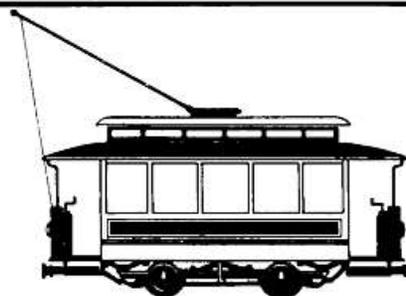


# T·H·E LIVEWIRE

THE OFFICIAL NEWSLETTER OF AMERICA'S  
FIRST DOWNTOWN STREETCAR MUSEUM



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## CARVEY G. DAVIS— A STREETCAR LEGEND

*Article and Photos by John V. Engleman*

Carvey Gladstone Davis was a legend. He was a legend in many ways to many people. And he will not be soon forgotten. Carvey was born on April 19, 1924 and finally finished his last run and pulled his last car into that great car barn on the sky at 4:35 P.M. on Saturday, August 16, 2014. Throughout the ninety years in between, Carvey had gotten involved in just about any situation you could imagine.

Carvey loved streetcars and trains. And steamships and airplanes. Actually just about anything that moved attracted Carvey's attention, but those that ran on rails affected his life the most. He used to ride his bike up and down the streets in Hampden, where he was born and raised, in the middle of the streetcar tracks, making stops at every corner. One of his earliest hangouts was the Roland Park car barn on Roland Avenue, the terminus of the old number 29 line and the 24 line to Lakeside. He was also a practical joker and one of his proud early memories was when he snuck into the car barn and pulled the trolley pole of a 29 car taking its layover, placing it in the trough directly next to the trolley wire and then watching the operator try to figure out why his streetcar wouldn't go. He took great delight in watching the operator go through the motions, even looking up at the pole to see if it was up and still being baffled. Carvey also loved tracks and special trackwork, and would make long cross city excursions on his bike just to go look at the vast amount of specialwork in place to serve the then huge streetcar system in Baltimore. He also was very fond of the trips his mother would take him on across and down the Chesapeake Bay on the Old Bay Line steamships to Betterton and Norfolk. Steamships were his next love after streetcars. He was also a fairly normal and rebellious kid and remembered



THE MAN AND HIS MACHINE: During one of Carvey's last visits to the Museum we brought 7303 out of hiding and posed it in the Visitors Center Loop. The car looks pretty much like the real 7303 did at the end of its' service life, and the way Carvey hoped it will look again. Alex and John Roth are steadily working on it to see that it will happen.

getting into all kinds of trouble, even as early as junior high school.

Carvey went to high school at Poly, the Baltimore Polytechnic Institute, the old one on North Avenue,

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streetcar work was transferred to Belvedere, and Carvey went with it. Belvedere still had the numbers 13, 19, and 32 lines, along with both types of PCCs and both big wheel and little wheel Peter Witts. He loved the little wheel cars, saying they would just run like the wind. They didn't stop very well, but that was another story. It was at Belvedere that Carvey got to finally run the Saint Louis PCCs regularly. He had once had one out of Edmondson that had been pulled in as a disable, and he just loved it. He convinced the dispatcher to let him take it on an interline trip to Sparrows Point and swore that it was the best run he ever made down there. At Belvedere he could get the Saint Louies on the numbers 19 and 32 every day, and on Sundays, they could be found on the 13 as well. And the Peter Witts, well, Carvey acquired a new real love for them at Belvedere. His favorite quickly became 6119, and it is no coincidence that 6119 is the car in B.S.M.'s collection today. When asked by George Nixon what Peter Witt should be picked for preservation, way back in 1955, Carvey Davis responded with "6119." That car was set aside, as was Saint Louis PCC 7301, and both cars were used on a special fan trip in 1956 well after all their sisters had departed the property. Unfortunately Saint Louie 7301 also shortly thereafter departed the property for some unknown reason, along with Brilliner 7501. It wasn't until comparatively recently that Carvey rectified that situation. More on this later. (There were three "01s" that had been intended for the historical collection, and all three failed to make it in. They were 5201, which was actually set aside in Madison Avenue carhouse as part of the collection, but was later needed towards the end of WWII and mistakenly scrapped after the hostilities ended; 7301, which mysteriously vanished, and 7501, which was, in what would later be decried as a very bad decision, declined as "not typical" of Baltimore's cars. According to Carvey, the BTC had offered to save all three.)

