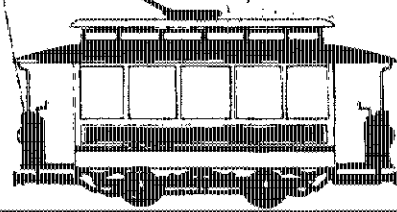


FEB 02 2007

BALTIMORE STREETCAR MUSEUM, INC.

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1966



POST OFFICE BOX 4881 • BALTIMORE, MD 21211 • 410/547-0264

Via Hand-Delivery

Department of Transportation

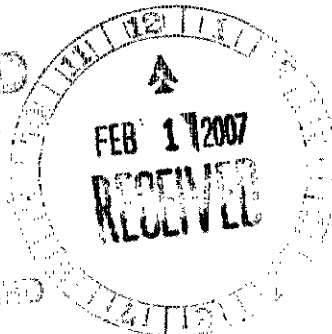
Surface Transportation Board ("STB")

1925 K Street, N.W.

Washington, D.C. 20423-0001

Attn: David M. Konschnik, Director, Office of Proceedings

January 31, 2007



Re: STB Finance Docket No. 34982

Petition to Revoke Exemption Under 49 U.S.C. 10502(d) filed by the Baltimore Streetcar Museum in protest of the Verified Notice of Exemption Under 49 CFR 1150.41 filed by James Riffin d/b/a The Northern Central Railroad ("NCR")

Dear Mr. Konschnik:

I am writing on behalf of the Baltimore Streetcar Museum, Inc. ("BSM") as legal counsel and also a member of the Board of Trustees in response to STB Finance Docket No. 34982 that was published in the Federal Register (FR) on Friday, January 26, 2007. As you know, NCR has filed a Verified Notice of Exception to acquire and operate approximately 2.2 miles of the former Ma & Pa Railroad trackage in Baltimore City as a connection between CSX (the former B&O "Belt-Line" and Norfolk Southern).

Please consider this letter as a formal petition to revoke the Verified Notice of Exception ("VNOE") filed by NCR in the captioned matter. A copy of the VNOE and STB's Notice is attached hereto as Exhibit(s) 1 and 2 for your reference. Simply put, BSM's position is that NCR's VNOE is ill-conceived. NCR's proposed notice of exemption would likely obliterate BSM's entire operation in the Jones Falls Valley, as it operates a demonstration streetcar line (and operates a machine shop, visitor's center and carbarn) on a private right of way owned by the City of Baltimore on the precise site identified in NCR's VNOE, described as the former Maryland and Pennsylvania Railroad adjacent to and parallel to Falls Road.

In addition, we also believe that NCR's proposal would have a devastating impact on other entities currently not a party to those proceedings¹, including but not limited to the operations of

¹ It does not appear that NCR provided any formal notice or service of its VNOE on any of the affected parties identified herein, including the Baltimore Streetcar Museum, Inc., Amtrak, Norfolk Southern, the City of Baltimore,

Amtrak, the City of Baltimore (which operates a large highway maintenance facility directly in the path of the proposed right of way, as well as a bike trail and greenway that now occupies the former railroad right of way), and the construction firm of Potts & Callahan, Inc. a company which also owns property at or near the site of the proposed right of way. We have copied this letter to these interested parties. We are requesting that the STB summarily revoke NCR's VNOE with prejudice immediately for various legal grounds stated herein, including the fact that the VNOE, we believe, contains false and misleading information (and is, therefore, void *ab initio*), and is clearly inconsistent with the public convenience and necessity under Title 49 §10901.

I. BSM Background and History

Founded in 1966, BSM is a 501(c)(3) non-profit educational museum located in the City of Baltimore, Maryland, BSM preserves and operates a substantial collection of vintage electric streetcars from Baltimore and elsewhere. A copy of the BSM's by-laws and articles of incorporation are attached hereto as Exhibit 3. An extensive and informative history of the museum is contained in the museum guidebook, attached hereto as Exhibit 4, as well as the BSM Masterplan Summary prepared by Ziger/Snead in 2004 (attached hereto as Exhibit 5). The museum's website can be visited at <http://www.baltimorestreetcar.org/>. Several points are worth highlighting:

- As noted in the Masterplan Summary prepared by Ziger-Snead (Exhibit 5), BSM maintains and operates a "truly unique collection of historical Baltimore Streetcars," including a core collection of vintage electric cars set aside by the former United Railways and Electric Company in the 1920's. BSM's collection of historic streetcars is simply amazing and includes two horsecars (including an original 1859 vintage Poole & Hunt horsecar), several vintage turn of the 19th Century electric streetcars (including an 1880's vintage electrified former horsecar (#417), a very rare single-truck open summer car (#554), and a PCC Streetcar that was the last streetcar to operate in Baltimore, and was used in several Barry Levinson films, including Liberty Heights and Avalon. Recently, the museum acquired several vintage PCC streetcars from Philadelphia, and continues to grow and expand its facilities. These cars are an "irreplaceable part of Baltimore's history." The museum also has a unique collection of photographs, several model railroad displays, several vintage working traffic signals and other items unique to the streetscape during streetcar operations in its visitor's center.
- The Museum's buildings and historic car collection are valued at over \$5.5 million dollars (Exhibit 5);
- BSM occupies trackage on the former Ma & Pa Railroad right of way pursuant to a lease agreement with the City of Baltimore. The museum's carhouse, visitor's center and working machine shop are all owned by the City of Baltimore;

(Parks and Recreation, which operates a bike trail on the proposed right of way; Department of Transportation and Public Works, which operate a highway maintenance division and salt storage facility on the proposed right of way, or Potts & Callahan, which also owns property in the Jones Falls Valley at or near the site of the former Ma & Pa Railroad). All of these entities could face severe hardship if the VNOE is granted. We believe that these entities (who are our friends and neighbors), whose rights could be greatly harmed by NCR's VNOE, should be given notice and an opportunity to be heard in this matter if it is not dismissed.

- BSM is also home to a vast archival library of railroad and transit history, which is jointly operated by the National Railway Historical Society and the Baltimore Streetcar Museum;
- BSM's has one of the largest and most versatile machine shops of any museum in the nation, which supports the museum and its continuous maintenance of the cars;
- BSM has been cooperating with the City of Baltimore to acquire and expand its operations on city-owned property at the north end of its operations, and recently spent over \$10,000 on a study summarized in the Ziger-Snead Masterplan Summary (Exhibit 5), which includes the building of a new car barn and the eventual acquisition and restoration of the historic Ma & Pa Roundhouse building, currently occupied by the City of Baltimore salt storage facility and highway maintenance yard.
- The City of Baltimore recently completed a \$1.3 Million dollar scenic bike trail in the Jones Falls Valley paralleling Falls Road (and located at or near the site of the former switchback referenced in NCR's VNOE). Based on the drawings contained in NCR's VNOE, the spur connecting Norfolk Southern would likely obliterate a substantial area of the trail.

It is noteworthy that the current landuse in the Jones Falls Valley differs vastly from the days when the Ma & Pa Railroad operated in the valley. The area has shifted from heavy industrial railyards to scenic parkland owned and maintained by the City of Baltimore, which includes the Baltimore Streetcar Museum. Virtually all of the trackage from the Ma & Pa is now gone. As explained below, NCR's proposal is clearly inconsistent with the changes in landuse in the Jones Falls Valley over the last 50 years, and would have a devastating impact not only on BSM, but on the overall scenic and environmental integrity of the Jones Falls River Valley.

II. Standing

BSM believes that it has standing to request STB's denial of the NCR's petition because the courts have devised a three-part test to determine whether a party has standing to bring an action: (1) the party must have suffered an injury in fact; (2) the injury must be fairly traceable to the defendant's challenged conduct; and (3) the injury must be one that is likely to be redressed through a favorable decision. Lujan v. Defenders of Wildlife, 504 U.S. 555, 560-61 (1992). Here, NCR filed a notice of exemption to construct a line of railroad that would terminate operations of the BSM and cause removal of track, overhead wire, and other facilities. Without this action, the BSM would continue to operate over the right-of-way leased from the City of Baltimore until the end of the current 25-year agreement (with an option for a renewal period of 25 years). This injury can be redressed by a denial of this petition.

III. NCR's Verified Notice of Exemption is Void Ab Initio:

BSM contends that NCR's Verified Notice of Exemption is void ab initio inasmuch as it likely contains false and/or misleading information concerning the nature and extent of the proposed right-of-way (See Exhibit 1). BSM contends that the following items were misrepresented and/or omitted entirely, and constitute false and misleading statements sufficient to void this VNOE in its entirety:

- (1) **NCR's Application Was Improperly Filed Under 49 U.S.C. 10902 and 49 C.F.R. 1150.41, and should have been filed under 49 U.S.C. 10901 and 49 C.F.R. 1150.31:** NCR has improperly stated or implied in its Verified Notice of Exemption that the Ma & Pa is an existing line of railroad, and based its filing on this clear error. In fact, the Maryland District of the Ma & Pa was abandoned on or about June 11, 1958. Much of the area referenced in NCR's Verified Notice of Exemption is property now owned by the City of Baltimore (the City of Baltimore purchased the terminal facilities in the Jones Falls Valley from the Ma & Pa for \$275,000.00 in 1960), which includes the roundhouse building and site of BSM. NCR thus provided false and misleading information to the extent it represented that the line was part of an existing railroad, which it is not.
- (2) **NCR failed to Provide Any Information Concerning BSM's Operation:** BSM contends that NCR had actual and/or constructive knowledge of the existence of the streetcar museum, the Jones Falls Valley greenway and trail, and the City of Baltimore highway maintenance facility and salt storage facility. Specifically, the NCR failed to state in the petition that the preponderance of the right-of-way is owned by the City of Baltimore, Maryland, Department of Parks and Recreation, and is occupied by the tracks, building, and facilities of the BSM, as it has been since 1966. To construct the railroad alignment as stated in the petition, tracks and other facilities of the BSM would be removed thus, terminating the operations of the museum, which has a long-term lease on the property from the City of Baltimore. Said failure constitutes false and misleading information that renders the application void ab initio.
- (3) **NCR Misrepresented the Nature of its Proposed Operation:** NCR stated in its petition that "agreements for interchange are expected to be executed sometime after the filing of this notice" with Norfolk Southern (NS) and CSXT. However, no mention was made of the following facts (the omission of which constitutes a false and misleading statement):
- a. the property and right-of-way encompassed in NCR's hand-drawn proposal is owned by the City of Baltimore, The National Railroad Passenger Corporation (Amtrak), and Potts & Callahan, Inc. (which owns substantial property at or near the 28th street bridge);
 - b. A substantial part of the ascending grade (ramp) in the referenced 0.8 mile long switchback that connected the Maryland and Pennsylvania Railroad to the former Baltimore and Ohio Railroad, on the north side of North Avenue was removed many years ago by the Baltimore City Department of Public Works when they developed the former round house area into a road salt storage facility;
 - c. All of the land adjacent to the Jones Falls through which the NCR proposes to build and operate a railroad is in an area designated by the Federal Emergency Management Administration (FEMA) a flood plane, and part would be directly in a flood way;
 - d. The proposed right-of-way to access the CSXT connection is blocked by an eight-foot diameter concrete column that supports the 28th Street Bridge, and an Amtrak Maintenance-of-Way office and warehouse building blocks the connection with Amtrak/Norfolk Southern Railway;
 - e. A substantial portion of the newly constructed Jones Falls Recreational Trail (park) would be removed by the construction of this line. This \$1.3 million dollar project was recently completed and is intended to be part of a national trail that

will traverse the East Coast. In addition to the potential damage or destruction to the trail, several grade crossings on Falls Road would become necessary.

- f. The former Maryland and Pennsylvania Railroad connection with the Pennsylvania Railroad at Penn Station Baltimore via Union Junction was removed when Amtrak reconfigured both Union Junction and Baltimore & Potomac Junction into Charles & Paul Interlockings, respectively, on the North East Corridor (NEC).
- (4) **History of False and Misleading Statements to STB:** From an examination of the Board's previous dockets since 2004, it appears that the petitioner Mr. Riffin has filed several requests for exemption before the Board similar to the one requested, herein, that appear to have been found to contain false and misleading statements. For example, an exemption granted by the Board to this same petitioner in Finance Docket No. 34501 was revoked, and the petition for a declaratory order in STB Finance Docket No. 34552 was subsequently denied after all the facts were provided to the Board, which indicates that material facts were omitted from the initial filing. A thorough examination of this petition may very well yield similar questions regarding the bona fides of NCR's proposal;
- (5) **Dubious Commercial Viability:** Regarding commercial viability of the proposed line, no purpose for construction of this railroad was stated in the VNOE (Exhibit 1). Additionally, no former Maryland and Pennsylvania Railroad freight customers are currently located along the line described in the petition, as it is a Baltimore City Park, and Jones Falls Recreational Trail, and any rail-truck trans-loading facilities would be built in a designated floodway. No customers have been identified, no financial statements filed, no business plan has been drafted, no site survey or cost estimates have been provided, and no business plan has been generated. It is doubtful that bridge traffic would develop because NS and CSXT already have two active direct interchange locations within the City of Baltimore, Penn Mary Yard (Canton) and Bay View Yard. There are several additional interchange locations that remain physically connected, but unused at this time. At a minimum a more thorough review of the proposed transaction by the Board is warranted than can be undertaken under the class exemption process due to the demolition/removal of buildings, relocation of a bridge pier, destruction of a greenway and bike trail, and removal of the BSM's track/facilities. Clearly, construction of this railroad line is not in the public's interest, or consistent with current national rail transportation policy.
- (6) **Class III Railroad:** NCR has presented no evidence that it is in fact a Class III rail carrier, as stated in its VNOE. A search of the Maryland State Department of Assessments and Taxation under "Riffin" and "Northern Central" revealed that no such entities exist in the State of Maryland (See Exhibits 6 and 7). No information has been provided that any such entity styled "James Riffin d/b/a the Northern Central Railroad" actually exists. As such, we believe that NCR's claim that it purports to be a Class III rail carrier is a false or misleading statement.
- (7) **Environmental and Historical Impact:** An additional false or misleading statement contained in NCR's VNOE is its claim that "per 49 CFR §1105.6(c)(2) no environmental documentation need be prepared...the proposed activities will not affect any historic structures." In fact, multiple historic structures would be impacted by this, including but not limited to the historic Ma & Pa roundhouse building and the BSM shop building (the

former Ma & Pa freight shed). In addition, we believe that the potential significant environmental impact of this proposal should necessitate environmental documentation.

For the reasons stated herein, BSM believes that NCR's VNOE contains multiple false and/or misleading statements or omissions sufficient to render their application void *ab initio*.

IV. NCR's Application is Inconsistent with Public Convenience and Necessity:

Even assuming the truth in the statements made in NCR's VNOE, and even assuming that NCR had properly filed its application under 49 U.S.C. 10901 (which BSM has been advised directly by Mr. Riffin that he intends to do), STB would be required under 49 U.S.C. §10901(c) to deny a certificate authorizing activities for which authority is requested in an application filed upon a finding that the activities of the applicant are "inconsistent with the public convenience and necessity." (Emphasis added.) NCR's proposed reactivation of a long-defunct railroad spur (which ceased to exist in 1958 and is located on property now owned by Amtrak, the City of Baltimore and Potts & Callahan, Inc., and which BSM leases from the City) is clearly inconsistent with public convenience and necessity. No evidence has been produced that any proposed commercial viability of this dubious line would outweigh the substantial harm to BSM and the City of Baltimore, which would likely be the complete destruction of the museum and bike trail).

We are asking that NCR's verified notice of exemption be dismissed and stricken WITH PREJUDICE immediately. In addition, we are asking that any action on NCR's verified notice of exemption by STB be stayed for at least 120 days in order to provide notice and an opportunity to be heard to various other parties and entities with whom we are reasonably certain will also be adversely affected by this decision, including but not limited to the City of Baltimore, Potts & Callahan, Inc., Amtrak, Norfolk Southern, CSX, and the Maryland Transit Administration. BSM hereby reserves the right to raise any additional arguments and defenses it deems necessary, and also asks for the opportunity to be heard at an administrative hearing to the extent the STB contemplates granting the rights and privileges set forth in NCR's VNOE (Exhibit 1). We request copies of any and all notices be sent to our immediate attention. To the extent Mr. Riffin withdraws NCR's VNOE petition and re-files any further Verified Notices of Exemption or any other requests to reactivate any of the Ma & Pa trackage, BSM respectfully requests notice of said action and also requests that the STB immediately incorporate by reference this petition to revoke as if filed simultaneously therewith. We are asking that no rights or privileges whatsoever be granted to NCR (or Mr. Riffin) with regard to any former Ma & Pa trackage in the Jones Falls River Valley.

I am more than happy to speak with you in person or by telephone to discuss this matter further. You can reach me at my office number at (410) 823-1250 x105. You can also e-mail me at cmcnally@alumni.fandm.edu. BSM's Board meets the first Wednesday of each month if you wish to discuss this matter.

On a personal note, I have been a volunteer with the Baltimore Streetcar Museum for eight years and have been a member of the Board of Trustees for approximately three years. I volunteer on weekends on track, operations, and restoration. My volunteer work with BSM reflects a lifelong

love and affection for transit and street railway history. I have attached three of my own personal photographs of the museum streetcar collection and our visitor's center for your reference (Exhibit 8). I cannot begin to express what a terrible loss it would be to the City of Baltimore to lose this cultural treasure on a whimsical attempt by NCR to revive a long-defunct railroad spur. This alone is our strongest basis for arguing that the proposed VNOE is not in the public's interest, for it would come at a loss to something much more in the public interest – the protection of this museum, and the integrity, serenity and viability of the Jones Falls Valley Greenway and the City of Baltimore.

For the many reasons stated herein, BSM hereby requests that NCR's VNOE be summarily dismissed WITH PREJUDICE.

