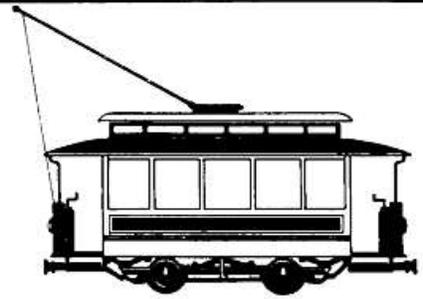


T·H·E LIVEWIRE

THE OFFICIAL NEWSLETTER OF AMERICA'S
FIRST DOWNTOWN STREETCAR MUSEUM



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COMMEMORATING A FIFTIETH ANNIVERSARY

Article and Photos by Andrew S. Blumberg

A weekend of special activities, centered on a ceremonial dinner, marked the Baltimore Streetcar Museum's commemoration of the 50th anniversary of the end of streetcar service in Baltimore, Saturday and Sunday, November 2 and 3, 2013.

Hard as it may be to believe, a half century has indeed passed since the last car clanged off the streets of Baltimore after 104 years of street railway service. The last two rail lines to operate, the #8 (Towson-Catonsville) and #15 (Overlea-Walbrook Junction) both ceased operations in the early morning hours of Sunday, November 3, 1963. Throughout the anniversary weekend, the oft-asked question of "where were you November 2 and 3, 1963?" could be heard exchanged between the museum's older members, many of whom took their final streetcar rides that fateful weekend, including on the very last car out on the streets, B.S.M.'s own #7407, in the wee hours of that long-ago Sunday morning. (A happy coincidence found the days of the week for 2013 and 1963 aligning exactly.)

In the spring of 2013, a special 50th anniversary community, chaired by B.S.M. member Mark Hurley, and including Andrew Blumberg, Raymond Cannon, Sharon Citro, Margaret Hurley, Jerry Kelly, and B.S.M. President John O'Neill Jr., was formed to plan and execute a series of events to mark the milestone. Since the last full day of streetcar service had occurred on November 2 (with the night owl trips and chartered cars extending into the early hours of November 3), it was decided that nothing less than a full weekend of activities was appropriate.

On Saturday, November 2, with intermittent sun, falling temperatures, and a hint of winter in the offing (not dissimilar to the weather 50 years before to the day), the

museum had all of its operational cars available for rides. The stars, of course, were the two in the collection active on that final weekend in 1963: PCC #7407 and single-truck, Brill-built #4533. The latter, restored by the B.S.M. 12 years ago to its one-man configuration of 1923, had survived, after being removed from passenger service in the early 1930s, as rail-bond-test car #3550. An anachronism on Baltimore's streets by the early 1960's, it was showcased much of November 2, 1963 sitting in the Govanstown loop off of York Road.

To lend additional atmosphere and history, B.S.M. members Father Kevin Mueller and Charlie Neal, Manager of Operations Control Center for the Maryland Transit Administration, brought their vintage GM passenger buses (#1426, built 1947 and #1909, built 1957) to B.S.M. for the day. Originally operating on the streets of Baltimore, even in 1963, both buses' presence at the event helped illustrate the dominant mode of public transit firmly in place at the end of streetcar service.

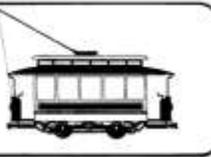
At the regular 5:00 P.M. closing time, the museum transformed itself into its best imitation of a five-star restaurant, complete with maître-d's (Bob Kruger and Mark Hurley), when it hosted a special 50th anniversary dinner. The sold-out affair (with menu provided by Winchester Catering, Inc.), attended by nearly 80 members and friends of the museum, featured Maryland's Secretary of the Department of Transportation, James "Jim Smith," as guest speaker, who brought his audience up to date on public transit projects across the state, including the Red and Purple light rail lines for Baltimore and suburban Washington, D.C. His address was followed by a DVD presentation, compiled by Mark Hurley, of still videos and archival footage of the last years of Baltimore's streetcars. The evening concluded with a cutting of the ceremonial cake, depicting both #7407 and #3550, which was in turn,

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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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“MR. BUS” B.S.M. member Charlie Neal poses in front of his fabulous 1957 GM Coach, #1907, which served on the #3 bus line.