I presume it was during the summer of 1958 when I first met Carvey Davis. This was my first summer of streetcar riding. Exactly how we met is open to opinion. We know it was on the number 15 line and according to Carvey, was at Walbrook Junction. He remembered this "goofy" kid in the back seat who wanted to ride back again. I don't remember it that way, but who am I to say? Anyway, that trip turned into one of many dozens of trips riding Carvey's streetcars. And I wasn't the only one. The teenage railfans of the time seemed to be attracted to Carvey. Obviously it was the



AT ATTENTION: Carvey stands next to, perhaps, his charge of the day, car 7069 at the Irvington carhouse. This car did not yet have its car number moved to above the destination sign as on the car behind him. Note the car's art-deco "wings" and the "Kentucky Gentleman" bourbon advertising sign.

way he ran the cars and his love of the cars and his understanding that there were a whole lot of kids who thought the same way about the cars as he did. A number of current day B.S.M. members have recollections about their rides with Carvey Davis, both in regular service and as a fan trip operator. The older fans at the time also knew Carvey and he was the most requested operator for fan trips. Of course the fact that Carvey was daring was a great enticement. Carvey had to cover every inch of track—LITERALLY—and quite often a lot of non-track. What is non-track? It is track that has been paved over but is still there. Carvey was famous for plowing through asphalt and digging through as much of it as possible. At one location he would run the whole streetcar off the end of the open track until just the last axle was still on the steel rail. This was always great fun and made for great photos. The Transit Company wasn't really happy with it, but no harm came from it, and it was a different world back then.



SAY "CHEESE:" Carvey was certainly not camera shy and there are probably not too many fans without a Carvey Davis mug shot. Here, with his impish grin, he poses while lowering the trolley pole on semi-convertible 5680 at the terminus of the number 9 line in Ellicott City. While we can't publish a photo of one of Carvey's trademark poses for railfans, many fantrip photographers will remember that infamous middle finger.

As time went on, Carvey began to trust us teenagers more and more and would offer up his seat once the car got off the street onto private-right-of-way trackage. Carvey would show us how to run a PCC. He would then teach us how to stop a PCC and finally how to really operate a PCC. Carvey was a master at it and he taught us well. So well in fact that a couple of us even were allowed to run the car in regular service, with passengers and all. Imagine that nowadays.

Carvey also had a temper. It seldom reared its head but when it did, you knew it. It made him stop running streetcars. On one particular schedule in December, 1961, he had a run that pulled out from Irvington en route to Govanstown on the number 8 line. His leader out of Govanstown came down from Towson and was always late, forcing Carvey out on time but with a double headway towards downtown. Carvey could handle the double headway but constantly getting mobbed with people and no supervisors around to respond to the situation made him angry. One day, his leader actually came down from Towson, just before Carvey was due to leave Govans and Carvey pulled out right behind him. Used to being swamped and now carrying no one made Carvey run early. And of course, now a supervisor appeared and wrote him up for running early. Carvey made it back to Irvington, and in a fit of rage, stormed into the division office and quit. On the spot! From January 19, 1946 with car 7081 to December 16, 1961 with car 7419, the streetcar career was over.

