the Museum to make a trial run with NJT #26. Justin had rewired the motor leads so that the car went forward with the reverser in the “operate forward” position. The plan was to test braking capabilities. About 8:40 A.M., all was ready.

We moved out slowly, checking to see if the dynamic brakes were functioning. Justin seemed to think they were not. As we passed the loop switch, Ed and Justin heard something pop. Something was burning, so Justin coasted to the Glen Edwards Avenue stop, thus ending the first self-powered trip of #26 at 8:45 AM.

Ed, John, Justin and Mark decided to get car #1164 and push the car around the 28th Street loop so that the car



GLEN EDWARDS AVENUE: Ed and Justin get off #26 after it rolls to a stop. Mark is already on his way to get #1164 to push #26.

would be facing south for further work in the car barn. Car #1164 was up to the task and pushed NJT #26 to 28th Street and back to track #3 for future work. Mark Hurley took control of #1164; Ed Amrhein supervised; Justin rode #26 on its first round trip and I was conductor on #1164 and took photos. It was 9:01 when #26 rounded the 28th Street loop without incident (all fingers were crossed) and then returned to the yard in front of the Visitors Center without any further problems. (All fingers were then uncrossed.)



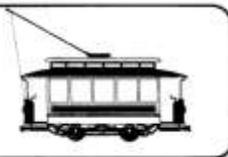
IN THE YARD: Justin, John and Ed (right to left) talk things over before moving #26.

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is published by the Museum for the enjoyment of its members and friends.

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YOUR COMMENTS AND IDEAS ARE ALWAYS APPRECIATED!

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The Museum's Board of Trustees meetings are held the first Wednesday of each month, except August, at the Museum's Visitor's Center auditorium. All members in good standing are invited and encouraged to attend Board Meetings which begin at 7:30 P.M. Correspondence and submissions for *The Live Wire* may be addressed to the Museum's post office listed above.

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STEADY AS SHE GOES: Mark and Ed watch carefully as #1164 pushes #26 back to the yard. John had aligned the switches there for us.



A Selection of Interesting Articles from the Past
 By Dave Wilson

To be sure, more work needs to be done on #26's control system in order for it to be tested again to ensure the car's safety and reliability. As stated elsewhere in *The Live Wire*, Matt Nawn & Company will be performing more of their services, troubleshooting the car's problems. Before too long, it will be operating on its own without a hitch. Once this is completed and the needed funds are in place, the car will be painted and soon will be another part of the Museum's collection of which we can all be proud. We will keep you posted on the car's progress. As they say on the tube, "Don't go away, we'll be right back."



28TH STREET LOOP: Justin is watching #1164 from the front door of #26 as it rounds the curves to be sure #1164 did not derail. Ed watches from the front of #1164 while Mark kept a steady hand on the car's controller and brake. #1164 performed like a champ.

During the "traction age," there were lines proposed and built in our region that have received only little coverage. One of the most obscure is the Bay Ridge Electric Railway. This article is from an 1889 issue of the *Street Railway Journal*. Please note the date. This road was put into operation before Baltimore operated its first overhead trolley on North Avenue. The photo and text are from the Journal, the map has been added (*bottom next page*).

Sprague Electrical Installation at Bay Ridge, Md.

The accompanying engraving is from a photograph of the Sprague electric installation at Bay Ridge, Md. This road, which is a summer road, is two miles long, and during the season carries a large number of passengers to the popular summer resort of Bay Ridge, on the Chesapeake Bay, near Baltimore.

The equipment was installed last spring, and its operation is said to have been very satisfactory to the public and profitable to the promoters. The view given shows a test which was made of one of the motor cars equipped with two 15 H. P. Sprague motors. The usual load of each of these motor cars is all the passengers that the car can carry, and one loaded tow car.

The accompanying engraving was taken when the motor car, besides drawing its usual single trail car, was obliged to draw two additional trail cars, which it did without any consequent injury to the electrical apparatus in any way.

The president of the road is Mr. Henry Wellington of New York.



TWO BELLS

By Jerry Kelly

ANSWER: In the last issue, I gave a short quiz. And the answer is: in W.W. II, to speed up service passengers holding transfers were allowed to board by the front door of red two man cars and gave their transfers to the motorman. I saw this form of operation many times at Charles and Lexington Streets. It did speed up boarding as conductor took care of cash fares, making change, etc.

TRANSFERS ON ROUTES #9-14: I know that more than once, I promised a full report on the many forms of paper, etc. that a #9-14 conductor/operator had to carry, as well as understand. When the #9 line became only one-man cars, a new set of orders were issued. At the time of the change from two-man to one-man cars on February 26, 1950, morning and evening trips still went downtown. The orders ran four pages and no matter how I tried I could not reduce the amount of space these instructions took. I will do the following: if you wish the four pages please send me a self-addressed #10 size envelope with one stamp; or if you would wish the above plus a copy of pocket size guide to the #8 and #9-14 lines provide an envelope with postage for 3 ounces. Send these to me at the Museum's mailing address. For Members Day this fall, we plan a display of all these forms, the real thing, so you can see the color, size, etc. We will also try to answer any questions you have.