Association of America, had planned its fall visit to the B.S.M. to coincide with the anniversary weekend, and the group didn't disappoint, as its members brought over 100 vintage automobiles for display. Many of the classics that participated complemented the last years of Baltimore's streetcars, being in the mid-1950's to early 1960's range. Others dated to the 1920's, while the newest flirted with a 1980 pedigree, a sobering reminder of just how “young” vehicles officially classified as “historic” seem to be getting!

Sunday also saw the *Baltimore Sun* send a reporter and photographer to record the events, while local television station WBFF had dispatched a camera crew on Saturday (the coverage from which undoubtedly helped attendance figures on Sunday). Messrs. O'Neill and Hurley were even interviewed by these respective media outlets.



MORE NOSTALGIA: Antique vehicles fill the North Avenue loop, including the 1952 Buick Super (with Dynaflo, of course) and B.S.M. member Kevin Mueller's 1947 GMC coach, #1427, which was purchased by the Baltimore Transit Company for the big streetcar to bus conversion in June 1947.

admired and devoured by the assemblage.

Long-time B.S.M. member John Engleman, who organized #7407's charter trip that final night in 1963, prepared a most interesting report on the car's history, as well as details on the final night of operation, which was distributed to all in attendance at the dinner.

While most of B.S.M. members slept that evening, in preparation for a busy Sunday to round out the weekend's activities, a small band of hardy souls was determined to observe the anniversary's pivotal moment by re-enacting it as closely as possible. Car #7407 entered the history books when it pulled into Irvington Carhouse off of Frederick Road at 6:34 A.M., Sunday, November 3, 1963, making it the last streetcar to operate in Baltimore (at least until the advent of the B.S.M.). Starting at 5:30 a.m. on November 3, 2013, #7407 once again traversed the rails in the still of an early Sunday morning, making several round trips on museum trackage. At precisely 6:34 a.m., with John Engleman at the controls, #7407 slipped into the museum's carhouse, the car's pole was pulled and the power was shut off, echoing the events that had occurred exactly half a century before. Either through sleep deprivation or out of a sense of respect for the moment (perhaps a bit of both), a quiet descended upon the car's passengers as the car's final trip came to a close.

By that time, dawn was breaking on what proved to be a beautiful day of sun and big crowds at the museum. The Chesapeake Chapter, Antique Automobile

As mementos of the weekend, the museum store sold special tie clips embossed with transit tokens, mouse pads and computer screen cloth wipes with #7407's image, and special polo shirts with a design commemorating the weekend. In addition, Father Kevin Mueller extensively updated and enlarged his authoritative work, *The Best Way to Go: A History of the Baltimore Transit Company*, to be unveiled and sold for the event. (All of these items are still available for purchase at the museum.)

What's next? Well, while the museum waits for the 75th anniversary to roll around, 2016 marks the 50th anniversary of the B.S.M. itself. Already, plans are underway to make that occasion as successful and memorable as the one this past November.



TWO BELLS

By Jerry Kelly

It seems that every time I see Ben "The Elder" Bates and Norm Jacob, both members of the Museum, I end up yet with another eye opener. By this I mean another new item in the transfer collection. They are doing such a great job in making the transfer collection a show place of which we all can be proud.

I know the text of the subject of this story is not the best, but I think we can review this as we go along. It's not a transfer but a round trip ticket. I think in all of my years looking at and reading transfers, etc., this is my first round trip ticket in the UR&E/B.T.C. collection. But, that is just the start of the story.

It is for just one line, #25, good on only one day and can only be used at two locations. It could not be used prior 7:00 P.M. and was only good on one day Thursday, September 30, 1937. It looks like this is a two-part item and could be used for a round trip but only on the one day. For the life of me, I just don't know why such an item would be issued. Following the instructions, you could after 7:00 P.M., board a Route #25 car at the Belvedere Loop and ride to downtown Baltimore. Or, you could after 7:00 PM, board a Route #25 car at Lombard and South Street and ride northbound. I just can't see why anyone would start such a trip at or after 7:00 P.M. And remember, you had to board at just those two locations.

As I have said more than once just, when you think you have seen it all or know it all along comes the likes of this. Please, if you can shed some light on this, please do ... let us know.