Carvey had always loved model trains and streetcars and had a tremendous collection of each. He also loved railroad track work and after his departure from the BTC, he wanted to go to work with fellow enthusiast Joe Lau at the Maryland Public Service Commission. But the PSC wasn't hiring outside employees, but would allow transfers from other State agencies. Carvey became a Harbor Tunnel cop! Remember the guys who used to walk through the tunnel on those wall side ramps, waving you on even though you were already doing well over the speed limit? Remember the cops in the ventilation booths trying to gasp some fresh air? That was Carvey. He had stories from there too, but not too many, as it wasn't too long before he transferred over to the PSC as a railroad track inspector. Carvey was a stickler for track, and soon became a common word, if not a nice one, among the then legions of railroad track foremen and track gangs. Just the mere mention of "Carvey's coming" would get their attention. There probably isn't an inch of track in the State of Maryland that Carvey didn't personally walk and inspect. And inspect some more, and then make a track gang come out and fix something he found wrong. The legendary Carvey Davis now had a second following. There wasn't one gang around that didn't know Carvey.

It was during his time at the Public Service Commission that I almost killed Carvey. Quite literally. As you may know, I was a B&O Railroad/Chessie System/CSX locomotive engineer for 27 years. One fine summer day, I was running my train westbound in Cecil County approaching the S curve over Little Northeast Creek. The westbound at this location is fairly level and there was no need for either power or dynamic brakes so the train was gliding along practically noiselessly. As per my practice approaching blind curve locations, I blew one long blast of the locomotive whistle a couple hundred feet in advance of the bridge, located in the middle of the S curve. Upon rounding the curve we noticed someone trying mightily to outrun the train to get off the bridge but failing to do so. He managed to barely make it to one of the water barrel outcroppings, and safety, as I passed by at 40 mph. Looking out the window at this guy, I shouted over to my conductor, "My God, it's Carvey Davis!" He said, "Do you know that guy?" and I answered that I indeed did. Turns out Carvey had been walking the track and had failed to notify the Chessie dispatcher that he was out there, figuring that at that time of day there would be no trains. How wrong he was. Always, expect a train on any track at any time, in either direction. Carvey found that out and later told me that

it had scared the living stuffing out of him and that he actually thought he had felt the locomotive's grab irons brush him.

Shortly thereafter, Carvey left the PSC and went to work with the Federal Railroad Administration, also as a track inspector. Now with a tremendously increased territory, the legend of Carvey Davis expanded. More than the Maryland railroads had him to deal with. Even the Strasburg Railroad had dealings with Inspector Davis. Now he would work his way up to the railroad's senior track foremen and roadmasters and trainmasters with his inspections and orders. Yes, orders. Carvey could, and would, shut down a particular stretch of railroad until the track was up to his standards.

The stories that Carvey told are endless and fascinating. Some of them are almost unbelievable by today's standards, but they did happen, and he often had pictures to prove it. Retirement from the FRA came after a brush with an Amtrak Metroliner. Again, an almost fatal brush. Carvey had had enough and said there was no use to tempt fate any further. The pensions from the Transit Company, the State, and the FRA would be more than enough for a comfortable retirement, and Carvey settled in for a long rest.

Of course it was anything but a rest. Carvey had re-married and moved to Glen Burnie and built an empire in his basement. He called it the Glen Burnie Model Railroad Club and it attracted train fans and modelers from far and wide. It was a huge O scale railroad with hundreds and hundreds of feet of track, dozens and dozens of engines, mostly Pennsylvania and Western Maryland, and hundreds of cars, all running on hand-built two rail track. And I mean hand-built. Carvey built every inch of the track by hand. No snap track for him. He laid out his railroad just as the big ones did, with every piece being meticulously hand installed. He built his own switches and frogs and loved listening to the steel wheels bump through them. The railroad was so complicated that it even had its own maintainer. B.S.M. member Frank Winner made it all run and kept it up to date electrically. Realistic water, good scenery, perfect track, terrific trains, a great streetcar line, and a host of operating nightmares describes Carvey's model world. His layout took up 95% of the basement of his Glen Burnie home with the remaining 5% devoted to the washing machine and dryer. Carvey could run 4 trains and 2 streetcars at any one time, providing all the electrical circuits and

connections were working trouble free. When they weren't, Carvey would say, "Ain't model railroadin' fun?" He sometimes wanted to wipe it all out with one swoop of his arm but at other times would be entertained by it for hours on end. All of Carvey's streetcars are going to good homes, and his trains will be sold as well.