Very Truly Yours,

By 
Christopher M. McNally, Esq.
Corporate Secretary
Baltimore Streetcar Museum, Inc.

w/ Enclosures (10 copies)

cc: **David Riffin d/b/a The Northern Central Railroad**, 1941 Greenspring Drive,
Timonium, Maryland 21093 (VIA PERSONAL SERVICE);
Baltimore Streetcar Museum, Inc. Board of Trustees (Via e-mail and hand-delivery);
Baltimore City Department of Law, City Hall, 100 N. Holliday St., Suite 101
Baltimore, Maryland 21201 (Via First-Class Mail);
The Honorable Sheila Dixon, Mayor of Baltimore, City Hall, Room 250, 100 N.
Holliday Street, Baltimore, Maryland 21202 (Via First-Class Mail)
Potts & Callahan, Inc. 500 West 29th Street, Baltimore, Maryland 21211 (Via First-
Class Mail)
Amtrak Law Department, 60 Massachusetts Avenue, NE, Washington, DC 20002 (Via
First-Class Mail)
CSX Transportation Law Department: Business Headquarters, Corporate
Headquarters, 500 Water Street, 15th Floor, Jacksonville, FL 32202, Attn: Michael Ward
Norfolk Southern Transportation Law Department: Norfolk Southern Corp.,
2260 Butler Pike, Suite 400, Plymouth Meeting, PA 19462
The Honorable Martin O'Malley, Governor, State of Maryland: 100 State Circle,
Annapolis, Maryland 21401-1925.

Anne Draddy, Baltimore City Department of Recreation and Parks: 2600 Madison Avenue, 21217

Al Foxx, Director, Department of Transportation, City of Baltimore (via e-mail)

George Winfield, City of Baltimore, Department of Public Works (via e-mail)

The Honorable Helen Holton, C.P.A., City Council Member, Baltimore City:

**Henry Kay, Baltimore Transit Alliance; 111 South Calvert Street, Suite 1700
Baltimore, Maryland 21202**

The National Railway Historical Society (Via Hand-Delivery at BSM)

**Maryland Transit Administration (Attn: Legal Department), 6 Saint Paul Street,
Baltimore, Maryland 21202-1614 (Via First-Class Mail)**

**Dave Ganovski, Maryland Department of Transportation Headquarters, 7201 Corporate
Center Drive, P.O. Box 548, Hanover, Maryland 21076; (Via Mail and Fax 410-677-
4077)**

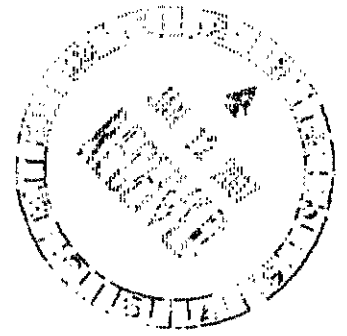
Exhibits List:

- Exhibit 1: Verified Notice of Exception dated 1/12/07**
- Exhibit 2: Acquisition and Operation Exemption Notice by the Department of
Transportation Surface Transportation Board dated 1/26/07**
- Exhibit 3: Copy of BSM Articles of Incorporation and By-Laws**
- Exhibit 4: Museum Guidebook and History ©1999, Baltimore Streetcar Museum, Inc.**
- Exhibit 5: Ziger-Snead Masterplan Study (2004)**
- Exhibit 6: SDAT Search Results for "Riffin"**
- Exhibit 7: SDAT Search Results for "Northern Central Railroad"**
- Exhibit 8: Museum Photographs**

FILE RECEIVED

JAN 12 2007

BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, D.C.



SURFACE
TRANSPORTATION BOARD

Finance Docket No. 34982

218 454

JAMES RIFFIN, DBA THE NORTHERN CENTRAL RAILROAD- ACQUISITION AND OPERATION EXEMPTION - ON FORMER MARYLAND AND PENNSYLVANIA RAILROAD RIGHT-OF-WAY, BETWEEN THE NORTHERLY SIDELINE OF THE FORMER PENNSYLVANIA RAILROAD RIGHT-OF-WAY, NEAR PENNSYLVANIA STATION IN BALTIMORE CITY, MARYLAND, AND THE INTERSECTION OF THE LINE WITH THE EASTERLY SIDELINE OF THE FORMER BALTIMORE AND OHIO RAIL LINE, NOW CSX TRANSPORTATION'S LINE, NORTH OF NORTH AVENUE, INCLUDING APPROXIMATELY 1.4 MILES OF RIGHT-OF-WAY ADJACENT AND PARALLEL TO FALLS ROAD, AND INCLUDING APPROXIMATELY 0.8 MILES OF RIGHT-OF-WAY WHICH CONNECTED THE MARYLAND AND PENNSYLVANIA RAILROAD WITH THE FORMER BALTIMORE AND OHIO RAILROAD, ALL IN BALTIMORE CITY, A TOTAL DISTANCE OF APPROXIMATELY 2.2 MILES

ENTERED
Office of Proceedings

JAN 12 2007

Part of
Public Record

VERIFIED NOTICE OF EXEMPTION

James Riffin, dba The Northern Central Railroad, (Applicant), a Class III Carrier, provides the following as his verified exemption notice to acquire and operate exemption of approximately 2.2 miles of former line within Baltimore City, MD, pursuant to 49 U.S.C. §10902. This action comes within the class of transactions which are exempt from regulations under 49 U.S.C. §10902.

1. The following 49 CFR §1150.43 details are provided:

(a) and (b): APPLICANT and representative to whom correspondences should be sent:

FILED

James Riffin, dba The Northern Central Railroad
1941 Greenspring Drive
Timonium, MD 21093
(443) 414-6210

(c): No agreement has been reached. Agreements are expected to be executed sometime after the date this Notice of Exemption has been filed.

EXHIBIT

1

(d): James Riffin, dba The Northern Central Railroad, or his designee, will be the operator of the property.

(e): The following is a brief summary of the proposed activity:

The Applicant proposes to acquire and operate approximately 2.2 miles of former line, formerly known as the Maryland and Pennsylvania Railroad line, between the northerly sideline of the former Pennsylvania Railroad right-of-way, where the Maryland and Pennsylvania Railroad connected to the former Pennsylvania Railroad line near Pennsylvania Station, in Baltimore City, Maryland, along, adjacent and parallel to Falls Road, a distance of approximately 1.4 miles, to where the Maryland and Pennsylvania Railroad right-of-way passed under 29th street, together with the switchback which connected the Maryland and Pennsylvania Railroad to the former Baltimore and Ohio railroad, on the north side of North Avenue, the switchback being approximately 0.8 miles in length, a total distance of approximately 2.2 miles, all in Baltimore City, MD. Applicant proposes to interchange with CSXT and / or Norfolk Southern Railway.

Applicant proposes to commence these activities shortly after the date this Verified Notice of Exemption becomes effective. The transferor of the line will be whomever presently owns the right-of-way. Acquisition of the right-of-way will be pursuant to Maryland law.

(f): A map is attached hereto.

(g): The Applicant certifies that the projected annual revenues of the Applicant's existing lines of railroad, when combined with the projected annual revenues of the additional line of railroad the Applicant seeks to acquire via this Verified Notice of Exemption, will not exceed the limits for a Class III railroad (will not exceed \$5,000,000.00).

2. Caption Summary required by 49 CFR §1150.44 is attached.

3. Environmental and Historical Impact:

Per 49 CFR §1105.6 (c) (2) no environmental documentation need be prepared. The proposed activities will not affect any historic structures.

Respectfully submitted,



James Riffin, dba The Northern Central Railroad

Date: January 11, 2007

VERIFICATION

I, James Riffin, dba The Northern Central Railroad, having been duly sworn, state that I am the majority owner of James Riffin, dba The Northern Central Railroad, that I have read the foregoing Notice of Exemption, and that its contents are true and correct to the best of my knowledge and belief.



James Riffin, dba The Northern Central Railroad

Subscribed and sworn to before me this 11th day of January, 2007

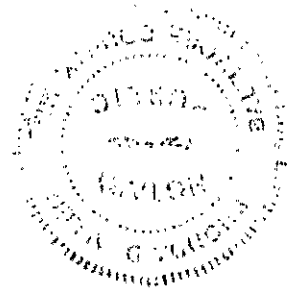


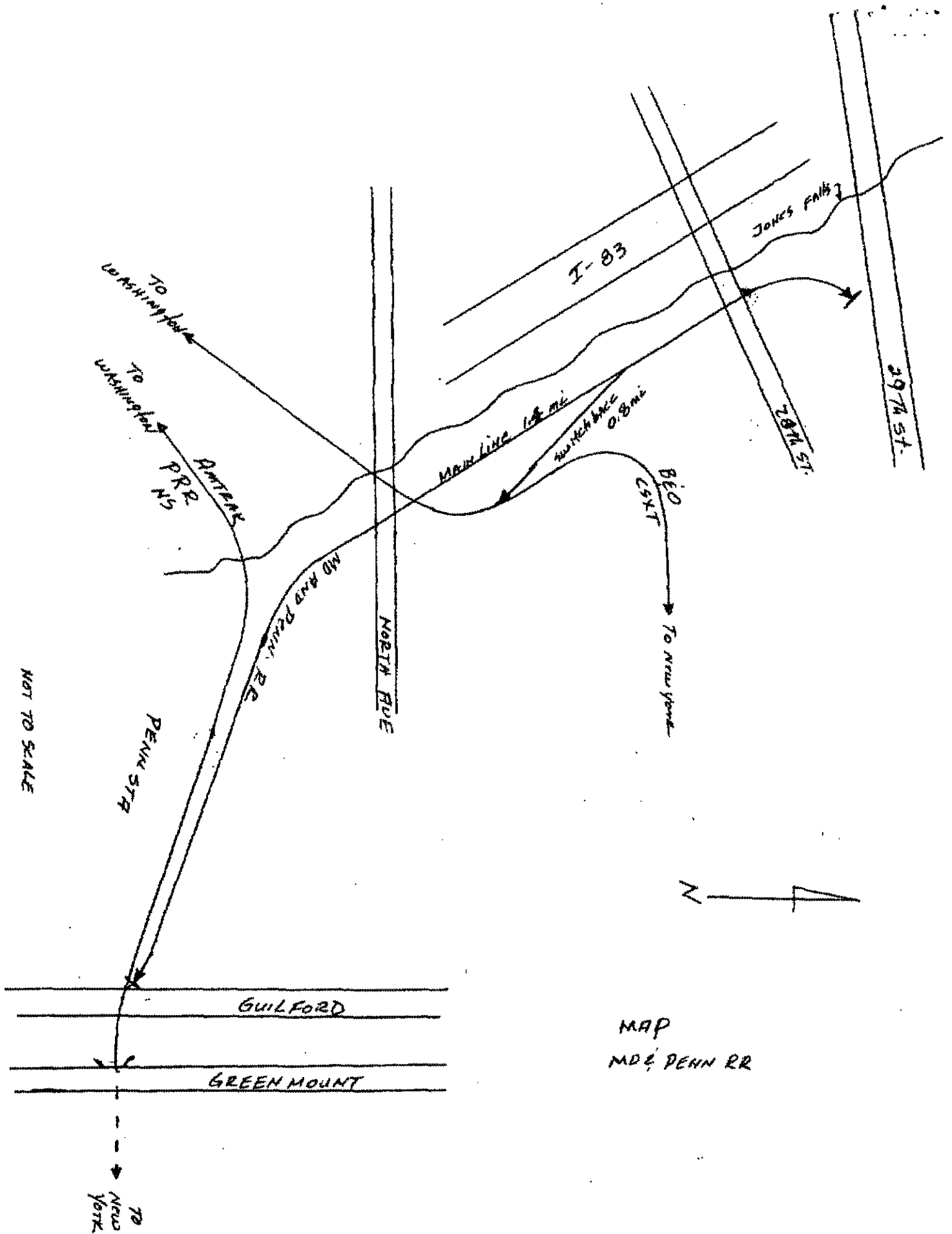
Notary Public

(SEAL)

My Commission expires:

Rhonda D. Allen
NOTARY PUBLIC
Baltimore County, Maryland
My Commission Expires 10/01/09





MAP
MD & PENN RR

NOTICE OF EXEMPTION

Finance Docket No. 34982

CAPTION SUMMARY

JAMES RIFFIN, DBA THE NORTHERN CENTRAL RAILROAD— ACQUISITION AND OPERATION EXEMPTION – ON FORMER MARYLAND AND PENNSYLVANIA RAILROAD RIGHT-OF-WAY, BETWEEN THE NORTHERLY SIDELINE OF THE FORMER PENNSYLVANIA RAILROAD RIGHT-OF-WAY, NEAR PENNSYLVANIA STATION IN BALTIMORE CITY, MARYLAND, AND THE INTERSECTION OF THE LINE WITH THE EASTERLY SIDELINE OF THE FORMER BALTIMORE AND OHIO RAIL LINE, NOW CSX TRANSPORTATION'S LINE, NORTH OF NORTH AVENUE, INCLUDING APPROXIMATELY 1.4 MILES OF RIGHT-OF-WAY ADJACENT AND PARALLEL TO FALLS ROAD, AND INCLUDING APPROXIMATELY 0.8 MILES OF RIGHT-OF-WAY WHICH CONNECTED THE MARYLAND AND PENNSYLVANIA RAILROAD WITH THE FORMER BALTIMORE AND OHIO RAILROAD, ALL IN BALTIMORE CITY, A TOTAL DISTANCE OF APPROXIMATELY 2.2 MILES

James Riffin, dba The Northern Central Railroad, a Carrier, has filed a Notice of Exemption under 49 U.S.C. §10902 to acquire from the owner of the former line, and operate, approximately 2.2 miles of line in Baltimore City, MD. This action comes within the class of transactions which are exempt from regulations under 49 U.S.C. §10902.

Comments must be filed with the Surface Transportation Board and served on James Riffin, dba The Northern Central Railroad, 1941 Greenspring Drive, Timonium, MD 21093.

This Notice is filed under 49 CFR §1150.41. If the notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemptions under 49 U.S.C. §10505 (d) may be filed at any time. Filing petitions to revoke will not automatically stay the transaction.

Dated:

By the Board: Vernon A. Williams

Secretary

37719

SERVICE DATE – JANUARY 26, 2007

DO

FR-4915-01-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 34982]

James Riffin d/b/a The Northern Central Railroad—Acquisition and Operation
Exemption—in Baltimore City, MD

James Riffin d/b/a The Northern Central Railroad (NCR), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to acquire and operate approximately 2.2 miles of the line formerly known as the Maryland and Pennsylvania Railroad line, located between the northerly side of the former Pennsylvania Railroad right-of-way, where the Maryland and Pennsylvania Railroad connected to the former Pennsylvania Railroad line near Pennsylvania Station, along, adjacent and parallel to Falls Road, a distance of approximately 1.4 miles, to where the Maryland and Pennsylvania Railroad right-of-way passed under 29th Street, together with the 0.8-mile long switchback that connected the Maryland and Pennsylvania Railroad to the former Baltimore and Ohio Railroad, on the north side of North Avenue, all in Baltimore City, MD.¹ NCR proposes to interchange with CSX Transportation, Inc., and/or Norfolk Southern Railway Company. NCR also states that no agreement has been reached, but states that agreements are expected to be executed sometime after the filing of its notice.

¹ NCR describes the line it wishes to acquire as part of the “former Maryland and Pennsylvania Railroad.” If, indeed, the line is not part of an existing line of railroad, a verified notice must be filed under 49 U.S.C. 10901 and 49 CFR 1150.31, rather than 49 U.S.C. 10902 and 49 CFR 1150.41.



NCR certifies that its projected annual revenues as a result of the transaction will not exceed those that would qualify it as a Class III rail carrier and will not exceed \$5 million.

The earliest this transaction may be consummated is the February 11, 2007 effective date of the exemption (30 days after the exemption was filed).

If the verified notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction. Petitions for stay must be filed no later than February 2, 2007 (at least 7 days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 34982, must be filed with the Surface Transportation Board, 1925 K Street, N.W., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on James Riffin d/b/a The Northern Central Railroad, 1941 Greenspring Drive, Timonium, MD 21093.

Board decisions and notices are available on our website at
“WWW.STB.DOT.GOV.”

Decided: January 22, 2007

By the Board, David M. Konschnik, Director, Office of Proceedings.

Vernon A. Williams

Secretary

ARTICLES OF INCORPORATION

OF

BALTIMORE STREETCAR MUSEUM, INC.

The following pages are a transcription of the text of the Articles of Incorporation of the Baltimore Streetcar Museum, Inc., as filed with the State of Maryland June 8, 1966, and as subsequently amended by an affirmative vote of the Board of Trustees at a special meeting held on July 5, 1966.

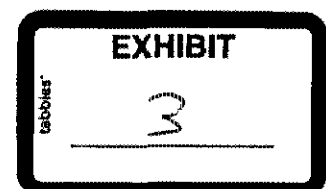
This transcription has been properly modified so as to include the text of the amendment within the body of the document.

The Articles of Incorporation are not intended to be considered to form a part of the By-Laws, but have been referenced within the By-Laws, and as such this text is provided as a convenience to the users of these By-Laws.

The text of the Articles of Incorporation contained herein is as submitted to the State of Maryland and subsequently amended, however this transcription has taken advantage of modern word processing and printing techniques and may not appear in the same format as those original documents. Should it be necessary to have use of the Articles of Incorporation for legal or other formal uses, the original copy of these Articles should be consulted.

Richard J. Williams
Corporate Secretary

September 27, 1989



ARTICLES OF INCORPORATION

OF

BALTIMORE STREETCAR MUSEUM, INC.

[As submitted June 8, 1966, and as amended by an affirmative vote of the Board of Trustees, (being all the members of the Corporation) at a special meeting held on July 5, 1966]

THIS IS TO CERTIFY:

FIRST: That we, the subscribers, GEORGE F. NIXON, whose post office address is 826 Kingston Road, Baltimore, Maryland 21212, JOHN S. THOMSEN, whose post office address is 4710 Keswick Road, Baltimore, Maryland 21210, and J. KENNETH ROBERTS, whose post office address is 1409 Jeffers Road, Baltimore, Maryland 21204, all being at least twenty-one (21) years of age, do under and by virtue of the General Laws of the State of Maryland authorizing the forming of a non-stock corporation by the execution and filing of these articles.

SECOND: The name of the corporation (which is hereinafter called the "CORPORATION") is:

BALTIMORE STREETCAR MUSEUM, INC.

THIRD: The purposes for which the CORPORATION is formed are as follows:

- (a) To aid and participate in the establishment, maintenance and operation of a museum for the preservation and exhibition of antique vehicles of transportation and related objects, particularly streetcars, and to carry out any activities incidental or reasonably related to the aforementioned purposes.
- (b) To operate exclusively for religious, charitable, scientific, literary, or educational purposes including, but not limited to, making gifts and contributions to one or more organizations (other than organizations testing for public safety) described in Section 501(c)(3) of the Internal Revenue Code of 1954, which reads as follows:

"Corporations, and any community chest, fund, or foundation, organized and operated exclusively for religious, charitable, scientific, testing for public safety, literary, or educational purposes, or for the prevention of cruelty to children or animals, no part of the net earnings of which inures to the benefit of any private shareholder or individual, no substantial part of the activities of which is carrying on propaganda, or otherwise attempting, to influence legislation, and which does not participate in, or intervene in (including the publishing or distributing of statements), any political campaign on behalf of any candidate for public office."