ME AND NUMBER 9

By Bernie Sachs

Jerry Kelly's remarks in the most recent *Live Wire* about the equipment used on the #9 and #14 lines during the



ALL ABOARD: John O'Neill invites folks to ride car #7407 with the Maryland Secretary of Transportation, Jim Smith, in the operator's seat, ready to take the car out the line, with John's assistance.

Forties and Fifties stirred up my early memories of the line which consciously began in 1934 or 1935, when I was but two or three years old.

MY EARLIEST STREETCAR MEMORIES

From my birth in 1932 until just after my Bar-Mitzvah in 1945, I lived on Main Street in Ellicott City, atop my parent's clothing store, grandiosely called the "Economy Department Store." From the time of my earliest memory, I was mesmerized by anything on rails, which in Ellicott City meant the B&O with a dozen or more Q4 Mikado-led freight trains a day, plus the local that shifted off freight cars for the doughnut factory and the team tracks near the historic station and single passenger local on a gas-electric car to Camden Station in the early morning which returned in the evening. As a preschooler, I often accompanied my father to the station when he went to pick up merchandise shipped by rail (in those golden days).

Plus, of course, the #9, which, in the Thirties and early Forties, trundled up and down the double tracks on Main Street each way every ten minutes weekdays, and only slightly less frequently on weekends. To me they were just the "red cars." Not until I began to collaborate with George Nixon to write *Baltimore Streetcars—1905-1963: The Semi-Convertible Era*, did I learn that the proper name for the cars was "semi-convertible," and that all the revenue cars assigned to #9 from 1934-35 till after World War II were "5200's" of the 1906 vintage (a "good year" for streetcars).

A bit of line numbering history first. Until 1927, the Ellicott City line was always the #14. In the late Twenties, the United was considering replacing the less heavily traveled portion of the #14 from North Bend out Edmondson Avenue, and particularly the scenic but lightly populated line "through the woods and across the

river” to Ellicott City, with busses. (Or even abandoning it). Anticipating this development, on November 20, 1927, the through service to Ellicott City was renumbered #9, which number had become available when the use of #9 for the Halethorpe/Preston Street line was discontinued. All the services which terminated short of Ellicott City, using crossovers at Rognel Heights (now Edmondson Village), North Bend and Rolling Road continued to be numbered #14.

At time this change came about, #14 was mostly equipped with distinctive appearing “Hi-Speed” (HS) semi-convertibles of 1905 vintage (5161-5180). At that time, it was expensive to install rolling route numbers on the heavy steel fronts of the 1905 semis. So, in the early thirties, the UR&E assigned most or all of the last forty 1906 semis (5261-5300) to #9-14, newly equipped with roller route number signs, so that the crew could designate #9 for the through cars to Ellicott City, and #14 when assigned to the other destinations.

One of my earliest specific memories probably occurred on a Saturday in 1935, when one of the not infrequent traffic jams tied up Main Street from end to end. I was probably riding my tricycle on the sidewalk in front of the store. At least four streetcars were trapped in the mess, but one of them was not a 5200, but a quite distinctive appearing, especially to my childhood eyes, 1905 vintage HS semi ... possibly the last one at Edmondson car barn. I doubt anyone else on Main Street was aware of the difference! Thereafter, until the end of World War II in 1945, every revenue streetcar I saw in Ellicott City was one of the ubiquitous 5200's.

As my parents acquired their first auto before I was born, they never rode the streetcars, thereafter. I do not believe that I actually rode on a streetcar until I was six. But from 1938 till I graduated from Poly in 1949, I rode streetcars almost every day ... not only to school, but to everywhere I needed to go, since both my parents worked six days (and nights) in the store and usually were unable to provide transport in their car.