Carvey was always one to like oddball things, whether they were streetcars or trains. Two of the oddest types of trolley cars on the Baltimore system were the 1929-built Peter Witt cars, 6991 and 6992, and the Brilliner, 7501.

Carvey remembered the original Peter Witts fondly. These were nowhere near like B.S.M.'s 6119, being much closer to the original Cleveland-style Peter Witt car. They were big, powerful cars, equipped with rear couplers enabling them to pull trailers. They always worked out of Belvedere carhouse, usually on the number 33 line. When Carvey's Mom took him downtown on Saturdays, he would sometimes see the big cars and agitate to ride them, no matter which way they were going. He's told many stories about riding them, including one trip in a trailer, but as the trailers made no real noise he greatly preferred the motor car.

Carvey also had a history with "Big Bertha," 7501. The Brilliner was shaped differently than a PCC, having much more squared off ends, and because of that, was restricted to the number 8 line its whole life. Because of its clearance problems on curves, only certain operators were qualified on it. Two of them were Carvey and Tiny Martin, another railfan favorite. The Brilliner was based out of Irvington, where Carvey was working at the time. Tiny was based out of York Road Car House. Since Irvington was a heavier running repair shop, there were certain runs that were scheduled out of one car house and into the other to balance cars and transfer shop cars. When there were no shops at Irvington to go to York Road the dispatcher would assign the Brilliner (to get it out of his hair), and Carvey would take it to York Road. Upon pulling in there he would frequently be told to "get that thing out of here" and if York Road had no shops for Irvington, would have to take 7501 back. If there were shops he would take them, out of service and leave 7501 at York Road. Next morning the York Road dispatcher would put it on the opposite run back to Irvington, which Tiny had. And the unloved Brilliner would go back to Irvington to just repeat the process later on. One of the things the operators hated about Big Bertha was that it had three steps at the front doors

instead of the normal two on a PCC. That produced falls, and falls meant accident reports.

Of course the railfans loved the Brilliner and chartered it many times, and these were the only times it went off line. One truly memorable trip off line produced an off track moment as well. The Brilliner had skirts across the trucks originally and this limited the amount of swing that the truck could do. On this particular fantrip, Carvey and 7501 were coming out of Dundalk Loop on the way to Sparrows Point of the 26 line. The turn was too sharp and the skirts would not allow the trucks to swing and CRASH, off came the car on the high girder rail trackage. Carvey, knowing what was happening, stopped instantly and only one axle was off the track. But try as they might, they couldn't get it back on, and Big Bill had to be called to re-rail the car. Shortly after that the car was painted yellow and the skirts were removed, but 7501 still called the 8 line home all its life anyway.

Carvey got a model of 7501 very early on. It may have even been his first O gauge streetcar model and all his life wanted one of one of the original Peter Witts, but none were ever produced. Finally a few years ago, he had a model of 6991 custom built for him by modeler friend in England, Basel Varnum, and instantly fell in love with it. B.S.M. has stepped up and retrieved both of these models for the Museum's collection.

Unfortunately during his retirement, Carvey developed macular degeneration in his eyes and it affected him greatly. His great eye for detail, while still there, wasn't sharp any longer and in an unfortunate twist of fate had his retinas partially burned out to stop the ever spreading degeneration. This halted the progress but made it impossible for him to ever regain any sight despite medical advances that were made after he had it performed. The doctors had said he would surely go blind if the process wasn't stopped, and Carvey elected to save his partial vision instead of facing no vision. He took it remarkably well and adapted so well that many were not even aware that he could hardly see and not see at all directly ahead. He had to give up all driving. Well, almost all; he could and did still run streetcars at the Museum and could probably have done so in his sleep. As a matter of fact, he did do it in his sleep. Many times. There were many stories of his streetcar motorman dreams, usually involving some wild ride down Edmondson Avenue in a 5200.