To do and engage in any and all lawful activities that may be incidental or reasonably necessary to any of the foregoing purposes.

Provided, however, that any references herein to any provision of the Internal Revenue Code of 1954 (hereinafter called the "Code") shall be deemed to mean such provision as now or hereafter existing, amended, supplemented, or superseded, as the case may be.

Provided, further, that in all events and under all circumstances, and notwithstanding merger, consolidation, reorganization, termination, dissolution or winding up of this CORPORATION, voluntary or involuntary or by operation of law, the following provisions shall apply:

- (1) This CORPORATION shall not have or exercise any power or authority, either expressly, by interpretation or by operation of law, nor shall it directly or indirectly engage in any activity, that would prevent this CORPORATION from qualifying (and continuing to qualify) as a corporation described in Section 501(c)(3) of the Code, contributions to which are deductible for federal income, gift and estate tax purposes.
- (2) No substantial part of the activities of this CORPORATION shall consist of carrying on propaganda, or otherwise attempting, to influence legislation; nor shall it in any manner or to any extent participate in, or intervene in (including the publishing or distributing of statements), any political campaign on

behalf of any candidate for public office; nor shall it engage in any activities that are unlawful under the laws of the United States of America, or the State of Maryland, or any other jurisdiction where such activities are carried on; nor shall it engage in any transaction defined at the time as "prohibited" under Section 503 of the Code.

- (3) This CORPORATION shall never be operated for the primary purpose of carrying on a trade or business for profit. Neither the whole, nor any part or portion, of the assets or net earnings of this CORPORATION shall be used, nor shall this CORPORATION ever be organized or operated for purposes that are not exclusively religious, charitable, scientific, literary, or educational within the meaning of Section 501(c)(3) of the Code.
- (4) No compensation or payment shall ever be paid or made to any member, officer, director, trustee, creator, or organizer of this CORPORATION, or substantial contributor to it, except as a reasonable allowance for actual expenditures or services actually made or rendered to or for this CORPORATION: and neither the whole nor any part or portion of the assets or net earnings, current or accumulated, of this CORPORATION shall ever be distributed to or divided among any such person; provided, further, that neither the whole nor any part or portion of such assets or net earnings shall ever be used for, accrue to, or inure to the benefit of any member or private individual within the meaning of Section 501(c)(3) of the Code.
- (5) In the event of a termination, dissolution or winding up of this CORPORATION in any manner or for any reason whatsoever, its remaining assets, if any, shall be distributed to (and only to) one or more organizations described in Section 501(c)(3) of the Code.

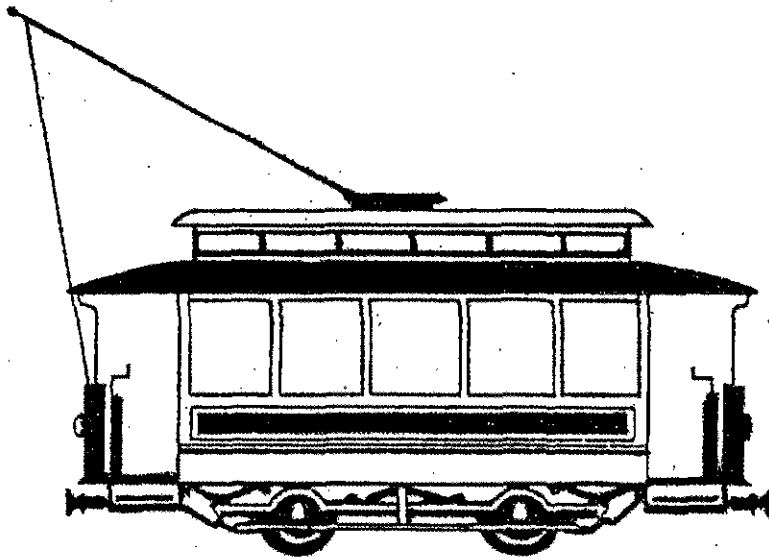
FOURTH: The post office address of the principal office in this State is 22 Light Street, Baltimore, Maryland 21202. The resident agent of the CORPORATION in this State is ANTHONY M. CAREY, whose post office address is 1400 Mercantile Trust Building, Baltimore, Maryland 21202. Said resident agent is a citizen of the State of Maryland and actually resides therein.

FIFTH: The CORPORATION is not authorized to issue any capital stock or any transferable membership certificates of any type whatsoever.

- SIXTH:
- (a) The affairs of the CORPORATION shall be managed by a Board of Trustees. The number of Trustees shall initially be nine (9) whose terms may, but need not be, concurrent. GEORGE F. NIXON, 826 Kingston Road, Baltimore, Maryland 21212, JOHN S. THOMSEN, 4710 Keswick Road, Baltimore, Maryland 21210, NELSON W. BOWERS, 1009 Marlau Drive, Baltimore, Maryland 21212, WARREN E. OLT, 202 Abbeyhill Court, Timonium, Maryland 21093, HENRY S. WELLS, JR., 1926 Mt. Royal Terrace, Baltimore, Maryland 21217, CLYDE L. GERALD, 820 Belgian Avenue, Apartment 3B, Baltimore, Maryland 21218, ALLAN CONSTANCE, 306 Thackery Avenue, Catonsville, Maryland 21228, J. KENNETH ROBERTS, 1409 Jeffers Road, Baltimore, Maryland 21204, and JAMES E. DALMAS, Box 81B, Rocks, Maryland 21141 shall serve as the original Trustees until the first annual meeting of the members or until their successors are duly chosen and qualify. The number of Trustees may be increased or decreased by vote of the Board of Trustees but shall never be less than three (3).
 - (b) Any Trustee of this CORPORATION may resign by tendering his resignation to the remaining Trustees, and he may be removed as a Trustee for cause in the manner provided in the By-Laws.
 - (c) If a vacancy shall occur among the Trustees of this CORPORATION as a result of death, resignation, removal, or otherwise, such a vacancy shall be filled by the vote or written assent of a majority of the remaining Trustees, or, in the event of a majority of the remaining Trustees failing to agree upon a person to fill such vacancy, then, in the manner provided by the laws of the State of Maryland.

SEVENTH: The CORPORATION reserves the right, by the vote or written assent of a majority of its voting membership, to make from time to time any amendments of its Charter which may now or hereafter be authorized by law, provided, however, that no amendment shall authorize any act contrary to the provisions of Item Third of these Articles of Incorporation.

**BY-LAWS
AND
ARTICLES OF INCORPORATION
OF
BALTIMORE STREETCAR MUSEUM, INC.**



as revised through October 4, 1989

**BY-LAWS OF
BALTIMORE STREETCAR MUSEUM, INC.**

(As amended thru October 4, 1989)

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**BY-LAWS
OF THE
BALTIMORE STREETCAR MUSEUM, INC.**

(As amended through November 1, 1989)

1. NAME

- 1.1. The name of this corporation is BALTIMORE STREETCAR MUSEUM, INC., hereinafter referred to as the Corporation.

2. PURPOSE

- 2.1. The purposes for which the Corporation is formed and operated are as set forth in the Articles of Incorporation and are repeated, in part, for information:
- 2.1.1. To aid and participate in the establishment, maintenance and operation of a Museum for the preservation and exhibiting of antique vehicles of transportation and related objects, particularly streetcars, and to carry out any activities incidental or reasonably related to the aforementioned purposes.
- 2.1.2. To operate exclusively for religious, charitable, scientific, literary, or educational purposes including, but not limited to, making gifts and contributions to one or more organizations (other than organizations testing for public safety) described in Section 501 (c)(3) of the Internal Revenue Code of 1954.
- 2.2. As is more fully provided in Item Third of the Articles of Incorporation of this Corporation, the purposes shall at all times be limited to those consistent with Section 501 (c)(3) of the Internal Revenue Code and its Regulations as they now exist or as they may be hereafter amended, and no part of the net earnings shall inure to the benefit of any trustee, officer, member, or private individual (except as reasonable compensation for services rendered).

3. OFFICES

- 3.1. The principal office of the Corporation in the State of Maryland shall be located within the Baltimore Metropolitan area and may be changed from time to time by the Trustees.
- 3.2. The Corporation may have such other offices, either within or without the State of Maryland, as the Trustees may determine.
- 3.3. The Corporation shall have and continuously maintain, within the State of Maryland, a Resident Agent. The Resident Agent shall be appointed by the Trustees, and may be changed from time to time.

4. CAPITAL STOCK

- 4.1. The Corporation, being not-for-profit, is not authorized to issue any capital stock or any transferable membership certificates of any type whatsoever.

5. MEMBERSHIP

5.1. General

- 5.1.1. The members of this Corporation shall be individuals and organizations that are interested in advancing the purposes of the Corporation as set forth in paragraph 2. Applications for membership shall be submitted on a form of application authorized by the Trustees. There shall be no special screening of applicants for membership. Certification of membership shall be in the form of passes issued for the current membership year.
- 5.1.2. Membership in this Corporation is a privilege and constitutes an agreement to abide by the By-Laws, rules and regulations. Members may not act for the Corporation unless expressly authorized by the Trustees or Corporate Officers. No member shall incur an obligation for the Corporation unless expressly authorized by these By-Laws or the Trustees. Misuse of stationery or unauthorized correspondence in the name of the Corporation is cause for discipline.

5.2. Individual Membership

5.2.1. Individual membership shall consist of the following classes and each such member shall receive reports of the Corporation's activities:

- 5.2.1.1. Student - Open to individuals under 18 years of age or full time students under 22 years of age. Student Members shall not be eligible to vote or hold office.
- 5.2.1.2. Regular - Open to individuals 18 years of age or over and carrying full voting rights.
- 5.2.1.3. Family - Open to families including husband, wife, and children under 16 years of age and carrying voting rights for each spouse provided each is 18 years of age or over.
- 5.2.1.4. Senior - Open to individuals 60 years of age or over and carrying full voting rights.
- 5.2.1.5. Senior Family - Open to husband and wife, provided each is 60 years of age or over, and carrying full voting rights for each.

5.2.2. Compliance with age requirements shall be determined at the beginning of the membership year.

5.3. Organization Membership

5.3.1. Corporations and other organizations interested in furthering the purposes of the Corporation may become members. Each such organization shall be entitled to designate in writing one representative who may attend all membership meetings, who shall be entitled to vote, and who shall receive reports of activities of the Corporation.

5.4. Honorary Life Membership

5.4.1. The Trustees may, at their discretion, bestow an honorary lifetime membership to any individual or organization. Honorary lifetime members shall not be eligible to hold office. Honorary life members shall not be eligible to vote unless so specified by the Trustees. If however, an honorary life member pays dues in accordance with any of the classes listed in paragraphs 5.2 or 5.3, they shall have all of the rights of that class.

5.5. Dues

5.5.1. The Corporation shall maintain a schedule of dues set by the Board of Trustees and on record with the Corporate Secretary. This schedule of dues shall include at least the classes specified in paragraphs 5.2 and 5.3.

5.5.2. Annual dues shall be payable at the start of the membership year. An applicant for initial membership during the last quarter of the membership year shall be entitled to membership through the end of the following membership year by payment of the stipulated dues for a full year. No special privileges shall be granted to members other than those specified in paragraph 5.

5.5.3. The membership year shall be October 1 through September 30 of the following year.

5.6. Voting Eligibility

5.6.1. Members eligible to vote at any specific time are those who:

- 5.6.1.1. have applied for a voting class of membership and made the dues payment at least thirty days prior to the meeting, and,
- 5.6.1.2. have not been terminated for non-payment of dues, and,
- 5.6.1.3. have not been suspended or removed pursuant to Paragraph 5.7.

5.7. Nonpayment of Dues

- 5.7.1. Members whose dues remain unpaid for a period of at least three months shall have their memberships terminated.
- 5.7.2. The Membership Secretary shall give written notice to each member at least thirty days prior to termination of membership. In the event that such written notice is not given as required, such action shall be stayed for a period of thirty days after such written notice is eventually given.
- 5.7.3. In individual cases, the Trustees may, at their discretion without prejudice and for good cause, waive or modify the dues requirements of a member for a period not to exceed one year at a time.
- 5.7.4. A member who has been terminated for nonpayment of dues shall be reinstated without prejudice upon payment of current dues. Members terminated for a period of more than twelve (12) months reapplying for membership shall follow the provisions for new members as defined in paragraph 5.1.
- 5.7.5. For conduct prejudicial to the best interests of the Corporation, a member may be suspended, expelled, or denied membership renewal by a two-thirds vote of the Trustees. Grounds for such action shall include:
 - 5.7.5.1. Flagrant or repeated violations of the By-Laws, rules and regulations enacted or authorized by the Trustees; or
 - 5.7.5.2. Disregard for the care, safety and concern of other persons using the property of the Corporation, or for the property of the Corporation; or
 - 5.7.5.3. Actions reflecting discredit on the Corporation, or on members thereof.
- 5.7.6. Any request for such action shall be submitted to the Trustees in writing. The Trustees shall consider the reported conduct and may, if desired, appoint a committee for this purpose. During this period they may suspend the member involved for not more than ninety days.
- 5.7.7. If there appears to be reason for further action, the member involved shall be notified in writing by First Class mail and requested to appear at a meeting of the Trustees and shall be given full opportunity to explain the conduct in question. The member may bring other members to assist in or support such explanation. Failure of the member to appear when so requested, without an excuse satisfactory to the Trustees, shall not preclude them from taking action at that meeting.
- 5.7.8. After full consideration and due deliberation, the Trustees may, by a two-thirds vote of those present, take such action as they deem appropriate, including additional suspension, immediate permanent expulsion, or denial of membership renewal at the close of the current membership year. The member involved shall be promptly notified in writing of their decision.

6. MEETINGS OF MEMBERS

6.1. Place of Meetings

- 6.1.1. Meetings of the members shall be held at the principal office of the Corporation or at such other place or places within the State of Maryland as may be designated from time to time by the Trustees.

6.2. Annual Meeting

- 6.2.1. The annual meeting of the Corporation for the purpose of receiving the results of the election of Trustees and the reports from the President and the Treasurer and for transacting such other business as may come before the meeting shall be held on such date in September and at such time as shall be decided upon by the Trustees.

6.3. Special Meetings

- 6.3.1. Special meetings may be called at any time by the Trustees and shall be called upon written petition of ten percent of the members eligible to vote. Only those matters set forth in the notice for a special meeting shall be acted upon at that meeting.

6.4. Notice

- 6.4.1. Members shall be notified of any meeting by First Class mail to their last known addresses, at least ten days prior to that meeting.

6.5. Quorum

- 6.5.1. The quorum for any meeting of the membership for the transaction of business shall be fifteen percent of the members eligible to vote as of the date of the meeting, present in person or by proxy.
- 6.5.2. In the absence of a quorum, any meeting of the members may be adjourned from time to time by a majority of the voting members present for a period not to exceed ten days at any one time, without notice other than by announcement at the meeting, until a quorum shall attend. When a meeting is adjourned for more than ten days, notice of the adjourned meeting shall be given as in the case of an original meeting. At any such meeting at which a quorum is present, any business may be transacted which might have been transacted under the original meeting notice.

6.6. Voting

- 6.6.1. Except as otherwise provided, a simple majority vote of those members present, in person or by proxy, shall prevail.

6.7. Proxy Voting

- 6.7.1. A proxy shall be issued to each member eligible to vote, concurrent with the call to the Annual Meeting of the Corporation. The proxy may be assigned to the Proxy Committee in its entirety, each member of whom shall be named, and with full power of substitution. A blank space for an alternate designated proxy shall also be provided.
- 6.7.2. The signed proxy shall empower the members so named to act as attorney and represent that member at any meeting of the Corporation to vote upon all matters presented at such meeting except as provided in Paragraph 5.7.5 and Paragraph 7.11 of these By-Laws, to the same extent that the said member might do if personally present.
- 6.7.3. The proxy shall remain in force until the start of the Annual Meeting of the following year, when it shall automatically become null and void. It shall be the right of the said member to revoke his proxy at any time by signed notice to the Corporate Secretary, and it shall be further provided that the proxy shall not be exercised at any meeting at which the said member is personally present.

6.8. Informal Meetings

- 6.8.1. Informal meetings of the membership for the purpose of exchanging information, discussing future plans, presenting appropriate entertainment programs, or for any other reason consistent with the purposes of the Corporation may be authorized at any time by the Trustees or the President.

7. TRUSTEES**7.1. General Powers**

- 7.1.1. The affairs of the Corporation shall be managed by its Board of Trustees. In addition to the powers expressly conferred upon them by these By-Laws, the Board of Trustees may exercise all the powers of the Corporation. From time to time, the Board of Trustees may delegate to the officers of the Corporation such powers and duties as it may see fit, in addition to those specifically provided in these By-Laws.

7.2. Definition

- 7.2.1. The words "Trustees" and "Board" as used in the Articles of Incorporation and in these By-Laws, in relation to any power or duty requiring collective action, mean "Board of Trustees."

7.3. Composition

- 7.3.1. The Board of Trustees shall consist of nine Trustees who shall be members eligible to vote. Trustees shall serve terms of three years, three Trustees being elected each year.

7.4. Election

- 7.4.1. Trustees shall be elected at the Annual Meeting of the Corporation.
- 7.4.2. The Nominating Committee shall propose candidates for election as Trustees. It shall announce its findings to the membership at least ninety days prior to the Annual Meeting of the Corporation. Additional nominations may also be made, with the consent of the nominees, by petition to the Corporate Secretary at least sixty days prior to the Annual Meeting; such petitions must be signed by at least five percent of the members eligible to vote.
- 7.4.3. The Corporate Secretary shall send, by First Class mail at least forty-five days prior to the Annual Meeting, the ballot for election of Trustees to members who are eligible to vote at least sixty days prior to the Annual Meeting. The ballot shall list the nominees for Trustees in alphabetical order and provide for voting for only those specific candidates. Members may vote for no more than three candidates but may vote for a lesser number.
- 7.4.4. Only ballots received by the last regular mail delivery prior to the election or hand delivered to the Tellers of the Election no later than the announced start of the Annual Meeting will be considered valid.
- 7.4.5. The Tellers of the Election may begin tabulation of the valid ballots at any convenient time or times before the Annual Meeting. They shall complete the tabulation during the Meeting and announce the results of the election to the Meeting. Trustees shall be elected by plurality vote of the tabulated ballots.
- 7.4.6. In the event that the ballot does not yield three winners due to a tie, such tie shall be broken by a single vote cast by the Proxy Committee as defined in paragraph 10.4.
- 7.4.7. Each of the newly elected Trustees shall take office when the results of the election are announced at the Annual Meeting and shall hold office until their successor shall have been elected or until they shall die or resign or shall have been removed.