STREETCARS DURING MY ELEMENTARY SCHOOL YEARS— 1938 THROUGH 1943

To reach Ellicott City Elementary School, then located on College Avenue on hill across the ravine created by Tiber Creek behind the store, I walked down Main Street to Maryland Avenue past the train station and up the hill. On the walk home, I often dawdled by the B&O tracks, especially if the local freight was switching cars on the team track. But beginning when I was six, I was also enrolled in Sunday school at Beth Tfiloh, located then at Garrison Boulevard and Fairview Avenue in Forest Park. At six, I was already accustomed to spending a lot of time at my maternal grandparent's little grocery store in west Baltimore on Dukeland Street between Mosher and Riggs. Also, beginning when I was six, most weekends,

on Friday afternoons, I would board an inbound #9 (a 5200 of course) all by myself; and then transfer to #4 (invariable a single-end semi usually of the 1918 vintage) at Edmondson Avenue and Poplar Grove Street, get off at Poplar Grove and Mosher, and spend Friday night and all day Saturday with my grandparents. To attend Sunday school, on Sunday morning, I would walk up Mosher to Poplar Grove; take #4 to Walbrook Junction and transfer to #31 (either a 1936 St. Louis P.C.C. or a Peter Witt car) and travel up Garrison Boulevard to Fairview. After Sunday school ended at noon, my parents would pick me up there in their Chevy, and after visiting relatives or going to Druid Hill Park or whatever we did Sunday afternoon, we returned in the Chevy to Ellicott City, usually by supertime.

By second grade, Sunday school had become Hebrew School, Sunday mornings plus either Monday and Wednesday afternoons or Tuesday and Thursday afternoons at four o'clock. Since it was impossible to get by streetcar from Ellicott City in time for Hebrew School at four, those afternoons my mother bundled me onto a local taxicab, which used the more direct route across Old Frederick Road, Ingleside and Forest Park Avenues, to reach Beth Tfiloh by four. However, when school was over at six, to return home, it was streetcar all the way, involving the arduous double transfer from #31 to #4 to #9, getting back to Ellicott City at 7:10 P.M. Which became three transfers in June 1941, when #14 was equipped with P.C.C.'s and the through streetcar service from downtown to Ellicott City ended at six P.M. Evening and weekends, Ellicott City was served only by a jerkwater from Catonsville Junction. Surprisingly, delays, even with two (and then three) transfers were rare. I could usually count on eating dinner promptly at quarter past seven in our home atop the store in Ellicott City. On the weekends, I continued to go by streetcar to Dukeland Street on Friday, travel on Saturday morning up and back to Beth Tfiloh for the “junior” Sabbath service and back again on Sunday morning for Hebrew School.

June 1941 was an exciting time for a fledgling streetcar buff when fifteen new P.C.C.'s were introduced on #14. Loops were constructed at North Bend and Rolling Road and cars no longer terminated Rognel Heights, though the crossover was not removed. Jerkwater service to Ellicott City commenced on evenings and weekends. The Baltimore Transit Company apparently gave some thought to buying double-ended P.C.C.'s so that they could be operated into Ellicott City. I was so sadly disappointed that P.C.C.'s were not coming to Ellicott City, that, at the mature age of nine, I mailed a letter to B.T.C.'s President with my expert suggestions as to how B.T.C. could build a loop in Ellicott City. I never received the courtesy of a reply.

To supplement the P.C.C.'s, twenty one-man semis of 1912 vintage (5400's) were assigned to #14, primarily for

tripper service as far as North Bend and infrequently to Rolling Road. So far as I am aware, none of the 5800 single-end semi-convertibles of 1918 vintage, all of which were assigned to # 4 and which also operated out of the Edmondson car barn, were assigned to #14 until after World War II. I cannot recall actually seeing any 5800's in use on #14 during the years before June 1945, when I rode #9-14 every school day.

In 1940 and 1941, on Saturday afternoons, I often nosed around Edmondson Avenue car barn, where all of the cars assigned to the #9-14, #4 and the double-end one-man semis assigned to the Lorraine jerkwater #35 were housed. On other Saturdays, I ventured downtown from Dukeland Street on the #4, for explorations and whatever. And, with some friends from that neighborhood, I went several times to the Old Oriole Park on Greenmount Avenue via lines #4, #13 and #8, all of which were vivid streetcar experiences for a nine year old.