Carvey traveled extensively in his retirement. He and his wife, along with her daughter and husband, took many cruises all over the place. They made two extended trips to Israel and dozens of shorter trips. Carvey wanted to go back to Anzio, but 9/11 put a stop to that. He actually had all the plans in place and had the tickets, but was on a cruise out of New York when 9/11 happened and then refused to get on an airplane again. The airline understood and refunded the fares.

When B.S.M. found the El Paso car for sale, it was Carvey who spearheaded the purchase. He reasoned that since we had lost 7301 and had not been able to save any Baltimore Saint Louies, the El Paso car, since it was constructed immediately after the Baltimore cars, could be refashioned into a replica of one of our own. Through much effort (see *The Live Wire*, Volume 32, Number 3, autumn 2002) we succeeded in obtaining a Saint Louis PCC car, much to Carvey Davis' delight. Carvey took out a large chunk of funds to pay a most substantial portion of the amount needed to bring the car "home." The glee in his face when he saw it painted BTC yellow and numbered 7303 was almost tearful. He was eagerly anticipating being able to once again run a Saint Louis PCC car. Unfortunately the project stalled and remains a very slow back burner affair. It was Carvey who picked the number 7303. Why 7303? BTC had a 7303, and it was a Westinghouse car. The El Paso car was 1503 in El Paso and 503 in San Diego, where it ran originally. Thus the "03" continues on the car, and it will look just like 7303 when it is finished. (I had suggested numbering it 7300, but Carvey would have none of that. He said Baltimore started numbering series with "01" and never with "00" and said that none of his money would go for a "00.") Thus "03." Carvey had a number of chances to ride the car being towed around, but never got to run it. Hopefully he's up above looking down and will see it when it finally does run.

Carvey, while being a dyed-in-the-wool streetcar fan, would sometimes refuse to admit it. He would even go as far as saying he hated streetcars, but would then turn around and buy another model. He also subscribed to the "light rail brings criminals" theory and bad-mouthed it constantly, finally refusing to ride alone any longer. One day before that, though, he was coming home from downtown on light rail and was amazed to see and feel how fast he thought the car was being run. He said he felt somewhat scared at the speed the car took curves

and switches and upon arriving at Cromwell, proceeded up front to tell the motorman just how he felt. To his amazement, a few seconds after he started talking, the motorman said, "You're Crash Davis, aren't you?" Carvey could say no more and the two of them wound up telling streetcar war stories to each other.

It was the same thing with trains. He loved them but refused to ride them. After every derailment anywhere he would say, "See, those things are dangerous. You're not getting me on one." Then, the next week later, he would take a trip to go ride a train somewhere. Right after one bout hating trains he asked Buster Hughes and me to go with him on Amtrak and the Long island RR to see one of the houses he lived in many years ago. And he loved it.

Carvey's final year wasn't one of comfort and happiness the way the story should end. Besides being saddled with macular degeneration, which despite the retina burn out of years past was still deteriorating his remaining sight, his body was just giving out. He bravely fought it and did everything he could to keep from showing all the discomfort he was in. He had trouble with his esophagus and sometimes had great difficulty swallowing food or drinks. His bones all ached and were showing little sign of wanting to still be mobile. As time went on his trips away from home became less frequent but were still eagerly awaited. His train and streetcar layout in the basement would help to take his mind off what was happening, and that along with the occasional trip to the Western Maryland Scenic Railroad or Strasburg and visits from friends, along with his wife and church, were all that was keeping him going. He kept hoping that 7303 would be finished, or at least well on the way before he passed away, and that was the final thing that he talked to this writer about.