OLD/NEW BUSINESS: In the past, we covered three car trains on route #26 and had documents showing that the line did have three car trains in areas with electric switches. We have found more information that three car trains did operate into Sparrows Point. In a review of the UR&E Rule Book, page 94, there are instructions for two poles up: drift and pull no power until all poles have passed the contactor. Regarding the UR&E's annual reports, I have spent some time reading these and boy, did I learn a few things and also answered questions that needed answering. If you recall the story about Fairfield, where a loading pre-payment zone was constructed the, same thing was done at the Shipyard loop on route #26. The branch was double-tracked and about 1/2 mile long. At this point, a prepayment station was built with turnstiles. This was in 1918. In the same year, a storage yard was built at the corner of Oldham Street and Eastern Avenue. This could hold 60 cars. In the same year, 27 single-truck cars were remodeled in the company shops for use as trailers. The Guilford Ave El was equipped with a complete set of automatic block signals. The rails on the Bear Creek Bridge, Guilford Avenue Elevated and Mount Washington Viaduct had been removed and equipped with heavier rail.

STILL NEEDED: We are still looking for route #12 photos from above North Avenue and also between the B&O Railroad and Westport. If you can help, we would just like to copy them. If you have any questions or something to share, please contact us.



The President's Message

By John J. O'Neill, Jr.

It's hard to believe that half of 2015 has already passed by. However, that does not mean that there is only half of an effort to work on various projects around the Museum.

Of particular interest is the impending start of the restoration of car #554 by a professional contractor. This work is being funded by a grant and by the Museum, a 50-50 financial undertaking. As mentioned elsewhere, advance preparations have been done to expedite this next step.

As part of obtaining the grant for car #554, the Baltimore National Heritage Area arranged for Interpretive Direction LLC to visit the Museum on April 17, 2014 to assemble a study regarding the Museum's visitor's experience, including its displays. This undertaking resulted in a B.S.M. Visitors Experience report. This document is a report that resulted in many, many recommendations that the Museum should consider. Some are simple to implement; others may require professional services. The Museum is already carrying out some of these recommendations and will consider more.

Finally, please mark your calendar for 2014 Members Day. It's a good opportunity to see what's taken place at the Museum during the past year. Enjoy your summer!

John

Looking Ahead at Your Museum

- ☞ SEPTEMBER 20, 2014: Don't forget the B.S.M. Members Day and Annual Meeting. Further information will be in the mail.
- ☞ OCTOBER 19, 2014: The Chesapeake Region of the Antique Automobile Club of America makes its Fall 2014 visit to the Museum. Automobiles usually arrive by Noon and depart by 4:00 P.M., weather permitting. Bring your camera ... it's worth it.
- ☞ OCTOBER 26, 2014: Celebrate Halloween by visiting B.S.M.'s Pumpkin Patch for children. Wear a costume, pick up a pumpkin on our streetcar line and decorate it. Look for details on the Museum's website. This is also the last day for Saturday operations in until June 2015.
- ☞ DECEMBER 2014: Santa's Streetcar will return to the Museum. Look for a flyer in the next issue of *The Live Wire* for more details.
- ☞ MOST SATURDAYS: Come on down and volunteer to help with lots of work needed to be done. Wear your old work clothes. Lunch is usually at SubwaySM in Hampden, Hon.



P.C.C. car #7303 has been getting some attention. The father and son duo of John and Alex Roth (Alex pictured on the right) have been working at home to remove the old glass (it wasn't safety compliant) and cleaning the window frames. Alex brought one of the cleaned frames along to show how some elbow grease could improve the looks. Curator Mark Dawson has nearly completed wire brushing the ad rack areas in preparation for painting this summer. ☼☼☼☼ Speaking of Alex, we won't be seeing him for a while. He



will be taking approximately six months off for basic training at Fort Leonard Wood, Missouri, beginning in August 2014 as he is a member of the Army National Guard combat engineers. He is committed to the restoration of this car, eleven stitches and counting and has been working on this car for almost three years. Needless to say, we are so very grateful for all of the very hard work he's put into car #7307, but more importantly, we thank him for his service to our country. ☼☼☼☼ He did it again ... for the second year. Logan Tracy hosted another "birthday (his) bash" at the museum to raise funds for the restoration of our pen car #554. Family members and friends, along with individuals from several trolley museums, spent an entire afternoon riding and operating various streetcars from the collection. They also enjoyed lunch—hot dogs, a variety of cakes and candies—that were provided by Cheri Tracy and Dawn Sheckells. Along with a silent auction, Logan's bash raised over \$1,500.00. ☼☼☼☼ Museum President John O'Neill mentioned in the last issue about a grant for the work on car 554. Justin Thillman has already removed the running boards (those are, rather were, the steps that were along the sides of the car. Professional restoration work should start in August. ☼☼☼☼ Newark P.C.C. #26 has also been getting a lot of attention. Harry Donahue has been sprucing up the interior. He also provided a refurbished operators seat and has purchased a "golden glow" style headlight (like the one on car #7407). John Engleman has performed some external paint touchup to make the car more presentable and also painted the decorative headlight wings in red, which is the correct color for the 1950's paint scheme that the car will be painted. John also assisted Buster Hughes in fixing several of the window cranks so most of the windows can now be opened. ☼☼☼☼ Several individuals have donated a tidy chunk of change to help pay for the painting of car #26. Our thanks go to all who have contributed. ☼☼☼☼ Matt Nawn has led the charge to get #26 running. Several work sessions have gotten the car to the point where it does move but there are still some nagging problems that need to be dealt with. If anybody knows about getting this car to run, it is Matt. He performed a similar feat on Newark P.C.C. #6 at the Rockhill Trolley Museum in 2011. Matt has been assisted by Bill Monaghan, Justin Thillman, Ed Amrhein, and Jerry Evans. Another work session is scheduled for some time in July.

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