GOING TO CITY SCHOOLS FROM ELLICOTT CITY— 1943 THROUGH 1945

In Summer 1942, my maternal grandfather, on whom I doted, died, and shortly thereafter, the little store on Dukeland Street was sold and my grandmother moved in with us in Ellicott City. Because my parents wanted my friends to be “city slickers” instead of “rural bumpkins” (Howard County at that time was totally rural as there was no Columbia, I-70 or urbanization of any kind), I was enrolled in the Baltimore City school system. From 1943 to 1945, I attended junior high school at P.S. #79 at Park Avenue and Hoffman Street, just off the newly extended Howard Street, across from the Fifth Regiment Armory, as a tuition paying non-city resident. Now my streetcar life extended to taking #9 all the way to Howard and Saratoga Streets at 8:10 A.M. each school day, transferring to a #10 or #27 trackless trolley up Howard Street to Preston to reach school by the wartime starting time of nine-thirty. (Through cars on #9 still ran to and from downtown every ten or fifteen minutes from early morning till six in the evening). On those afternoons I had Hebrew School, I walked the block up Hoffman Street to Linden Avenue by the big Western Maryland Dairy and took #32 to Liberty Heights and Garrison. Where I usually stopped at the Read's on that corner for a fabulous chocolate ice cream soda or milkshake to tide me over my late dinner and then walked the three blocks to Beth Tfiloh at Fairview. At six o'clock, I did my #31-#4-#14-#9 odyssey return to Ellicott City. On the other afternoons, I either rode the trackless trolley directly back to Saratoga Street and transferred to #9 or walked downtown to do my thing (whatever that was) and eventually took a through car back to Ellicott City.

In 1939, in partnership with my uncle, my parents opened a second “department store” on Frederick Road

in Catonsville, and on Saturdays, and sometimes during the summers, I was assigned to helping in Catonsville store, for which I was paid in lieu of an allowance. This involved taking the #9 to Catonsville Junction and a transfer to #8 to the village.

In June 1945, closely coinciding with the end of World War II, we moved to Liberty Heights and Granada Avenues in Forest Park (although my parents continued to operate the two stores). Thereafter the streetcar lines I patronized changed focus, though for reasons connected to working in the family stores, occasionally I continued to ride on #9 and #8 until I went off to college in Chicago in September 1949.

CARS ASSIGNED TO THE #9-14 LINE— FROM 1905 THROUGH 1955

1899:	#14 opened to Ellicott City, single truck convertibles assigned.
1900:	Ten new double-truck convertible assigned.
1905:	Fifteen HS semi's assigned in December.
1906:	Above reassigned to #24 Sparrows Point; 15 Westinghouse-equipped semi's assigned.
1910:	1906 semi's reassigned to other lines; 15 1907 HS semi's assigned.
1918:	1907 semi's reassigned to #24 Sparrows Point; 20 HS semi's assigned.
By 1925:	Eight additional 1905 HS semi's assigned.
1929 roster:	25 1905 HS semi's; 9 1907 semi's.
Early 30's:	Large groups of 1906 semi's assigned; most equipped by roll signs.
1941:	15 P.C.C. cars assigned; also 20 1912 one-man single-end semi's (5400's) assigned by June 15.
1943 roster:	15 P.C.C.'s; 18 1906 semi's (5200's) 20 1912 OMSE (5400's) assigned.
1950 roster:	#9—cars 5239, 5242, 5263, 5293, 5296, 5793, 5794, 5797, 5798. #14—cars 5536, 5711, 5740, 5814-5820, 5822-5823, 25 P.C.C.'s; all as of January 1.
1950:	Two-man semi's discontinued; various 1917 and 1918 OMSE's reassigned as of February 26.
1952:	Through service from downtown to Ellicott City discontinued as on August 8.
1954:	#14 converted to bus on September 18; isolated jerkwater semi's 5706, 5745 and 5748; these cars were chained to Rolling Road Loop when not in use.
1955:	Jerkwater discontinued as of June 18; cars scrapped on site, except 5748, which was preserved (sort of).

Source: Bernard J. Sachs, George F. Nixon and Harold E. Cox, *Baltimore Streetcars—1905-1964: The Semi Convertible Era*, © 1982, *The Baltimore Streetcar Museum, Inc.*

PUBLISHED PHOTOGRAPHS OF THE #9-14 LINE

The history of the #9-14 line and the service to Ellicott City is well illustrated in four books, which taken together, make up an excellent history of streetcar service in Baltimore. They include the following:

- Herbert H. Harwood, *Baltimore Streetcars: The Post War Years*, revised 2003, © The Johns Hopkins University Press.