I will miss Carvey. Everyone who knew Carvey will miss him. But, he left a legacy, and hopefully a long lasting one that develops into beautiful, running streetcar that takes its place along with our other cars.



## TWO BELLS

*By Jerry Kelly*

I am told that this issue will be crowded and to keep *Two Bells* short. (That may be the best news you have heard all year.) I must add my words about the passing of Carvey Davis. I first met Carvey after his military

service. His mother and Carvey were members of the same church my parents and I were members of. At times, it seems just like yesterday and is still hard to believe he has left us.

It's quiz time. All these questions apply to the 1940s:

1. How many "Ys" were in regular service at BTC?
2. What car house had no cars but had a dispatcher?
3. Where did cars 6991 and 6992 spend the 1940s while on BTC property?
4. In the 1940s which line had the shortest "owl" car?
5. What line, using one man semis, double ended, have two fare boxes on its car?
6. Why did route 8 have a loop at Smallwood Street?
7. Now for extra credit. On the 1929 UR&E map, what railroad station was left off?

Now you can help answer a question for us. When the West Baltimore Street Loop on route 15 was built, it was a single track outside loop. Later in life it was rebuilt as a double track inside loop. Yes, this is the B.S.M. 28<sup>th</sup> Street loop. And the question is why was it rebuilt and when.

Let us hear from you on this or any other subject. All of us at B.S.M. enjoying hearing from members and friends with questions, or for that matter we just like to hear from you on anything. It does not have to be a question.

1. Route 17 at Harford Road and Abbotston Street. The owl car on route 14, after the loop west of Edmondson Avenue car house was removed.
2. After the Roland Park Car House was closed and routes 24 and 29 worked out of Oak Street. A small office at the waiting station on the double track loop was built.
3. In storage at Madison Ave car house.
4. Route 24 from Roland Park Car House to Water Tower Loop.
5. Union Ave, late in life known as route 46, "jerkwater."

6. It had been the west end of route 21, where the cars turned.
7. The extra credit answer is one we all know. The Maryland and Pennsylvania Railroad was not shown.



## Looking Ahead at Your Museum

- ☞ NOVEMBER 2, 2014: Sundays-only operations continue until the first Saturday in June 2015. We also return to standard time, an extra hour's sleep.
- ☞ NOVEMBER 20, 2014: We need a couple of extra volunteers to help put up the Museum's Christmas tree in the Visitor's Center. If you would like to help, contact us for more details (see below).
- ☞ NOVEMBER 27, 2014: A joyous Thanksgiving to our members and friends!
- ☞ DECEMBER 6, 7, 13 AND 14, 2014: Santa's Streetcar makes its annual visit to the Museum. A flyer for the event is included in your issue of *The Live Wire* that has all the details. Please share it with family and friends! A note to our operating staff and volunteers. A sign-up sheet has been posted in the Visitors Center. All operating staff and other volunteers are encouraged to sign up to help ... and we can use it!
- ☞ DECEMBER 16, 2014: A joyous Chanukah Sameach to our members and friends.
- ☞ DECEMBER 21, 2014: Happy first day of winter.
- ☞ DECEMBER 25, 2014: Merry Christmas to our members and friends.
- ☞ DECEMBER 28, 2014: Looking for something to do with the kids during the holiday season? Missed Santa's Streetcar? Come down to the Museum to ride the streetcars and enjoy the decorations. (We'd rather you come to Santa's Streetcar, though.)
- ☞ JANUARY 1, 2015: Happy New Year to all!
- ☞ MOST SATURDAYS: Come on down and volunteer to help, with lots of work to do. Wear your old work clothes. Lunch is usually at Subway™ in Hampden, Hon (Dutch treat).
- ☞ EVER NEED TO CONTACT THE MUSEUM? Go to the Museum's website and click on the "Contact Us" link on the left side of the Main Page. You will then be taken to another page with a fill in form. When completing it, be sure to include your name, e-mail address and question/concern (in the comments box). We will get back to you as soon as reasonably possible.