7.5. Regular Meetings

- 7.5.1. After each Annual Meeting of the Corporation, the Board of Trustees shall meet as soon as practicable for the purpose of organization and the transaction of other business.
- 7.5.2. Other regular meetings of the Trustees shall be held on such dates and at such places as may be designated from time to time by the President or by the Trustees; there shall be at least ten such meetings per year.

7.6. Special Meetings

- 7.6.1. Special meetings of the Trustees shall be held whenever called by the President or by one-third of the Trustees. The time and place of special meetings shall be fixed by the person or persons making the call. Only those matters set forth in the notice for a special meeting shall be acted upon at that meeting.

7.7. Place of Meetings

- 7.7.1. Subject to the provisions of paragraphs 7.5 and 7.6 above, the Board of Trustees may hold its regular and special meetings at such place or places within or without the State of Maryland as it may from time to time determine. In the absence of any such determination, regular and special meetings of the Trustees shall be held at the principal office of the Corporation.

7.8. Notice

- 7.8.1. The Corporate Secretary, President or Trustees calling the meeting shall give notice of the place, day and hour of every regular and special meeting to each Trustee by:
- 7.8.1.1. written notice, by first class mail, mailed to the last known address of the Trustee not later than the fourth day before the day set for the meeting; or
 - 7.8.1.2. written notice delivered personally to or left at the residence or usual place of business of each Trustee, not later than the day before the day fixed for the meeting; or
 - 7.8.1.3. telephone notice not later than the day before the day set for the meeting.

7.9. Quorum

- 7.9.1. A majority of the Trustees shall be necessary and sufficient to constitute a quorum for the transaction of business at every meeting of the Board of Trustees; but, if at any meeting there be less than a quorum present, a majority of those present may adjourn the meeting from time to time, but not for a period of over ten days at any one time, without notice other than by announcement at the meeting until a quorum shall attend. At any such adjourned meeting at which a quorum shall be present, any business may be transacted which might have been transacted at the meeting as originally notified.

7.10. Actions of the Trustees

- 7.10.1. Except where otherwise provided in the Articles of Incorporation or these By-Laws, the action of a majority of the Trustees present at a meeting where a quorum is present shall be the action of the Board of Trustees.
- 7.10.2. Adoption of the items listed below shall require either a unanimous vote of the entire Board of Trustees or, if the item is included in the written announcement of the meeting sent to all Trustees as specified in paragraph 7.8 above, a majority of the Trustees present:
- 7.10.2.1. Amending, altering or repealing the By-Laws.
 - 7.10.2.2. Electing, appointing or removing any Trustee, Officer of the Corporation.
 - 7.10.2.3. Amending or restating the Articles of Incorporation.
 - 7.10.2.4. Adopting a plan of merger or consolidation with another non-stock corporation.
 - 7.10.2.5. Authorizing the sale, lease, exchange or mortgage of all or substantially all of the property and assets of the Corporation.
 - 7.10.2.6. Authorizing the voluntary dissolution of the Corporation or revoking proceedings therefor.
 - 7.10.2.7. Adopting a plan for the distribution of the assets of the Corporation to an organization described in Section 501 (c)(3) of the Internal Revenue Code of 1954.

7.11. Removal

- 7.11.1. At any meeting of the Trustees called for the purpose, any Trustee may be removed for a cause by a two-thirds vote of the entire Board. A Trustee so removed may appeal the action of the Board to the membership at the next Annual or a special meeting. A majority of those members voting in person shall be required to reinstate the Trustee so removed; provided, however that a removed Trustee shall not be considered a member of the Board for any purpose until such time as he may be reinstated by action of the membership. A request for an appeal must be filed with the Corporate Secretary within thirty (30) days of the removal.

7.12. Vacancies

- 7.12.1. If any Trustee shall die or resign, or if the Trustees shall remove any Trustee without appointing another in his place, a majority of the remaining Trustees (although such majority be less than a quorum) may elect a successor to hold office for the unexpired portion of the term of the Trustee whose place shall become so vacant, until his successor shall have been duly chosen and qualified.
- 7.12.2. Vacancies in the Board of Trustees created by an increase in the number of Trustees may be filled by a vote of a majority of the entire Board as constituted prior to such increase, and the Trustees so elected

shall hold office until the next succeeding Annual Meeting of the Members and thereafter until their successors shall be elected and qualified.

7.13. Compensation

7.13.1. Trustees as such shall not receive any stated compensation for their services. Nothing in this section shall be construed to preclude a Trustee from serving the Corporation in any other capacity and receiving compensation therefor, or to preclude a Trustee from receiving reimbursement for expenses incurred in connection with his work as an officer.

8. ADVISORY BOARD

8.1. General

8.1.1. There shall be an Advisory Board whose members shall aid the Board of Trustees through help and advice in financial and technical matters and through improved liaison with the Community.

8.2. Elections

8.2.1. The Board of Trustees shall elect the Advisory Board annually not later than ninety days following the Annual Meeting of the Corporation. Members of the Advisory Board shall remain in office until their successors are elected. Additional members of the Advisory Board may be elected at any time by the Trustees without regard to total number. All members of the Advisory Board shall be eligible for reelection. They need not be members of the Corporation.

8.2.2. One member of the Advisory Board shall be designated as Chairman by the Trustees.

8.3. Regular Meetings

8.3.1. The Advisory Board shall meet at the call of the President. They shall consider the annual report of the Corporation and make any recommendations they feel desirable for the consideration of the Membership and/or the Trustees.

8.4. Special Meetings

8.4.1. Special meetings of the Advisory Board may be called at any time by the President, by the Trustees, by the Chairman of the Advisory Board, or by one-third of the Advisory Board.

8.5. Place of Meetings

8.5.1. The meetings of the Advisory Board shall be held at the principal office of the Corporation unless otherwise stated in the meeting notice.

8.6. Notice

8.6.1. Notice provisions for Advisory Board meetings shall be the same as for meetings of the Board of Trustees as outlined in paragraph 7.8.

8.7. Duties

8.7.1. Advisory Board members may be requested by the President or by the Trustees to assist the Corporation collectively or individually in any capacity where their services are needed and, if members of the Corporation, may be appointed to any regular or informal committee.

9. OFFICERS

9.1. General

9.1.1. The executive officers of the Corporation shall be members eligible to vote and shall consist of a President, an Executive Vice-President, a Vice-President Operations, a Vice-President Engineering, a

Vice-President/Curator, an Administrative Vice-President, a Corporate Secretary, a Treasurer and a Comptroller and, whenever deemed advisable by the Trustees, one or more additional Vice-Presidents or other assistant officers. All of said officers shall be elected by the Trustees and shall hold office only during the pleasure of the Board or until their successors are elected. The President, Executive Vice-President and Administrative Vice-President shall be chosen from among the Trustees. Any two offices except those of President, Executive Vice-President and Administrative Vice-President may be held by the same person, but no officer shall execute, acknowledge or verify any instrument in more than one capacity.

9.1.2. All officers shall serve under the direction of the Board of Trustees and shall perform such duties as may be assigned by the President or by the Trustees. The duties assigned to the officers in the following sections are general in nature and, at the discretion of the President or the Trustees, may be expanded or modified to fit individual situations. The Trustees may appoint such other officers, agents and employees, with such powers and duties as they may deem proper. Officers shall be appointed annually.

9.1.3. There shall be an Organizational Chart, which shall contain the names of all officers, agents and employees who are elected or appointed by the Trustees. It shall specify the office, name and order of reporting, and shall separately list the major duties and responsibilities of each officer as defined under the provisions of this article. A recommended Organizational Chart shall be presented to the Trustees for adoption within sixty days after the annual meeting of the Corporation. The adopted Organizational Chart shall be conspicuously posted for the membership.

9.2. President

9.2.1. The President shall be the chief executive officer of the Corporation. The President shall:

- 9.2.1.1. When present, preside at all meetings of the Trustees and members;
- 9.2.1.2. Have general management and direction of the activities of the Corporation and all powers normally exercised by the president of a corporation;
- 9.2.1.3. Have the authority to sign and execute, in the name of the Corporation, all authorized deeds, mortgages, bonds, contracts or other instruments;
- 9.2.1.4. Annually prepare a full and true statement of the affairs of the Corporation, including a balance sheet and receipts and disbursements statement which shall be distributed to the members and Trustees.

9.3. Executive Vice-President

9.3.1. In the absence of the President or in the event of the President's inability or refusal to act, the Executive Vice-President shall perform the duties of the President and, when so acting, shall have the powers of the President, and be subject to all the restrictions upon the President. The Executive Vice-President shall have, subject to the direction of the President, general charge of the business and administrative functions of the Corporation and shall be responsible for the Organization Chart defined in paragraph 9.1.3.

9.4. Vice-President Operations

9.4.1. The Vice-President Operations shall be the chief operating officer of the Corporation and shall have general charge and supervision of the Corporation's facilities and public services. The Vice-President Operations shall be responsible for administering discipline within the Operating Department under regulations approved by the Trustees.

9.5. Vice-President Engineering

9.5.1. The Vice-President Engineering shall have responsibility for the design, implementation and maintenance of the Corporation's physical plant with the exception of buildings.

9.6. Vice President/Curator

9.6.1. The Vice-President/Curator shall have general charge and supervision of the construction and restoration of all transportation vehicles used in revenue service. The Vice-President/Curator shall be

responsible for the accessioning, maintenance and display of all other historical artifacts, memorabilia and publications in the field of transportation and related subjects and for the administration of all programs relative to educating the general public in these areas.

9.7. Administrative Vice-President

9.7.1. In the absence of the President or Executive Vice-President or in the event of their inability or refusal to act, the Administrative Vice-President shall perform the duties of the President and, when so acting, shall have the powers of the President, and be subject to all the restrictions upon the President. The position of Administrative Vice-President shall be assigned no duties other than those listed above.

9.8. Corporate Secretary

9.8.1. The Corporate Secretary shall:

- 9.8.1.1. Keep Minutes of the meetings of the members and of the Trustees;
- 9.8.1.2. See that all notices are duly given in accordance with these By-Laws or as required by law;
- 9.8.1.3. Be custodian of the corporate records and of the seal of the Corporation and see that said seal is affixed to all documents, the execution of which on behalf of the Corporation under its seal is duly authorized in accordance with these By-Laws;
- 9.8.1.4. In general, perform all duties incident to the office of Secretary.

9.8.2. The Corporate Secretary shall maintain the minutes and other Corporate records in a suitable location and manner.

9.9. Treasurer

9.9.1. The Treasurer shall have charge and custody of, and be responsible for, all funds and securities of the Corporation; disburse, or cause to be disbursed, the funds of the Corporation as may be directed by the Trustees, taking proper vouchers for such disbursements; receive and give receipts for monies due and payable to the Corporation from any source whatsoever, and deposit all such funds in accordance with paragraph 11.3; assist the Comptroller in the preparation and maintenance of financial reports and records; and, in general, perform all the duties incident to the office of Treasurer. The Treasurer shall, if required by the Trustees, give bond for the faithful discharge of his duties in such sum and with such surety or sureties as the Trustees shall determine.

9.10. Comptroller

9.10.1. The Comptroller shall be chairman of the Finance Committee and shall generally supervise the operation of the annual budget and any special fund raising activities. In cooperation with the Treasurer, the Comptroller shall prepare required financial reports and records satisfactory to the Trustees or an auditor appointed by them.

9.11. Assistant Officers

9.11.1. The Trustees may elect one or more Assistant Vice-Presidents, Assistant Secretaries and Assistant Treasurers. Each Assistant Officer shall have such authority and perform such duties as the Trustees may prescribe.

9.12. Compensation

9.12.1. Officers as such shall not receive any stated salaries for their services, but, by resolution of the Trustees, and subject to the provisions of the Articles of Incorporation, a fixed sum and expenses of attendance, if any, may be allowed for any necessary expenditure incurred on behalf of the Corporation. Nothing in this section shall be construed to preclude an officer from serving the Corporation in any other capacity and receiving compensation therefor.

9.13. Removal

9.13.1. The Trustees shall have the power to remove any officer, agent or employee with cause and such action shall be conclusive on the officer, agent or employee so removed.

9.14. Vacancies

9.14.1. The Trustees shall have the power to fill a vacancy occurring in any office for the remainder of the term.

10. COMMITTEES**10.1. General**

10.1.1. The Board of Trustees, by resolution adopted by a majority of the Trustees in office, shall designate and appoint three or more regular committees of members eligible to vote, each of which shall consist of two or more Trustees except as provided in this article. Such committees, to the extent provided in said resolution, shall have and exercise the authority of the Trustees in the management of the Corporation, except that no committee shall have the authority of the Trustees in:

10.1.1.1. Appointing or removing any member of any such committee.

10.1.1.2. Amending, altering or repealing any resolution of the Trustees which by its terms provides that it shall not be amended, altered or repealed by such committee.

10.1.1.3. Those items specified in paragraphs 7.10.2.1. through 7.10.2.7.

10.2. Finance Committee

10.2.1. The Finance Committee shall consist of not more than five members, including the Executive Vice-President, Treasurer, and Comptroller, the latter of which shall serve as Chairman. It shall recommend to the Trustees an annual budget and have primary responsibility for fund raising and for the financial affairs of the Corporation.

10.3. Membership Committee

10.3.1. The Membership Committee shall consist of not less than five members, including a Membership Chairman who shall chair the Committee. The Membership Committee shall be responsible for:

10.3.1.1. Processing membership applications, mailing renewal notices, collecting dues and issuing membership passes in accordance with paragraph 5;

10.3.1.2. Maintaining a list of members eligible to vote;

10.3.1.3. Contacting delinquent members;

10.3.1.4. Generally stimulating and maintaining Corporation membership.

10.3.2. The Membership Committee shall, upon request, make recommendations to the Trustees of the names and qualifications of individual members for specific duties or appointments within the Corporation.

10.3.3. One of the Committee members shall be designated as Membership Secretary and shall, under the direction of the Membership Chairman, be responsible for the maintenance of the membership records and necessary correspondence.

10.4. Nominating/Proxy Committee

10.4.1. The Nominating/Proxy Committee shall consist of five members, three of whom shall be the most recently elected Trustees and two of whom shall be non-Trustees, all of whom shall be members eligible to vote. This Committee shall act for the Corporation as provided in paragraphs 6.7.2 and 7.4.2.

10.4.2. At the time of start of the Annual Meeting, the members of the current Nominating Committee shall automatically become the Proxy Committee, and shall hold office until the start of the next Annual Meeting.

10.5. Term of Office

- 10.5.1. Each member of a committee shall continue as such until the next Annual Meeting of the Trustees is held and his successor is appointed, unless the committee shall be sooner terminated, or unless such member be removed from such committee, or unless such member shall cease to qualify as a member thereof.

10.6. Chairman

- 10.6.1. One member of each committee shall be appointed Chairman by the Trustees, unless otherwise provided in these By-Laws.

10.7. Quorum

- 10.7.1. Unless otherwise provided in the resolution of the Trustees designating a committee, a majority of the whole committee shall constitute a quorum and the act of a majority of the members present at a meeting at which a quorum is present shall be the act of the committee.

10.8. Rules

- 10.8.1. Each committee may adopt rules for its own government not inconsistent with the Articles of Incorporation, these By-Laws or with rules adopted by the Trustees.

10.9. Informal Committees

- 10.9.1. The Board of Trustees or any committee thereof may by resolution appoint one or more informal Study or Advisory Committees. Said committees may operate on an informal basis and may add new members as needed but shall not have any of the powers of the Trustees or of any committee thereof. Informal committees need not include any Trustees as members.

11. CONTRACTS, CHECKS, DEPOSITS AND FUNDS

11.1. Contracts

- 11.1.1. The Trustees may authorize any officer or officers, agent or agents of the Corporation, in addition to the officers so authorized by these By-Laws, to enter into any contract or execute and deliver any instrument in the name of and on behalf of the Corporation, and such authority may be general or confined to specific instances.

11.2. Checks, Drafts, etc.

- 11.2.1. All checks, drafts or orders for the payment of money, notes or other evidences of indebtedness, issued in the name of the Corporation, shall be signed by such officer or officers, agent or agents of the Corporation, and in such manner as shall from time to time be determined by resolution of the Trustees. In the absence of such determination, such instruments shall be signed by the Treasurer or an Assistant Treasurer and countersigned by the President or a Vice-President of the Corporation.

11.3. Deposits

- 11.3.1. All funds of the Corporation shall be deposited in a timely manner to the credit of the Corporation in such banks, trust companies or other depositories as the Trustees may select.

11.4. Gifts

- 11.4.1. The Trustees may accept on behalf of the Corporation any contribution, gift, bequest or devise for the general purposes or for any special purpose of the Corporation.

11.5. Annual Operating Budget

- 11.5.1. Before the start of the fiscal year, the Trustees shall approve an operating budget, which shall provide for anticipated operating expenses of the Corporation. No expenditure not specified in the budget shall be made without the approval of the Trustees.

12. SUNDRY PROVISIONS

12.1. Books and Records

- 12.1.1. The Corporation shall keep correct and complete books and records of account and shall also keep minutes of the proceeding of its Board of Trustees and Committees having any of the authority of the Trustees. All books and records of the Corporation may be inspected by any Trustee or officer of the Corporation, or his agent or attorney, for any proper purpose at any reasonable time.

12.2. Fiscal Year

- 12.2.1. The fiscal year of the Corporation shall be July 1 through June 30.

12.3. Seal

- 12.3.1. The seal of the Corporation shall be circular in form, with the name of the Corporation and the word "Maryland" inscribed around the outer edge, and in the center shall be inscribed the year of incorporation.

12.4. Informal Action by Board of Trustees or Committees

- 12.4.1. Any action required or permitted to be taken at any meeting of the Trustees or of any committee thereof may be taken without a meeting, if a written consent to such action is signed by all members of the Board or of such committee as the case may be and such written consent is filed with the Minutes of the proceedings of the Board or committee.