- Michael R. Farrell, *Who Made All Our Streetcar Go*, © 1973, Baltimore N.R.H.S. Publications; republished as *The History of Baltimore's Streetcars*, © 1992, Baltimore N.R.H.S.
- Rev. Kevin Mueller, *The Best Way to Go: A History of the Baltimore Transit Company*, revised 2013, © Rev. Kevin Mueller
- Bernard J. Sachs, George F. Nixon and Harold E. Cox, *Baltimore Streetcars—1905-1964: The Semi Convertible Era*, © 1982, The Baltimore Streetcar Museum, Inc.

The below list of photos from the four books show equipment and usage on the #9-14 through the years; reference to the location of each of the photos in each book is by principal author.

On a personal note, the photo on page 137 of the Mueller book, showing #5748 inbound, stopping for a passenger in front of Petticord's Hardware Store on Main Street, is an extraordinarily personal memory for me. My parent's store is the fourth building up from Petticord's next to the black utility pole. From my birth in 1932 until we moved into Baltimore in June 1945, I lived on the third floor, the front windows of which are visible, though my bedroom was always in back. At the car stop in front of Petticord's, beginning at ages six, I boarded the streetcars on Fridays on my way to my grandparent's home in West Baltimore until 1942. From 1943 through 1945, every school day morning, I boarded the 8:10 A.M. to go to Junior High School in Baltimore, and on Saturday mornings I travelled to work in my father's other store in Catonsville (transferring to #8 at Catonsville Junction).

THE EARLY YEARS —1905 THROUGH 1930

I have located virtually no published photos of cars assigned to line #14 prior to 1927, except the photo of 1907 HS semi #1410 in my book. Though ten 1905 HS cars were assigned to #14 in 1905 (reassigned to Sparrows Point service within a year), and twenty or more of same provided the base service from 1918 until replaced by 5200's in the early Thirties, there are no published photos of this use, which is why this list from the early years is so sparse

- Farrell, page 120: Edmondson Avenue car barn when new.
- Sachs, page 26: 1907 HS #1410 (#5374) in front of Edmondson Barn between 1910 & 1918.

RED, YELLOW AND GREEN CARS— 1930 THROUGH 1950

- Farrell, page 150: Lexington Street in 1941; halfway down the block is a #9 route car.
- Sachs, page iv: #5269 on the way to Ellicott City.
- Farrell, page 249: #5281 (numbered for #14) coming through the deep cut under the Westchester Avenue bridge on the way to Ellicott City.
- Sachs, page 19: #5273 crossing the Patapsco River bridge in Ellicott City.
- Farrell, page 249: #5275 coming off the bridge.
- Sachs, page 76, #5471 1912 OMSE numbered for #14 waiting on the stadium track.

- Mueller, front cover: OMSE #5459 on Lexington at Park Avenue to North Bend, about 1946; also in Farrell, page 154.
- Farrell, page 244: #5277 using the crossover at Catonsville Junction
- Sachs, page 19: #5292 coming off the bridge (note the gauntlet track) in 1947.
- Harwood, page 31, #5292 grinding up Main St Ellicott City west of the B&O bridge in 1947.
- Mueller page 77: #5242 with a cardboard route sign for #9, its "Carhouse Only" metal sign in place, eastbound on Saratoga Street at Park Avenue beginning its street loop to return from downtown to Edmondson car barn on September 30, 1949.
- Sachs, inside front cover: #5808 inbound on Edmondson Avenue near Wildwood Parkway in, perhaps, 1946; a Paul Dimler Kodachrome™.
- Mueller, page 78: #5813 returning to Edmondson car barn making the jog at Lexington and Liberty Streets on November 9, 1949; this and the above are the only photos the author has seen showing a 5800 OMSE numbered for line #14).
- Mueller, pages 77 and 78: two photos of #5794 on Saratoga Street downtown on November 9, 1949; the only photos the author has seen showing a 5700 two-man car on #9.
- Harwood, page 10: P.C.C. #7084 with 'Rolling Road' destination sign, turning from Saratoga onto Charles, already in "transportation orange" in 1949.
- Mueller, page 79: P.C.C. #7120 descending "the hill" on Edmondson Avenue approaching Hilton already in "transportation orange" in 1949.