## THANK YOU, DONORS

The Museum would like to thank the following persons who have made donations to the Museum in September. While we have tried to make this list as accurate as possible, we apologize profusely if anyone has been omitted. Please let us know if we did.

Leonard Adler	James Hutzler
George Alderson	William Keigher
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Greg Hinchcliff	Freddie & Susan Yelton
Shelley Hopkins	



Oh no! Don't forget! It's that time of the year to renew your 2015 membership dues! Take time now and get out that renewal notice that was recently sent to you in the mail, fill it out and return it to the Museum in the envelope provided. *Thank you* in advance for your continued support!



A Selection of Interesting Articles from the Past  
By Dave Wilson

In 1890, the U.S. Navy established at Indian Head, Charles County, Maryland, a facility known as the Naval Proving Ground. Today, that facility is known as the Indian Head Division, U.S. Naval Surface Warfare Center. This facility had the responsibility (in 1890) for testing naval guns, powder, fuses, and other naval ordnance.

Construction projects included housing, gun platforms, magazines, storehouses and *railroad tracks between the wharf and the batteries*. These railroad tracks evidently did not connect with the rest of the North American railroad network. (A railroad line was opened in 1919 between the base and a connection with the Pennsylvania Railroad in White Plains, prior to that time, the base was primarily serviced from the water. A rail/trail has been constructed on that former rail line.)

Here, from the September 28, 1905 edition of the Daily Street Railway Review is an excerpt which provides a tantalizing hint of what the “wharf to batteries” railroad was like. Note the locomotive number. Does anyone have more information on this obscure electric line?



## The President's Message

By John J. O'Neill, Jr.

Well as I write this, the leaves are beginning to fall, signaling the end of a fairly pleasant and productive summer at the Museum. Work on car 554's restoration, funded by a Baltimore National Heritage Area grant has begun. The new wood under frame beams are in the car barn and some work has begun on disassembling the car which has been moved into the shop area behind car 1050, which is also being repaired. Our expert car restorer is scheduled to be at the Museum later this Fall and work will begin in earnest to remove 554's car body from the truck. This is an important project and we are grateful to the Heritage Area for the financial assistance. Work is being planned for a grant request to restore car 3828 as well.

Most of the revenue from the various bequests to the Museum has been received but the Lee Rogers estate continues to be delayed by technicalities in the courts. We are grateful to all who have remembered the Museum in their wills.

It was also good to see that everyone had a fine time on member's day on September 20<sup>th</sup>. Unfortunately, I had a conflict and arrived late but enjoyed speaking to many of you and watched you (and supervised some) running the cars. A big “thank” you has to go out to Margaret Hurley for taking care of the food logistics and providing an enjoyable meal.

Remember we have Santa's Streetcar coming up in December. Put it on your calendars now and recruit friends, neighbors, children and grandchildren to attend one of those days. It is always a lot of fun to watch the children's interaction with Santa. Hopefully the weather will cooperate. See you at the Museum soon enough!

### BALDWIN ELECTRIC LOCOMOTIVES.

The Baldwin Locomotive Works, of Philadelphia, built its first electric locomotive in 1895, it being intended for experimental work for the North American Co. The electrical parts were designed by Messrs. Sprague, Duncan & Hutchinson, Ltd., of New York. In 1896 a working arrangement was made with the Westinghouse Electric & Manufacturing Co., which was to supply the electrical portions of the equipment, the Baldwin Locomotive Works furnishing the running gear and installing the electrical parts. This arrangement is still in effect, and up to the present time about 500 locomotives have been built, which comprise designs for both mine and surface haulage.