12.5. Parliamentary Authority

- 12.5.1. The rules contained in the current edition of ROBERTS RULES OF ORDER NEWLY REVISED shall be a guide for the Corporation in all cases to which they are applicable and in which they are not inconsistent with these By-Laws.

13. AMENDMENTS TO THESE BY-LAWS:

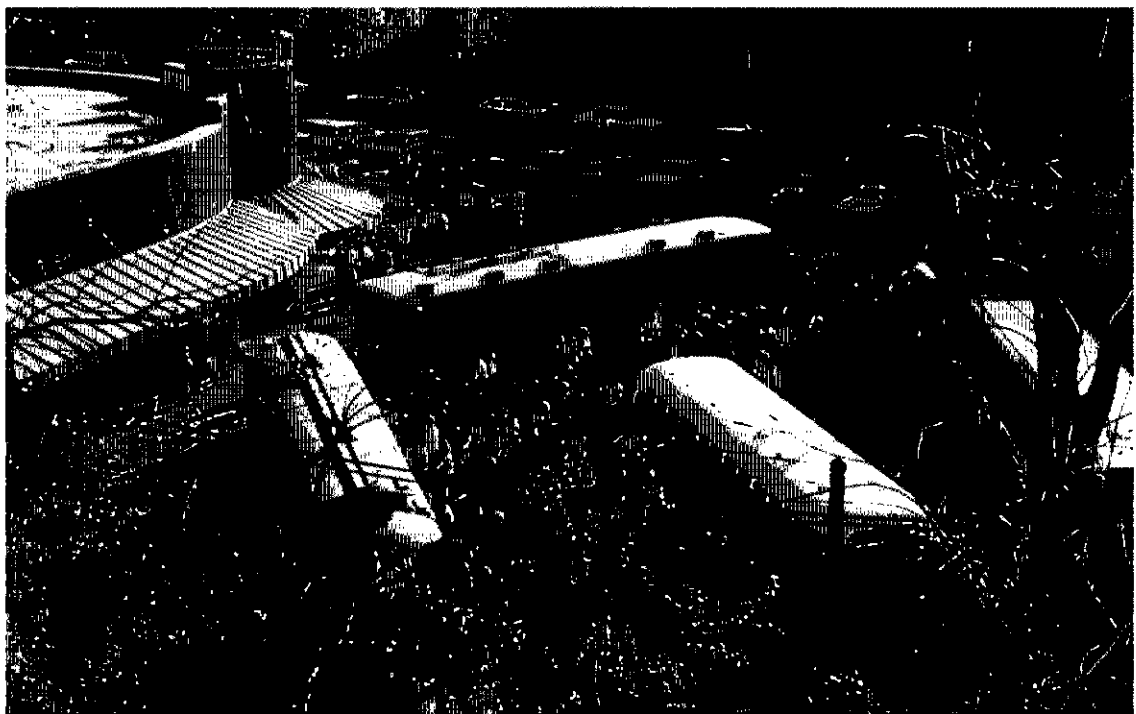
- 13.1. These By-Laws may be altered, amended or repealed and new By-Laws may be adopted by a majority of the entire Board of Trustees at any regular or special meeting, the notice of which shall set forth in general terms the substance of the proposed amendments.

[END OF BY-LAWS]

A GUIDE TO THE
BALTIMORE
STREETCAR
MUSEUM

EXHIBIT

4



Both, Andrew S. Blumberg

From Dream to Reality — The Baltimore Streetcar Museum

The United Gets the Wheels Turning

The history of the Baltimore Streetcar Museum (BSM) is rooted in events occurring over 40 years before the first streetcar turned a wheel in a preservationist capacity. The intervening decades were ones filled with much hope, occasional despair, several false starts, and heroic battles fought by streetcar and Baltimore history buffs who clung to a dream against often formidable obstacles.

The dream officially began in 1928, when the United Railways and Electric Company of Baltimore (the privately owned and operated transit concern that was a forerunner to the Baltimore Transit Company and, in turn, today's Mass Transit Administration, or MTA) staged what a local newspaper reporter dubbed "The Fair of the Electric Pony." This unusual description cleverly paralleled the title of the Baltimore and Ohio Railroad's "Fair of the Iron Horse" extravaganza held the

previous year, when the B&O celebrated the first 100 years of its illustrious history with three weeks of unprecedented pageantry. The United's event, to be sure, was much more subdued and modest in execution, with the company parading a number of older cars in addition to its most modern equipment.

The event's most important development was the seed it planted in the minds of several foresighted company officers, especially Raymond Tompkins and A. T. Clark. Even as early as the 1920s, when street rail transit remained a ubiquitous form of public transportation, the idea of representative cars set aside for a permanent museum sparked a growing interest. The United followed through, putting one of each of a number of early cars into storage, thereby saving them from the oblivion of the scrapper's torch. However, the company's bankruptcy in 1933 stilled any activity for a future museum.



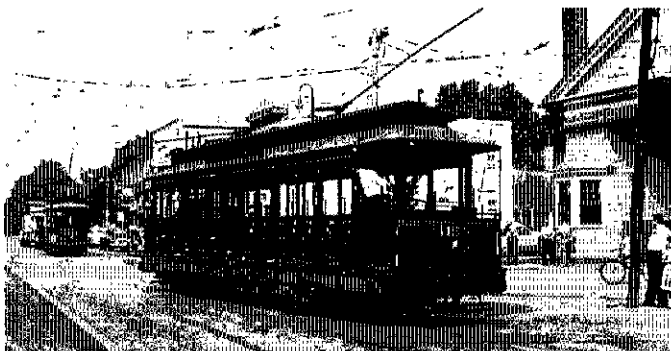
No. 3651 (now No. 1050) in storage at Irvington carhouse, with No. 3390 (now No. 554), and No. 3828 (l to r), 1952.

Vitaly V. Uzoff

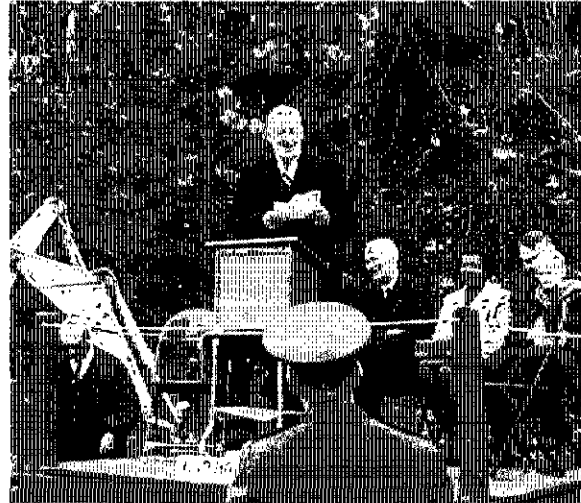
George Nixon to the Rescue

For the next dozen years, the small collection of vehicles sat in limbo, residing for the better part of that period in the inner recesses of Irvington carhouse in West Baltimore. The United's successor, The Baltimore Transit Company, "rediscovered" the cars in the late 1940s. Citing an ostensible fire hazard, it expressed a desire to scrap the entire collection. Now the very survival of the cars was in peril, let alone the prospects of a museum to preserve them.

Enter George F. Nixon, devoted and determined transit historian and future curator of the BSM. Largely through his efforts and those of several other dedicated railfans, Baltimore Transit was prevailed upon to issue the collection a reprieve, until a new caretaker could be identified. That white knight proved to be the Maryland Historical Society which, largely through the efforts of the Baltimore Chapter of the National



No. 1164 en route from Irvington carhouse to Irvington loop, July 11, 1954, for ceremonies marking the Maryland Historical Society's acquisition of the collection.



Mayor Theodore R. McKeldin speaking at the BSM carhouse groundbreaking ceremony, November 4, 1967.

Henry S. Wells, BSM Collection

Railway Historical Society, was convinced to act as temporary host starting in July 1954, until permanent display arrangements could be made.

Uncertainty returned, though, as the next half-dozen years saw the cars adopt a nomad-like existence, moving from carhouse to carhouse as the few remaining streetcar lines and facilities dwindled even further. At last, in 1962, the wandering appeared over, as a site was secured at Robert E. Lee Park and Lake Roland, just north of Baltimore. In September 1962, the collection arrived by flatbed truck. The dream of a museum was revived.

It was, however, a short-lived dream, as weather and vandals inflicted major hardship on the cars before plans to house them could get underway. At this point, an amicable split in the preservationist group

occurred, as a Washington, D.C.-area contingent that had joined a few years earlier took its cars to Montgomery County, the site of today's National Capital Trolley Museum. For Baltimore's streetcar enthusiasts, though, the picture still remained far from clear.

A Home at Last

Fortunately, just as the United had seen the potential of the collection many years before, now the city administration, principally Mayor Theodore R. McKeldin, recognized the value in developing what would be one of the world's most comprehensive museums of its kind. Through the city's efforts, success was finally achieved in 1966. A site along the old Maryland and Pennsylvania Railroad right of way paralleling Falls Road, just north of the North Avenue Bridge, would become the home of the newly incorporated BSM.

In 1968, with city funding, the museum's modern carhouse was erected, and the cars



No. 6119 arrives at its new home, the just-completed BSM carhouse.

were immediately transported to the new site. At last, the collection was protected from the elements, human and otherwise, and the first restoration projects could begin in earnest.

Of course, car restoration, consuming thousands of hours of labor in itself, was just the beginning. The museum's growing group of volunteers invested its small finances and huge amounts of sweat equity as trackwork was excavated from



The dream takes flight, as the museum carhouse takes shape.

BSM Collection

History

Baltimore Streetcar Museum



A new lease on life — over 1,600 feet of rail was reclaimed from the former roadbed of Eastern Avenue . . .

the streets of Baltimore and reinstalled at the museum, while poles were placed and overhead was strung. A substation to power the cars also was constructed. The old Maryland and Pennsylvania freight building was converted to the BSM's shops.

Streetcars Run Again

Two short years later, a May 6, 1970 test saw a streetcar operate in Baltimore for the first time since the end of revenue service in November 1963. The BSM formally opened to the public on July 3, as thousands of visitors that holiday weekend rediscovered the simple, nostalgic pleasures of a streetcar ride.

The ensuing years have witnessed continued growth and development of the museum and its collection. The original $\frac{1}{4}$ mile of trackage has been extended, including in 1976 and 1982, when the 28th Street and North Avenue loops, respectively, were added; today's trackage totals a round-trip

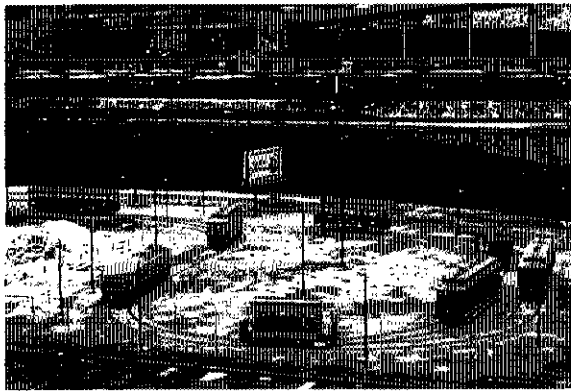
distance of $1\frac{1}{4}$ miles. A project to double-track part of the line, giving the museum added operating flexibility, is well underway.

On the subject of track, Baltimore sported the widest gauge track, 5 feet $4\frac{1}{2}$ inches, for street rail transit in North America. In 1859, with the start of horsecar operations, the city mandated a gauge that ordinary carriages and wagons could also use for a smooth ride, while keeping standard-gauge steam engines off the streets. It also meant Baltimore would purchase or sell very few used cars over the years, since re-gauging wheels can be an expensive and troublesome proposition. Naturally, when the BSM commenced operations, this unique gauge was maintained for prototypical accuracy. Since only Baltimore cars



. . . and a portion of it reinstalled on museum property through Baltimore City's Department of Public Works yard.

can run on this gauge unmodified, it has served to greatly reinforce the museum's unique preservational and promotional philosophy of presenting, as completely as possible, the history of street rail transit for a single city.



Eight BSM cars pose on the just-completed 28th Street loop, former West Baltimore Street loop of the No. 15 line, December 1976.

Edward G. Willis, BSM Collection

Continued Growth and Challenges

Over the years, the BSM's collection of vehicles has expanded as well. The original

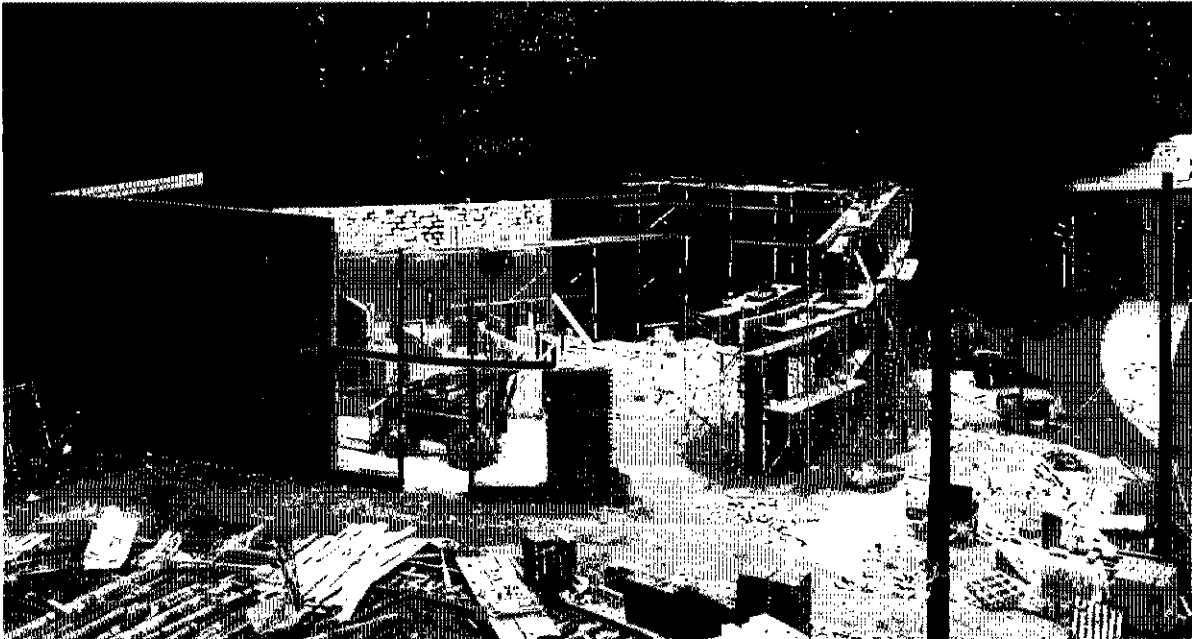
group of cars preserved by the United was supplemented during the 1950s and 60s by Baltimore Transit before rail operations were discontinued. The body of one of Baltimore's first horsecars was acquired in 1971. A trailer car, being used as a produce stand in Baltimore County, arrived at the museum in 1985. In recent years a trackless trolley body, overhead line truck and work crane have joined the collection, as well as two diesel buses, one of which ultimately replaced the last of Baltimore's streetcars. The biggest "find," however, occurred in 1977, when the BSM secured a semi-convertible carbody from Virginia, virtually identical to Baltimore's semi-convertible cars from the same period. This acquisition, the only non-Baltimore car owned by the museum, filled a major gap in the collection.

The BSM's modern visitors' center was completed in 1978, with federal and city funding. Featuring such amenities as a dispatcher's office, auditorium, streetcar mockup



Donated by Bethlehem Steel, the No. 26 line's Sparrows Point loop, shown during museum installation, is now the BSM's North Avenue loop.

Anthony Kopecki,
BSM Collection



Fred W. Schneider III

The dream continues, as construction progresses on the BSM's visitors' center.

with built-in theatre, gift shop, display space, and archival facilities for research and preservation, it remains one of the pre-eminent facilities in the rail museum movement.

As the BSM has grown and developed, it has also weathered a number of nature's hardships. Situated near Baltimore's Jones Falls, it has sustained two notable floods, first in 1972 from Tropical Storm Agnes, then in September 1979 from Tropical Storm David. The latter proved catastrophic, as the museum sustained four feet of water in all its buildings from the raging torrents. Damages totaled nearly \$250,000, as operations ceased 10 months for repair and restoration.

Milestones and Special Events

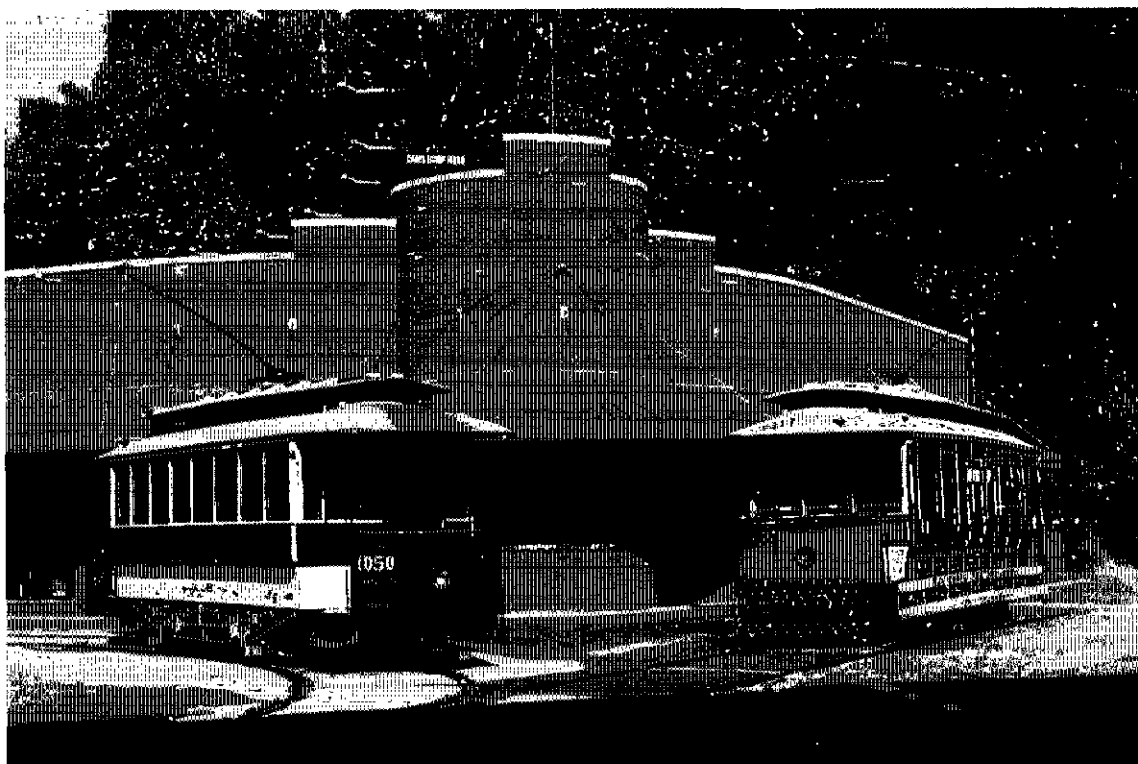
Throughout its operating history, the BSM has continued to recognize and commemorate milestones and anniversaries relating to Baltimore's street railway past, as well as its own significant events. In November 1988, along with the MTA, it observed the 25th anniversary of the cessation of streetcar service in Baltimore. As the museum rolled out Peter Witt car No. 6119 after an expert restoration, MTA exhibits introduced visitors to the coming Central Light Rail Line project. Four years later, on May 12, 1992, the BSM proudly took part in opening festivities for the line as street rail transit returned to Baltimore after a 29-year absence.