THE FINAL YEARS—1950 THROUGH 1955

- Farrell, page 246: 1950 diagram of the streetcar lines in Catonsville and to Ellicott City.
- Harwood, page 25: #5680 heading for Ellicott City on the separate right-of-way alongside of Edmondson Avenue west of North Bend, 1951.
- Harwood, page 26: #5772 (numbered for #14) also heading for Ellicott City, 1951.
- Harwood, page 25: PCC #7081, inbound, still in green, Edmondson Village, January 1951.
- Harwood, page 27: P.C.C. #7378, outbound at Edmondson and Ingleside Avenues, 1951.
- Harwood, page 27: P.C.C. #7377, inbound at Edmondson and Glenmore Avenues; in the distance, an Ellicott City car follows, 1951.
- Harwood, page 25: P.C.C. #7377, inbound, making the turn at Edmondson Avenue and Nunnery Lane.
- Harwood, page 28: P.C.C. #7085 at Catonsville Junction; behind is semi #5772 to Ellicott City.
- Harwood, page 28: #5772 leaving Catonsville Junction uphill to Rolling Road
- Harwood, page 29: #5772 at Rolling Road loop, where I spent much time waiting for #9 jerkwater
- Harwood, page 29: #5772 on the long descent through the woods to the Patapsco.
- Harwood, page 30: #5767 comes off the bridge.
- Harwood, page 30: #5727 and 5745 passing under the B&O bridge over Main Street; a rare photo showing two streetcars in Ellicott City at the same time.
- Mueller, page 136: #5767 at the bottom of Main Street entering Ellicott City, April 24, 1951.
- Mueller, page 136: #5760 inbound, about to descend Main Street, April 24, 1951.
- Mueller, page 137: #5748 outbound at Catonsville Junction about to pass the P.C.C. inbound from Rolling Road loop which is just over the hill behind the P.C.C.
- Mueller, page 137: #5748 inbound, stopping for a passenger in front of Petticord's Hardware Store on Main Street; see the "personal note" above about Petticord's.

- Sachs, page 95: #5772 at Catonsville Junction.
- Sachs, page 95: #5767 at the firehouse terminal at the top of Main Street in Ellicott City.
- Sachs, page 95: #5745 chained to the loop at Rolling Road.
- Sachs, page 95: #5748 coming off the bridge in Ellicott City.
- Farrell, page 185: #5748 crossing the bridge eastbound in Oella.
- In the revised edition of Farrell entitled *The History of Baltimore's Streetcars*, published in 1992, there is a fabulous Kodachrome™ of #5772 in Transportation Orange crossing the gauntlet bridge across the Patapsco into Ellicott City with picturesque Castle Angelo looking down on the river valley and the bridge, February 27, 1955; the date appears to be incorrect since by that late date, only # 5706, 5745, and 5748 still served the truncated jerkwater.

THE AFTERMATH

- Sachs, page 96: #5748 being loaded on a tractor-trailer at the Rolling Road loop.
- Sachs, page 97: #5748 back on the lead track at Edmondson car house, sagging amidships; Peter Witt #6119 also on the lead track; P.C.C. car of route #15 passing by.
- Sachs, page 97: #5748 in a back barn at Seashore Museum in 1981.
- Farrell, page 248: the abandoned right-of-way of the #9 line through the woods west of Old Frederick Road; now civilized as the "Trolley Trail" all the way to the river at Oella Avenue.



Looking Ahead at Your Museum

- ☞ MARCH 30, 2014: The Chesapeake Region of the Antique Automobile Club of American makes its spring visit. Don't miss it!
- ☞ JUNE 7, 2014: Museum is open on Saturdays through the end of October.
- ☞ JULY 26, 2014: Mark your calendar for the Annual B.S.M. Crab feast. More details later.
- ☞ MOST SATURDAYS: Come on down and volunteer to help with lots of work that needs to be done around the Museum. Wear your old work clothes. Lunch is usually at SubwaySM in Hampden, Hon.



Holiday decorations: The B.S.M. Visitors Center Auditorium is resplendent in decorations for the holidays and Santa's Streetcar, all under the direction of B.S.M. member, Justin Thillman, with the assistance of several others.



The President's Message By John J. O'Neill, Jr.