Accompanying illustrations show two recently constructed electric locomotives, one for the Pocahontas Consolidated Co. and the other for the United States Government Indian Head Naval Proving Grounds, descriptions of which should be of interest.

The general dimensions of the locomotive built for the United States Government, which is a much larger locomotive designed for surface haulage and is known as the company's class 8 4/50 E 9, are as follows:

Gage, 4 ft. 8½ in.; motors, No. 79, full load speed of 6 m.p.h.; draw bar pull running, full load, 8,600 lb.; draw bar pull starting, 9,000 lb.; diameter of drivers, 30 in.; wheel base, 18 ft.; journals, 3¼x7 in.; width, 9 ft. 4 in.; height, 10 ft. 10 in.; length, 23 ft. 6 in.; weight, estimated about 45,000 lb.



ELECTRIC LOCOMOTIVE FOR NAVAL PROVING GROUNDS



As mentioned on page 9, it is that time of year again for membership renewals. You should have received your renewal form and 2015 membership cards by now. Thanks to those who have already renewed. If you haven't sent in your renewal yet, we urge you to do so. Your membership shows your support for the Museum. ☼☼☼☼ If you did not receive a renewal form please contact us—an email is preferable. You can email the membership secretary at BSM.MEMBERSHIP@GMAIL.COM with any concerns (or complaints) involving your membership. ☼☼☼☼ Not getting the B.S.M. mailings on time? We mail to the address that is on file. If you change your address,

please let us know so that our record can be updated. Send us a note, email us, or contact me in the Museum store. ☼☼☼☼ Departed—this issue has a nice article about Carvey Davis. Hope that you will enjoy it. Also departing were George W. Hilton and Earl Johnston. Mr. Hilton was a noted railroad historian and author. He wrote the book *History of the Ma & Pa* (the Maryland and Pennsylvania Railroad) and *The Cable Car in America*, which is considered by many as the finest source of information about this interesting form of public transit. Mr. Johnston was a long time employee of SEPTA (the Philadelphia transit agency) where he was involved with streetcar maintenance. After retirement, he operated Transquip Company which was an east coast distributor and retailer of the line of Corgi transportation models. ☼☼☼☼ New members—it has been a while since we last did this so let's say "hello" to these fine folks who have joined beginning last December: CATHERINE AND JAN MEYERLE, PATRICK KENT AND SUSIE HENSLER, DAN AND ZOE DENHAM, WILLIAM "ABE" ZUMWALT, CYNTHIA AND RICHARD SCHAUB, STEVE AND GEMMA OLSEN, CARLOS CORTES AND ADRIANA HALABY, CONSTANTINE AND ADRIANA FRANGOS, BERNARD ZAMENSKI, JAMES CURD, FRED DADDI, MICHAEL RATEL; SAMUEL FREEDMAN; ROBERT GOODRICH; STEPHEN MILLER; WILLIAM HELLERMAN, MARCIA AND MATTHEW HERMAN, LAUREN OSBORNE AND ROBERT LIEBERMAN; JUSTIN VOELKER, KIM AND KEVIN BROWN, MARCUS IDELL-WHARTON, TAYLOR AND STEPHANIE ARMSTRONG, DANIEL SCHLOZMAN, CAROLINE HIGGINS and GLENN MORRISON. ☼☼☼☼ The holiday season is fast approaching. The train layout is in place with scenery being added. All too soon, it will be time to put up the tree and festive decorations. Gee, it seems like we just took all this stuff down and now we get to it all back up. ☼☼☼☼ \$20.00 day is Saturday November 22<sup>nd</sup>. This is a fundraising event and for only a mere \$20.00, you get to ride and operate streetcars all afternoon. Harry Donahue has the details. You should contact him by going to the Museum's website and clicking the "Contact Us" button if interested. Your e-mail will be forwarded to Harry. ☼☼☼☼ You paid for it, so why not come and visit *your* Museum and see what's happening?

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