Hollywood has paid the BSM several visits as well. In particular, the museum has provided the cars and the backdrop for Baltimore native son and director Barry Levinson in a number of scenes in his Baltimore-based films *Avalon* and *Liberty Heights*.

What of the Future?

With the BSM firmly embarked on its second 25 years of operations, the future looks promising. Car restoration and preservation progress. Expansion of programs and special events that involve the community continues. Plans for development of the museum's physical plant, such as upgrading shop and

carhouse facilities and completion of the second track, are either already underway or quickly evolving. A possible relocation of the museum, away from the flood plain of the Jones Falls and potential future risk, is being studied. All of these activities, together with the unsung daily work of a supremely dedicated group of volunteers, will help ensure that Baltimoreans from around the corner, as well as visitors from around the world, will continue to experience the thrill of a rocking, clanging streetcar ride while learning how the rails of transport helped shape the destiny of a great American city. ■■■



Andrew S. Blumberg

Car Collection

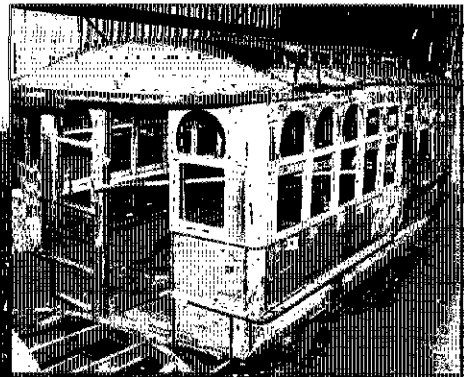
Baltimore Streetcar Museum

No. **25**
Year: (circa) 1859

Probably built by the Baltimore firm of Poole and Hunt, this car is the oldest in the BSM collection and is representative of the oldest rail cars in Baltimore. Since it was pulled by horses, there are no controls or motors. It is a double-ended (operable from either end), single-truck (four-wheel) vehicle. It could carry 22 seated passengers. Originally owned by the Baltimore City Passenger Railway Company, the

city's first street railway company, it saw service until the late 1800s. It was acquired by the BSM from a local family in 1971, who had used it as a beach cabana and storage shed for the previous 68 years. ■■

Car No. 25



Carl E. Gerber, BSM Collection



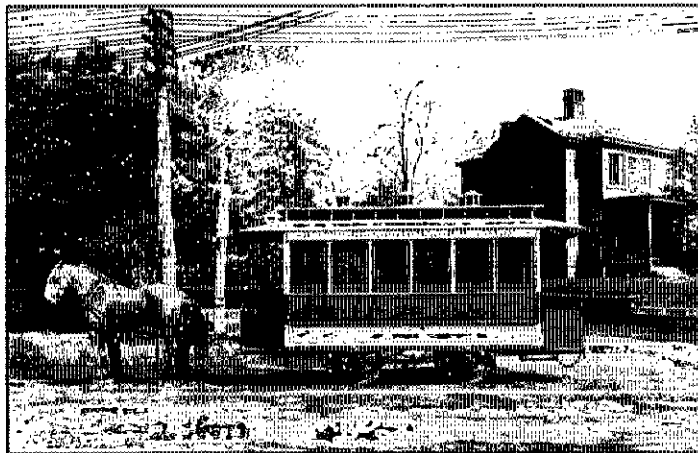
BSM Collection

A Baltimore horsecar of similar vintage to the BSM's No. 25 traverses a city street in the late 1800s.

The other horsecar in the museum collection is still active at approximately 120 years of age. Operated and probably built by City Passenger, No. 129 is used annually in July 4th and Christmas parades by the BSM. With a seating capacity of 16 people, No. 129 is believed to have been the last horsecar in use in downtown Baltimore, being last employed as a shuttle from Fayette and Eutaw Streets to Camden Station in 1898. During the 1930s, its flanged wheels were replaced with rubber-rimmed ones for parade use, enabling it to serve in

that capacity to the present day. No. 129 was acquired by the BSM in 1979 from the Carriage Museum in Stony Brook, New York, which acquired the car from the Baltimore Transit Company in 1961. ■■■

No. **129**
Year: (circa) 1880



BSM Collection

Car No. 129, circa 1910.



Andrew S. Blumberg

Car No. 129 in the Towson, Maryland July 4th parade, 1999.

No. **417**

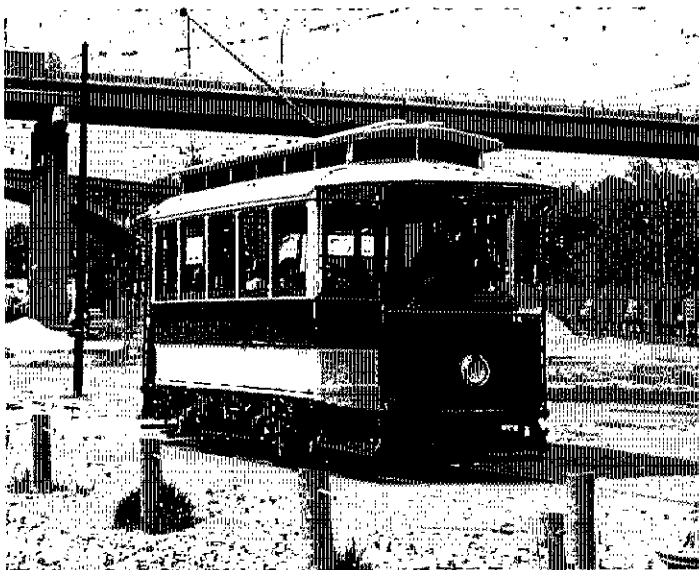
Year: (circa) 1888



BSM Collection

Numbered in later years as No. 4732, car No. 417 is shown during transfer of the historic collection from Baltimore Transit to the Maryland Historical Society, July 11, 1954.

This is the only car in the BSM collection to have been operated by each of the three representative types of motive power used by Baltimore's street railways — horse, cable, and electric. No. 417 began its career as a horsecar for City Passenger, probably the car's builder as well. When cable cars were introduced to the city in the early 1890s, No. 417 was altered to be a trailer car on a cable line. Following the short-lived stint of the cable car in Baltimore, the vehicle was converted to electric operation in 1896 and saw service until the early 1900s. This car seated 20 passengers. Since it was built in the days before heaters, a supply of straw was included in winter for passengers in which to bury their feet to keep from freezing. ■



Car No. 417

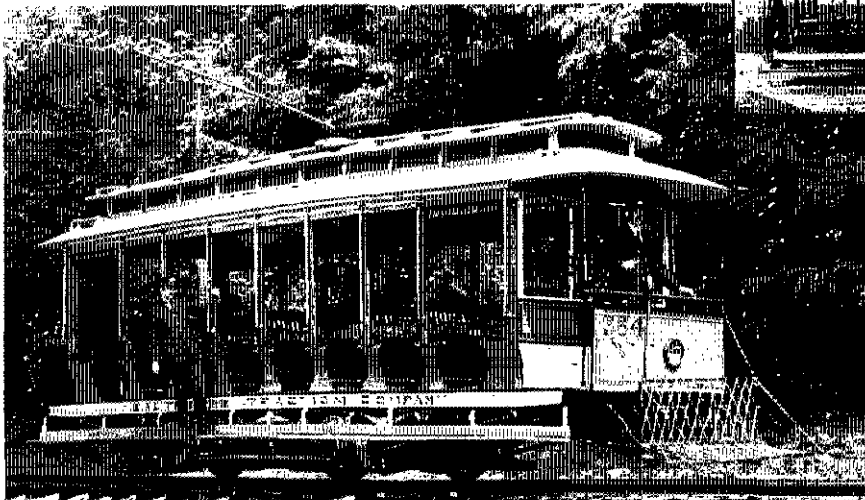
John Engleman,
BSM Collection

Prior to the turn of the century, streetcars were built almost exclusively for either summer or winter service, rather than year-round operation. No. 554 is representative of the former type. Part of an order of 75 cars, it was constructed by the Brownell Car Company of St. Louis, Missouri, for the Baltimore Traction Company. (There are probably only five Brownell cars left in existence. The BSM has three in its collection: Nos. 554, 1050, and 264.) Being completely open, No. 554 was used only in the summer. Passengers boarded and alighted at any point along the running board, which stretched the full length of the vehicle. There is no aisle down the

center, and the nine benches span the entire width of the car, accommodating 45 seated persons.

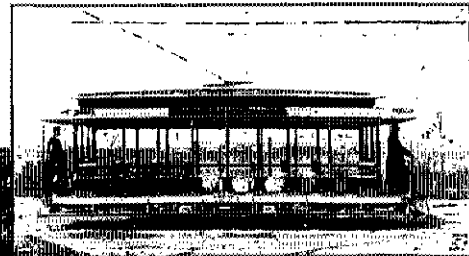
Passengers could stand on the back platform and sometimes illegally on the running board, but had to jockey for position with the conductor, who used this means to walk back and forth while collecting fares. These cars were very popular during sweltering Baltimore summers, and No. 554 provides a good example of nature's air-conditioning several generations before man-made versions became commonplace. This car remained in use until about 1919. ■■■

No. **554**
Year: 1896



Car No. 554

John Crosby



Car No. 554 numbered as 1264, in 1912.

BSM Collection

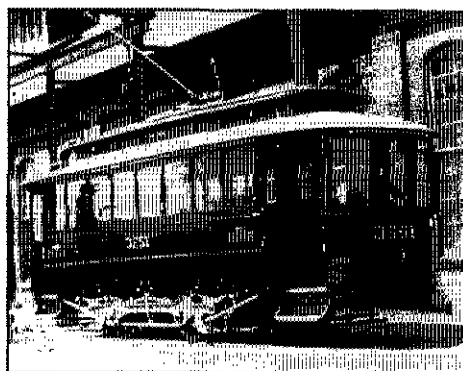
BSM Collection

No. **1050**

Year: 1898

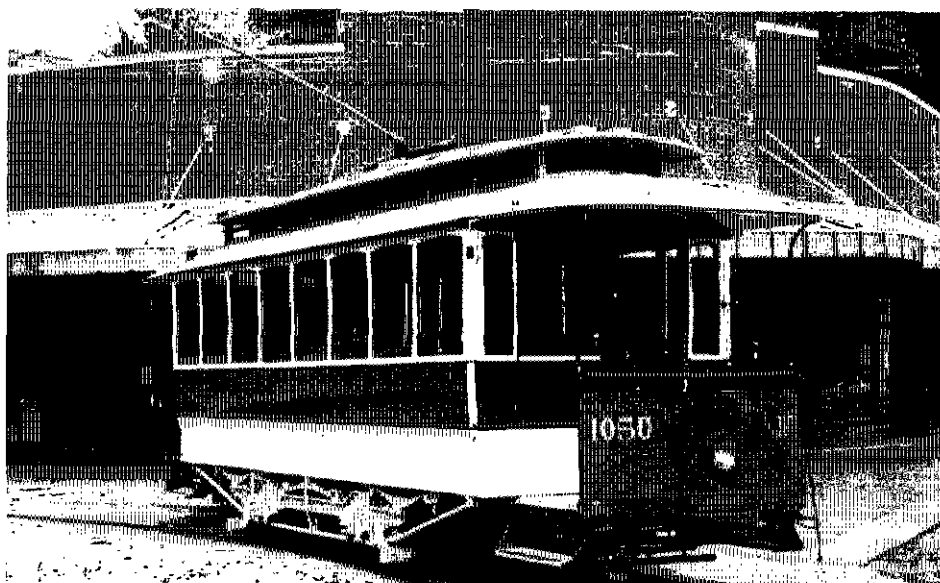
Built by Brownell for the Baltimore Consolidated Railway Company, this car is very similar to No. 417, except that it is 5½ feet longer and was built from the beginning to operate by electric power. It could seat 28 patrons. The use of electricity provided a greater carrying capacity as evidenced by the larger number of passengers this vehicle could accommodate. The single truck on this car is a good example of those built by the Baltimore Car Wheel Company and sold under the trade name "Lord Baltimore Truck." Four of the Museum's streetcars are equipped with this kind of truck.

Fourteen cars of this series of 73 were converted to one-man operation between 1916–1921, serving until 1927. Another 27 cars were demotorized and used as trailers until 1921. ■



BSM Collection

Car No. 1050 (as No. 3651) at Carroll Park shops, circa 1928.



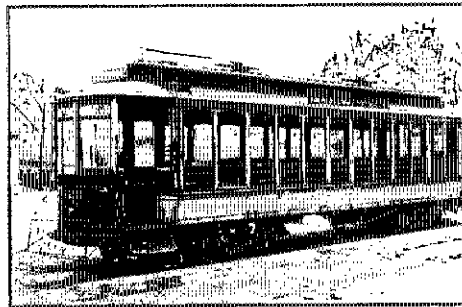
Car No. 1050

Andrew S. Blumberg

This is an early example of the “convertible car” — one that could be operated all year round by removal or replacement of side window sashes. Up until this time, cars were built for either summer or winter operation, but not for both; a vehicle that could be operated year-round afforded the best buy for the street railway companies. During warm weather, the side window sashes were removed and stored in the carhouse. Built by Brownell and seating 46 passengers, No. 264 is the oldest double-truck (eight-wheel) streetcar in the collection. It was built for the newly-formed United Railways and Electric Company. Although rain protection and window storage

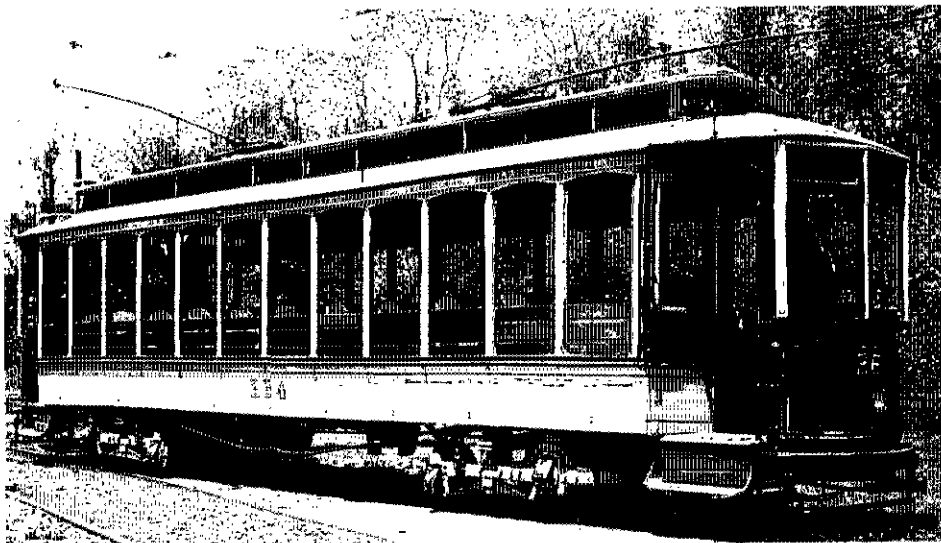
presented problems, No. 264 was the forerunner of a type of “semi-convertible” streetcar in which the windows slid entirely up into pockets in the roof, making window adjustment a quick and easy matter. The lone survivor of a fleet of 100 such vehicles, No. 264 was retired from service in 1919. ■■■

No. **264**
Year: 1900



BSM Collection

Sister car No. 228 on the No. 2 Carey Street line, circa 1915.



Car No. 264

Edward G. Willis,
BSM Collection

No. **1164**

Year: 1902

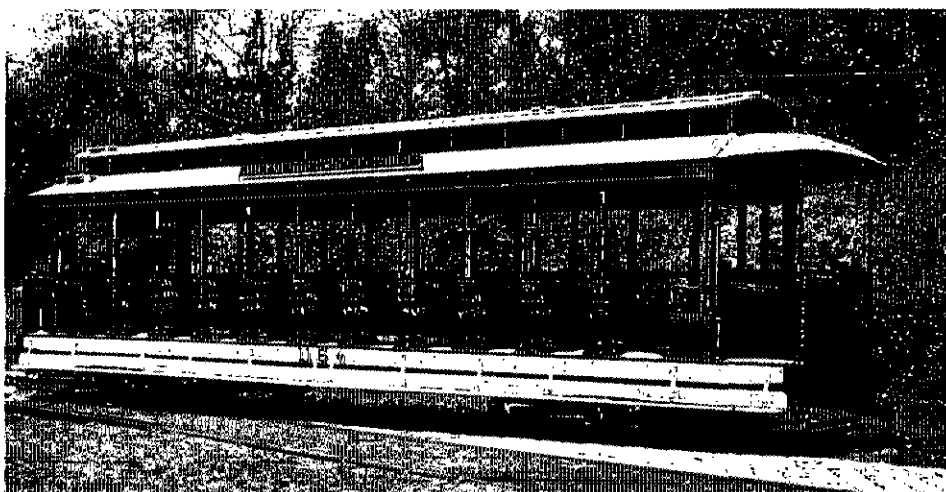
Built by the J. G. Brill Company of Philadelphia, Pennsylvania, the nation's largest streetcar manufacturer, this "open" type car was designed solely for warm weather use. It was part of a large purchase made by the United in 1902. The company knew that open cars were great moneymakers in the summer, but that they were useless in winter.



BSM Collection

Sister car No. 1129, on Howard Street at Franklin Street northbound, No. 10 Roland Park-Highlandtown line, circa 1915.