Plenty of things have happened at the Museum lately. We had a moderately successful Santa's Streetcar, despite particularly bad weather on one of the Saturdays, during which we still had visitors! A special thanks to Andy Blumberg and Sharon Citro who helped publicize the event. The Museum completed our application for the 2014 Maryland Charity Campaign and we should be in it again next year. The City has continued in its efforts to relocate the salt dome from the Round House, but have been unable to secure a suitable piece of property at an affordable price. The Baltimore Station, our partner in the development, continues to plan for a sale.

On a financial note, the Museum has received the proceeds of the Paul Wirtz legacy of in excess of \$500,000.00, a truly monumental gift from a really great member and friend. In addition, legacies from Lee Rodgers and Richard Reilly continue to be processed with some monies received to date. These are really big helps in assuring the future of the Museum and its collection. We really should remember these gentlemen as great benefactors to our future.

Work continues on the restoration of cars #554, #1050, #7303 and our newest acquisition, New Jersey Transit PCC car #26, which arrived on January 15th. Grants for work on #554 are in the planning stages with our application to participate in the Maryland Cultural Data Project being accepted which allows us to apply for grants from several venues. Incidentally, the form for the qualification was lengthy and complicated and I received lots of help from many people, especially Charlie Tirschman, a member and the Treasurer of the National Capital Trolley Museum. Further work will be necessary but grants will definitely be a part of our plans for the year.

Take some time and visit your Museum and see what's been going on lately. See you at the Museum!

John

SOMETHING NEEDED

The restoration department is in need of a good shop vac. If you have a good serviceable one you would like to donate, or would be willing to purchase a new one for the shop, it would be greatly appreciated (and put to immediate use). A 12 to 20 gallon size would be ideal, as it allows for portability and comes with enough power to do the job required of it. Our cars get dirty, but we don't have to leave them that way. Contact Dave Wilson or Buster Hughes for details! *Thank you!*



The Back Platform
By Ray Cannon

Even though this is the October-November-December 2013 issue, it will already be 2014 as you read this. I hope everyone had an enjoyable holiday season. **** Time flies department ... it seems that we just had our annual members day that was quickly followed by the special November 2nd and 3rd 50th anniversary of the end of Baltimore's streetcars' operations and dinner. Then, there was the hectic battle to decorate the Museum for the holidays and visit from Santa. No time for a breather as several projects begin to take shape. **** The Museum's four wheel open car #554 has been restricted in operation because of the warped frame under the car. New frames are on hand and plans

are in place to install them and restore the entire car. The frames will first need to be shaped to the correct configuration. The running boards (those are the long boards that look like a step) will be replaced with folding boards like those on car 1164. The installation of the frames will be a major project that will cost more than \$15,000.00 and require some outside assistance. The Museum has already received a number of monetary donations for this project and we thank those who have contributed. If you would like to contribute please, mark your donation "for car #554 restoration" when sending it to the Museum. Getting this car (built in 1896) back in service will allow us to do some much needed work on our workhorse open car #1164. **** On the move ... crane car # 3715 and the homemade tower car have been moved to #4 track (the one farthest from Falls Road). P.C.C. car #7303 has now been placed inside the car house where work can proceed on restoration. Alex Roth and Buster Hughes have removed the window frames to replace the rubber insulation. Buster is also working on new roof panels. The fold-out center door has been removed and will be replaced with the proper style of doors that were obtained a few years ago from a Pittsburgh car. **** The Museum store has some new items available. One is a computer mouse pad with car #7407 at the Irvington car house just days before the end of service. The same design is on a lens cleaning cloth. Also, a tie clip with two real UR&E tokens attached. Not a new item, but a new version of Kevin Mueller's book *The Best Way to Go: A History of the Baltimore Transit Company* is available. There are more photos—including a bunch of trackless trolleys—and the pictures have been reformatted to half page size (meaning approximately 5"x7"). The prose has also been redone to make it easier to read. The book sells for \$20.00. **** On a final note, I would like to thank member Helen Kohl Mohr (from Minnesota) for her nice comments that she sent with her membership renewal. Helen notes that she is honored to be a B.S.M. member and maintains her membership in honor and memory of her father John Henry Kohl who was a conductor, motorman and dispatcher for the United Railways and Electric and Baltimore Transit Companies until his death in 1937. I would like to thank Mr. Kohl and all UR&E/B.T.C streetcar operations personnel, who worked hard to serve the public with quality transit service.

ADDRESS SERVICE REQUESTED

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