In an effort to get the most for its money, the United bought 116 sets of trucks and 220 car bodies — 110 open (like No. 1164) and 110 closed — and used the trucks on the open cars in the summer and the closed ones in the winter. Thus, the traction motors and the trucks were in use year-round, making it unnecessary for duplicate trucks to go unused during one season or the other. These cars could seat 60 persons in breezy comfort. No. 1164 and her sister vehicles were immensely popular on the run to famous Riverview Park, as well as on other routes. It is the only survivor of those Riverview cars once so familiar to Baltimoreans, and ended service in 1923. ■



BSM Collection

Car No. 1164

Edward G. Willis

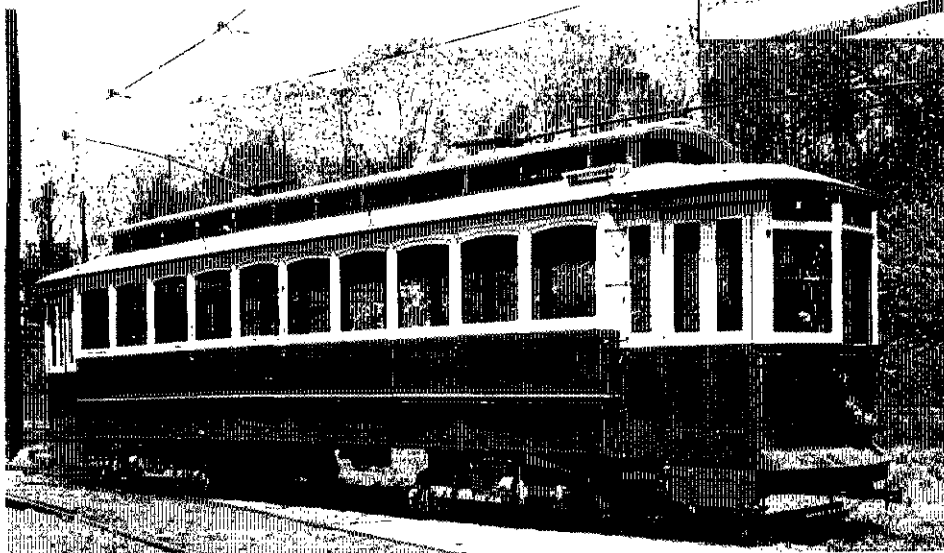
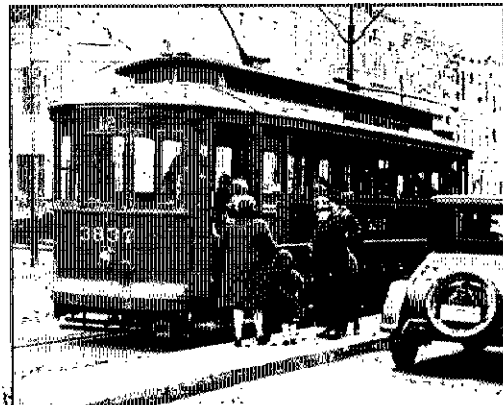
This car represents the winter (closed) version of the 1902 purchase made by the United from Brill. It could seat 36 passengers. The vital statistics are basically the same as for No. 1164, although No. 3828 is slightly shorter, but heavier due to its closed configuration. Built by Brill, this car was modernized about 1923 by enclosing both vestibules, and continued in service, mostly on secondary

lines, until the early 1930s. Like the preceding cars, Nos. 264 and 1164, No. 3828 used "Maximum Traction" trucks, which had a motorized axle with large wheels and an idler axle with smaller diameter ones. This was the heaviest Baltimore streetcar to be equipped with hand brakes only. ■■

No. **3828**
Year: 1902

Sister car No. 3837 loading passengers on North Avenue on the No. 12 John Street-Westport line, circa 1925.

BSM Collection



Car No. 3828

Edward G. Willis

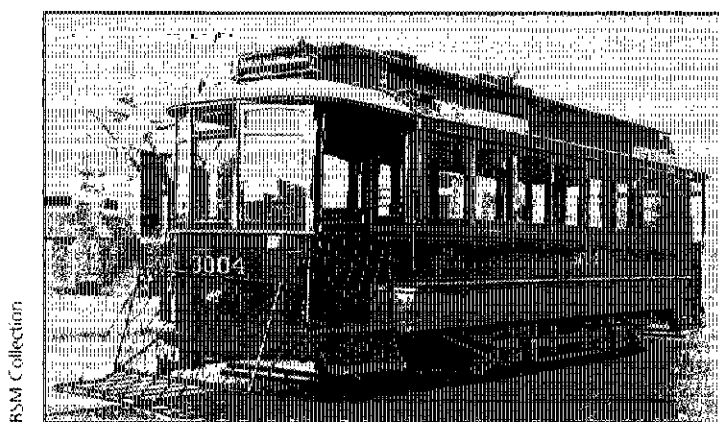
BSM Collection

No. **2324**

Year: 1904

Part of an order of 150 cars placed by the United, this car, built by Brill, marked a return to single-truck construction. (Cars of this

general design were still popular throughout North America early in the century.) Smaller than many of the existing cars of the day, this type of vehicle replaced aging cars on lightly traveled lines where there was no need for the larger-capacity double-truck streetcars. These cars seated 32 passengers and served on many lines throughout the system, but were gradually replaced by larger vehicles, ending service in the late 1920s. ■



RSM Collection

Sister car No. 3004 on the No. 30 Hamburg Street line, circa 1910.



RSM Collection

Car No. 2324 (as No. 4662) at Carroll Park shops, circa 1928.

Originally a sister to No. 2324, this vehicle was rebuilt by the United in its shops in the 1920s. The cost of having both motormen and conductors increased after World War I, and it was decided to convert many cars to one-man operation. (All cars previously mentioned were designed for two-man operation.)

No. 4533 was one of 52 so rebuilt, as homemade versions of the widespread "Birney One-Man Safety Car." Among the alterations were the lengthening and enclosing of the platforms, which were provided with folding doors and steps, and installation of the "dead man control" and other safety features that made it possible for the car to be

operated by one man. Capable of seating 38 passengers, it is the earliest existing example of a one-man car in Baltimore and remained on active duty, after its passenger service ended in the 1930s, as maintenance vehicle No. 3550 until the end of streetcar service in 1963. ■■

No. **4533**
Year: 1904



Sister car No. 4551 in one-man operation on the No. 21 Preston-Caroline Streets line, circa 1930.

BSM Collection



Car No. 4533 (as No. 3550), Govans loop, November 2, 1963, the last full day of streetcar service in Baltimore.

James Daines, BSM Collection

No. **3715**

Year: 1913



Car No. 3715 at Carroll Park shops.

BSM Collection



Car No. 3715 performing rail work, Garrison Boulevard at Norfolk Avenue, September 7, 1950.

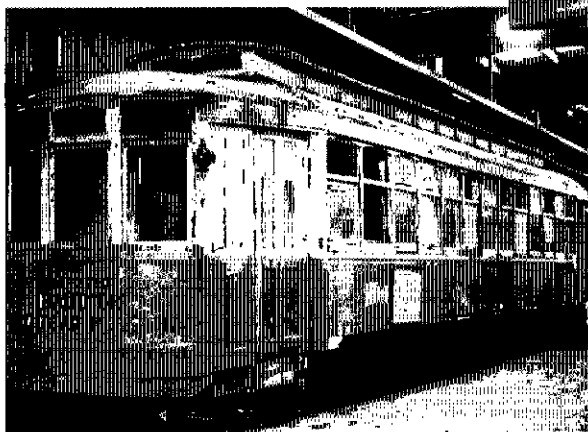
BSM Collection

Virtually every street railway system had its fleet of work cars — custom-built vehicles or home-made adaptations of former passenger cars. They performed a litany of unglamorous yet essential tasks, including grinding, placing, and removing rail; servicing overhead wires; clearing snow; weeding the right of way; and cleaning streets. One of only two pieces of Baltimore work equipment to be preserved (overhead line truck No. 501 is the other), No. 3715 is an electric crane car. The crane portion was built by Brownhoist and the carbody by the United. No. 3715 was used for a variety of tasks, including track placement and extraction, and the setting of line poles. Lifting capacity was five tons. The crane was upgraded by its new owners, Baltimore Transit, in 1938. After its withdrawal from service in the mid 1950s, the crane was purchased in 1956 by the Branford Trolley Museum in Branford, Connecticut, where it performed many of the same activities while on duty in Baltimore. In 1998, it was acquired by the BSM, bringing it “back home” after more than 40 years. ■

Number 5885 is a semi-convertible built by Brill in 1917 for the Newport News and Hampton Railway and Gas and Electric Company. This is the only car in the collection that was not an original Baltimore car. However, this car is virtually identical to the semi-convertibles used in Baltimore and reportedly was built to Baltimore plans. There were 885 of these famous Brills (built between 1905 and 1919), in Baltimore service, far more than any other type of car. With the highest-numbered Baltimore semi-convertible car being No. 5884, No. 5885 would have been the next semi-convertible in the series; therefore this car, that operated as No. 390 (formerly No. 90) in Newport News, is known as No. 5885. Seating 52 passengers, the semi-convertible was a natural

progression from the convertible car (No. 264). The window sashes were completely removed from the convertible car during the summer and replaced in winter, but in the semi-convertible the sashes were raised in grooves and stored in pockets formed between the lower deck roof and headlining, making it easy to quickly convert to fully open or closed configurations (or anywhere in between). ■■

No. **5885**
Year: 1917



Car No. 5885

John Engleman



Baltimore semi-convertible No. 5836, a near-sister to No. 5885, on the No. 26 Sparrows Point line, circa 1940.

BSM Collection

BSM Collection

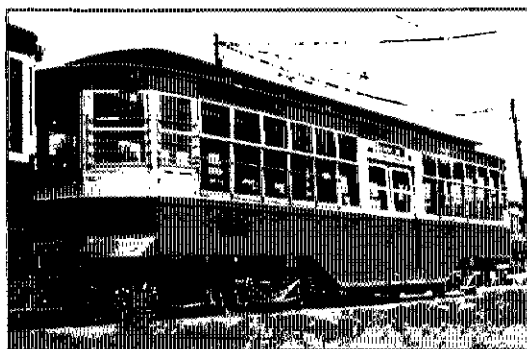
No. **7059**

Year: 1920

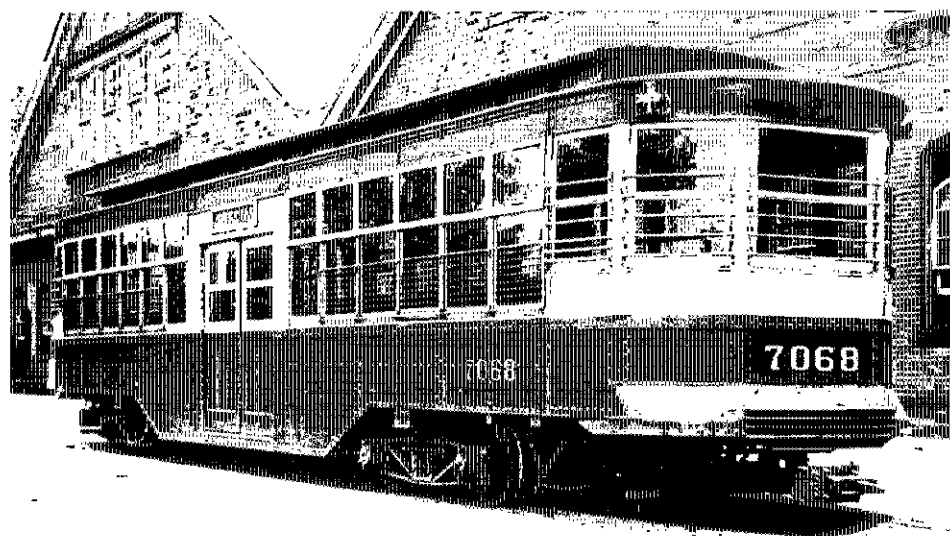
This car, part of an order of 100 steel trailers built by Brill for the United, represented the last application of trailers, or unpowered cars, in Baltimore. Designed to seat 60 passengers and to be towed by specially-equipped semi-convertibles, the trailers carried a conductor who could signal the tow car's motorman through special electrical contacts

between the cars. Braking was controlled by the tow car. Originally introduced on the No. 26 Sparrows Point line, trailers saw service on a total of eight routes before being retired. Uncomfortable seating, coupled with towing problems due to inadequately powered semi-convertibles, rendered the trailers both unpopular and troublesome, and the last were withdrawn from service in 1931, after putting in barely a decade of work on the streets of Baltimore. No. 7059 survived in a number of guises, the last being, for many years, as Jack's Corn Stand, at Reisterstown and McDonogh Roads in Baltimore County, before being acquired by the BSM in 1985. ■

Sister car
No. 7040,
circa 1930.



BSM Collection



BSM Collection

Sister car No. 7068 at Carroll Park shops, circa 1928.

Baltimore Streetcar Museum

Trackless Trolley Collection

Marking Baltimore's first foray into trackless trolley operation (electric vehicles running via twin trolley poles and overhead current but using rubber tires instead of steel wheels and rails), No. 4802 was one of three such vehicles built by Brill for the United. No. 4802 and her sisters were to see service on only one route, on Liberty Road from Gwynn Oak Junction to Randallstown, starting in 1922. Real estate developers had hoped for a streetcar line to serve this growing suburb, but the United felt the expense not justified due to light ridership. Service by trackless trolley was the compromise. After ten years of operation, these vehicles, which seated 22 passengers, were supplanted by buses in June 1932, marking the first time internal combustion engines had replaced electricity as a means of motive power on the Baltimore system. ■

No. **4802**
Year: 1922



BSM Collection

Sister car No. 4803, circa 1922.



BSM Collection

Sister car No. 4803 boards a passenger, circa 1922.

No. **6119**

Year: 1930

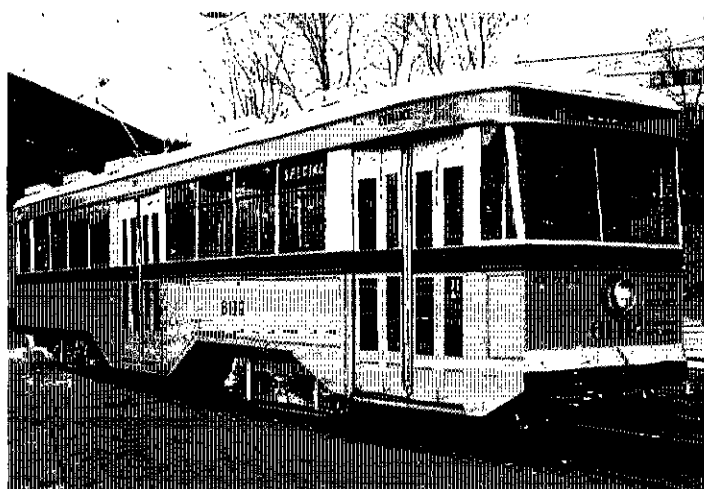
This car is an example of the first modern, one-man, all-steel streetcar to operate in Baltimore. Based on a design by Cleveland transit official Peter Witt, it is one of 150 such vehicles purchased by the United in 1930. To help alleviate traffic congestion caused by stopped streetcars waiting for boarding passengers to pay their fares, Witt's innovative fare collection system called for a conductor to be stationed at the center doors, rather than at the entrance, as on conventional cars. In this way, passengers could board the car quickly, then pay their fares as they passed the conductor on their way to the back of the car, or sit up front and pay when they reached their destination. (Plush, leather-covered "bucket"



BSM Collection

Brand-new No. 6119 in operation on the No. 32 Woodlawn line, 1930.

seats in the rear of the car, versus longitudinal bench-like seating up front, were supposed to encourage prompt payment.) It was a good plan, but Depression-era economies soon spelled the demise of the conductor position. The motorman, now called an "operator," took over conductor duties with a farebox at the front of the car. No. 6119 was built by Brill and saw service on a variety of lines. (A number of Baltimore Peter Witts were also built by the Cincinnati Car Company of Cincinnati, Ohio.) Considerably larger and more refined than earlier cars, No. 6119 could seat 52 passengers in well-lighted, ventilated comfort. Peter Witts had a reputation for speed and boasted a faster pickup than automobiles of the day. This type of car continued in operation until 1954. ■



Car No. 6119

Fred W. Schneider III

Baltimore Streetcar Museum

Trackless Trolley Collection

Baltimore Transit entered the “modern” trackless trolley age in 1938, with service inaugurated by vehicles built by Brill. Trackless trolley No. 2078, built by the Pullman-Standard Car Manufacturing Company of Worcester, Massachusetts, was purchased in 1940 when the No. 10 Roland Park-Highlandtown line was converted from streetcars. Seating 40 patrons, it ultimately saw service on all six of Baltimore’s trackless lines, although it was primarily used on the Nos. 10 and 27 routes. In contrast to most other cities operating both types of vehicles, Baltimore’s last trackless trolleys ceased operations before the end of

streetcar service, ending their runs in 1959. Purchased by a private party when it was withdrawn from service in that year, No. 2078 was donated to the BSM in 1976; it has since been partially restored for display purposes. ■■

No. **2078**
Year: 1940



BSM Collection

Sister No. 2085 on the No. 10 line, Roland Park-Highlandtown, Eastern Avenue near Conkling Street, 1940s.



BSM Collection

Trackless Trolley No. 2078

John Engleman

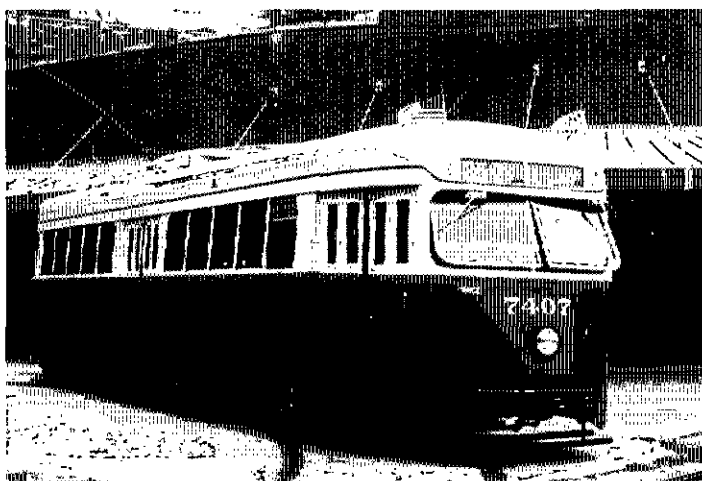
No. **7407**

Year: 1944

Before the advent of light rail in the 1970s, PCC cars were the highest form of streetcar development achieved in North America. They evolved from a design by the Presidents' Conference Committee (hence the designation PCC), a



No. 7407 in operation on the No. 8 Towson-Catonsville line, circa 1962.



Car No. 7407

Andrew S. Blumberg

group of street railway executives and car builders who first convened in the late 1920s to design a modern, fast, comfortable, and quiet standardized streetcar to win back riders from the ever-more-popular automobile. In 1936, Baltimore became the second city, after Brooklyn, New York, to place an order for the new cars, which eventually totaled 5,000 in use throughout most principal cities in the United States, Canada, and Mexico. Baltimore Transit purchased a large fleet of PCCs (275 in all), the first order from the St. Louis Car Company of St. Louis, Missouri, and the balance from the Pullman-Standard Car Manufacturing Company. One of the latter, No. 7407 was among the last group of streetcars purchased in 1944. It can comfortably seat 54 passengers, has rapid acceleration, high speed (at least 42 miles per hour), and a smooth ride. No. 7407 was the last streetcar to operate on the streets of Baltimore on November 3, 1963. It is worth noting that even though the last PCC cars were built for the North American market in 1952, a number still operate in revenue service in several United States cities. ■

Baltimore Streetcar Museum

Bus/Truck Collection

The first bus of its class built by General Motors (its serial number is 0001), No. 1096 was one of a fleet of 105 buses ordered in 1944 by Baltimore Transit. Due to severe wartime production constraints, by June of the following year only No. 1096 and four other buses in the order had been delivered. Originally assigned to the "Q" Viaduct-Halethorpe line, this bus, seating 41, saw service into the 1960s. It was donated to the BSM by the Mass Transit Administration (MTA) in the early 1980s.

No. **1096**
Year: 1945



Andrew S. Blumberg



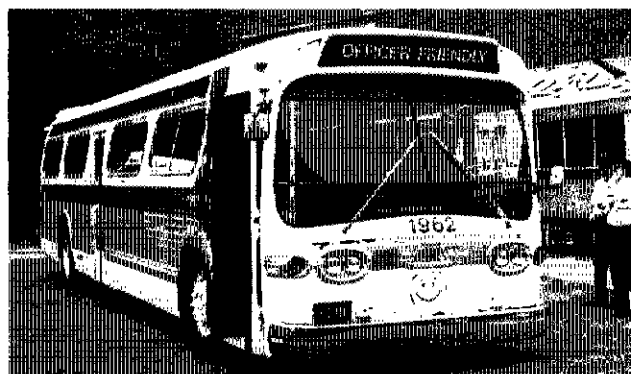
Andrew S. Blumberg

Built by the Autocar Company, No. 501 served as an overhead line installation and repair truck, first for Baltimore Transit and then for its successor, the MTA. Retired in the 1970s, it was acquired by the BSM later that decade, and continues to perform many of the same functions for the museum's line.

No. **501**
Year: 1952

No. 1962 was one of a fleet of 101 buses, seating 51 patrons, of the "fishbowl" design that finally supplanted the last of the PCC streetcars on the No. 8 Towson-Catonsville and No. 15 Belair Road-Walbrook Junction lines in 1963. Built by GM and originally operated by Baltimore Transit and then the MTA, it was later used by the Baltimore City Police Department as a goodwill ambassador in its community relations endeavors before being acquired by the BSM in 1991. ■

No. **1962**
Year: 1963



Andrew S. Blumberg

Equipment Roster

Baltimore Streetcar Museum

No.	Company*	Builder	Year	Truck(s)
25	Baltimore City Passenger Railway Co.	Poole & Hunt?	Ca. 1859	n/a
129	Baltimore City Passenger Railway Co.	BCPR Co.?	Ca. 1880	Pedestal
417	Baltimore City Passenger Railway Co.	BCPR Co.?	Ca. 1888	Lord Baltimore
554	Baltimore Traction Company	Brownell Car Co.	1896	Lord Baltimore
1050	Baltimore Consolidated Railway Co.	Brownell Car Co.	1898	Lord Baltimore
264	United Railways and Electric Co.	Brownell Car Co.	1900	Baltimore Car Wheel Co. Maximum Traction
1164	United Railways and Electric Co.	J. G. Brill Co.	1902	Brill 22-A
3828	United Railways and Electric Co.	J. G. Brill Co.	1902	Brill 22-A
2324	United Railways and Electric Co.	J. G. Brill Co.	1904	Lord Baltimore
4533	United Railways and Electric Co.	J. G. Brill Co.	1904	Brill 21-E
3715	United Railways and Electric Co.	UR&E/Brownhoist	1913	Brill 50E-2
5885	Newport News and Hampton Railway and Gas and Electric Co.	J. G. Brill Co.	1917	n/a
7059	United Railways and Electric Co.	J. G. Brill Co.	1920	n/a
4802	United Railways and Electric Co.	J. G. Brill Co.	1922	n/a
6119	United Railways and Electric Co.	J. G. Brill Co.	1930	Brill 177-E1X
2078	Baltimore Transit Company	Pullman-Standard Car Mfg. Co.	1940	n/a
7407	Baltimore Transit Company	Pullman-Standard Car Mfg. Co.	1944	Clark B-2
1096	Baltimore Transit Company	General Motors	1945	n/a
501	Baltimore Transit Company	The Autocar Company	1952	n/a
1962	Baltimore Transit Company	General Motors	1963	n/a

* All earlier Baltimore companies were combined into the United Railways and Electric Company on April 1, 1899; this was succeeded by the Baltimore Transit Company on July 9, 1935. Eight cars were donated by Baltimore Transit for museum purposes on July 11, 1954; No. 6119 was added in 1955; and Nos. 4533 and 7407 were added after the end of rail service in 1963. Nos. 5885, 25, 129, and 7059; trackless trolleys Nos. 2078 and 4802; diesel buses Nos. 1096 and 1962; and overhead line truck No. 501 were acquired subsequently.

- (a) Body only.
- (b) Previously listed as No. 4732; now being restored to its earlier number.
- (c) Previously listed as No. 3390; now restored to its earlier number.
- (d) Previously listed as No. 3651; now restored to its earlier number.
- (e) Previously listed as No. 4662; now being restored to its earlier number.
Originally equipped with Brill 21-E trucks and (2) WH 101B motors.

Baltimore Streetcar Museum

Equipment Roster

Motor(s)	Control Equipment	Length	Weight Lbs.	Seating Capacity	SE† DE	ST‡ DT	Type
n/a	n/a	21'½"	n/a	22	DE	ST	Horsecar (a)
n/a	n/a	18'10"	4,000	16	DE	ST	Horsecar
(2) WH 49	K-10	25'2½"	16,300	20	DE	ST	Ex-Horsecar (b)
(2) WH 49	K-10	31'	17,850	45	DE	ST	9-Bench Open (c)
(2) WH 49	K-10	30'8"	18,300	28	DE	ST	8-Window Closed (d)
(2) WH 56	K-11	39'6"	31,700	46	DE	DT	Convertible
(2) WH 306CV	K-36J	40'5"	30,740	60	DE	DT	12-Bench Open
(2) WH 306CV	K-36J	39'2"	31,030	36	DE	DT	10-Window Closed
(2) WH 49	K-10	33'11"	23,100	32	DE	ST	8-Window Closed (e)
(2) WH 101B	K-68B	36'2"	26,600	38	DE	ST	One-Man Safety Rebuilt 2324 Type (f)
(4) GE 80	K-356	42'6"	70,000	n/a	DE	DT	Crane
n/a	n/a	46'7"	n/a	52	DE	DT	Semi-convertible (a) (g)
n/a	n/a	48'2½"	n/a	60	DE	DT	Trailer (a)
n/a	n/a	23'2"	n/a	22	n/a	n/a	Trackless Trolley (h)
(4) GE 301	PC-19A1	46'	38,500	52	SE	DT	Peter Witt
GE 1213D	GE-MRC	37'	21,780	40	n/a	n/a	Trackless Trolley (i)
(4) WH 1432H	WH-PCC	46'	37,900	54	SE	DT	PCC
671 Detroit Diesel	n/a	35'	17,000	41	n/a	n/a	Diesel Bus (i)
Autocar 377	n/a	13'6"	63,700	n/a	n/a	n/a	Overhead Line Truck
V671 Detroit Diesel	n/a	40'	21,000	51	n/a	n/a	Diesel Bus (i)

(f) Previously listed as No. 3550; now being restored to its earlier number.

(g) Only non-Baltimore car. However, it is virtually identical to Baltimore semi-convertibles of the same period. Formerly identified in Virginia as car No. 90 and later No. 390.

(h) Body presently in storage off BSM property.

(i) In storage off BSM property.

† – SE or DE: Single-Ended or Double-Ended

‡ – ST or DT: Single-Truck or Double-Truck

n/a – not applicable

The BSM also operates three pieces of "homemade" equipment: No. 3713, overhead line car, which rests on the truck of No. 3612 (J. G. Brill Co., 1892); No. 3720, gasoline-powered "speeder;" and its attendant flatcar.

Selected Milestones in Baltimore's Transit History

1859 (July 26) – The first horsecars of the Baltimore City Passenger Railway Company commence operations between Broadway and Baltimore Street. ①

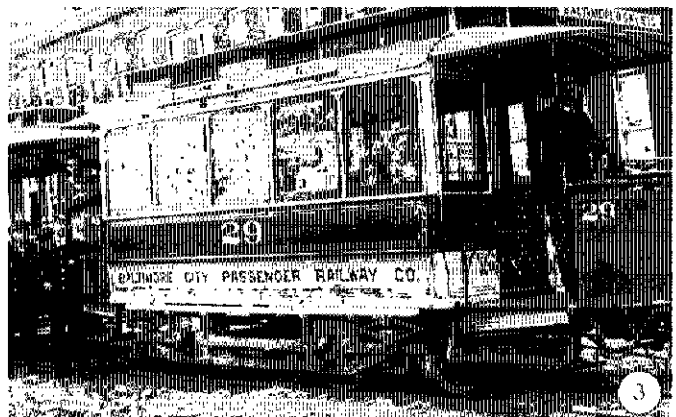


1885 (August) – The debut of Professor Leo Daft's three-rail system from 25th and Howard Streets to Roland Avenue and 40th Street marks the first successful commercial electric street railway in the United States. ②



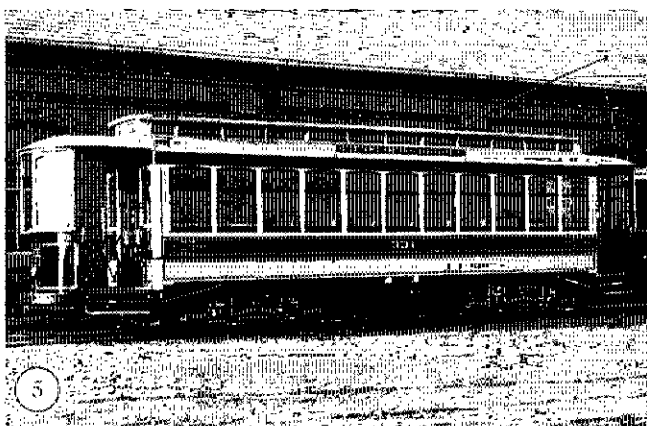
1891-1898 – City Passenger and the Baltimore Traction Company operate cable car lines. ③

1890 (May 16) – The North Avenue Railway Company operates the first electric car via the conventional overhead system. ④



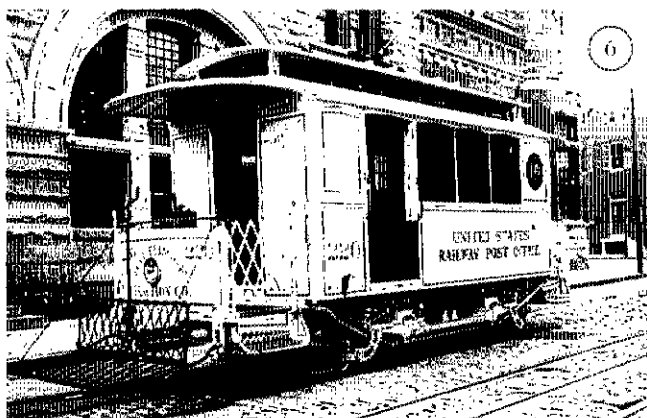


1899 (April 1) – The last of Baltimore's many independent transit operations are joined to form the United Railways and Electric Company.



1905 (November 10) – The first of Baltimore's famous Brill semi-convertible cars are placed in service on the No. 5 Emory Grove line. ⑤

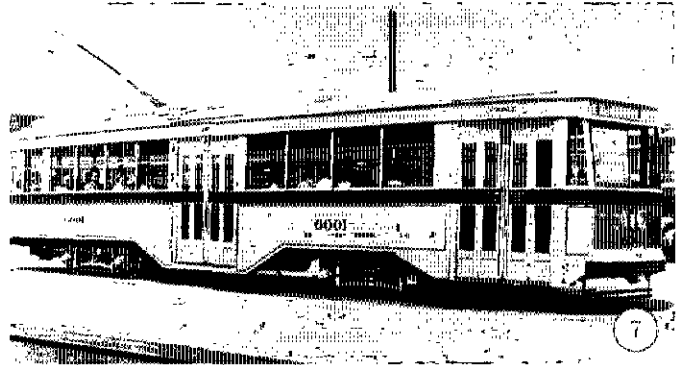
(Circa) 1920 – Baltimore's street railway system, now at its peak, boasts approximately 1,400 cars, 400 miles of track, 35 lines, and 5,000 employees.



1929 (November 9) – Baltimore's (and the country's) last Railway Post Office (R.P.O.) cars are retired. ⑥

Selected Milestones in Baltimore's Transit History

1930 (August 12) – The first of the 1930 Peter Witt cars enter service on the No. 16 Madison Avenue line. (7)



1933 (January 6) – The United is officially declared bankrupt.

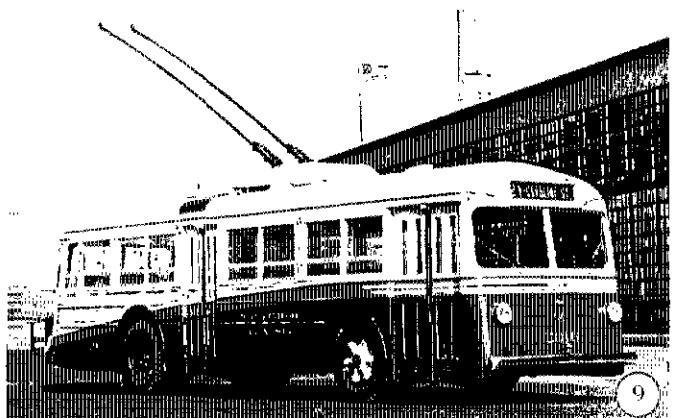
1935 (July 9) – The United emerges from receivership as The Baltimore Transit Company.

1936 (December 1) – Baltimore's first PCC cars enter service on the No. 31 Garrison Boulevard line. (8)



1938 (March 8) – "Modern" trackless trolleys commence service on the No. 21 Preston-Caroline Streets line. (9)

1944 (December) – The final 75 PCC cars are delivered, marking the last streetcars purchased by Baltimore. (10)



1945 – National City Lines gains control of Baltimore Transit.



1947 (June 22) – “Modernization,” or “M” Day sees the first wholesale conversion of rail to bus lines. Streetcar service on the Nos. 1 Gilmor Street, 11 Bedford Square, 17 St. Paul Street, and 29 Roland Park, is either totally or partially abandoned.

1959 (June 21) – The last trackless trolleys are retired from service. (11)



1963 (November 3) – After 104 years, street rail transit comes to an end in Baltimore, as the Nos. 8 Towson-Catonsville and 15 Belair Road-Walbrook Junction make their last runs. PCC car No. 7407, chartered by a group of local railfans, gains streetcar immortality as the last car to operate, pulling into Irvington carhouse at 6:34 a.m. (12)



1983 (November 21) – Rail transit, albeit mostly underground, returns to Baltimore with the opening of the Baltimore subway (Metro).

1992 (April 3) – After an absence of 29 years, street rail transit resumes in Baltimore, as the Central Light Rail Line commences limited service from Timonium to Camden Yards for Orioles baseball games. Formal ceremonies to open the line are conducted May 12, with regular service starting May 17.

All, BSM Collection

Thomas R. Buckingham

George F. Nixon

Baltimore Streetcar Museum

Andrew S. Blumberg



George F. Nixon

1906-1994

BSM Member No. 1

Of the hundreds of volunteers responsible for the birth and growth of the BSM, no one has played a more singular role than George Nixon. In the early 1950s, long before the founding of the museum, with no source of funding, no established contacts, an uninterested transit company, and time running out for the collection's survival, he personally took responsibility for the historic cars. In 1954, when George and a small group of fellow volunteers convinced the Maryland Historical Society to take over custodianship of the collection, the United's long-forgotten dream of a future museum was preserved. Much hard

work and more than a few anxious moments would occur before the first restored streetcar would run 16 years later. With George's vision, energy, and undeterred spirit leading the way, the dream became reality.

George was the first member of the BSM and was also curator emeritus, besides being an original board member and operator, motorman, and conductor. Among his many other volunteer duties and affiliations, he was the first member of the Baltimore Chapter of the National Railway Historical Society and the first member of the Baltimore Society of Model Engineers.

Born in West Baltimore, within two blocks of four streetcar routes, George took his first streetcar ride in 1913 with his mother on the No. 4 Edmonson Avenue line. It was the beginning of a love affair that would last another 81 years. Everyone whose life has been touched and enriched by the BSM, volunteer and visitor alike, owes him an everlasting debt of gratitude.



All, BSM Collection

A Streetcar City

Street rail transit dominated in Baltimore from the mid 1800s until the early 1950s. Boasting one of the country's largest street railway systems, the city also featured one of its most eclectic. Streetcars ran along busy downtown streets, of course, but also through beautiful suburban settings, along the Chesapeake Bay, to amusement parks and cemeteries, and into vast industrial sites, among other destinations. Equipment was a potpourri of ages, styles, and colors, with some hand-brake cars still in service in the 1930s and wooden semi-convertibles working alongside streamlined PCC cars well into the 1950s. Be it a particular type of car, line, or operating venue, the street railway enthusiast, it seemed, could find it in Baltimore. ■■

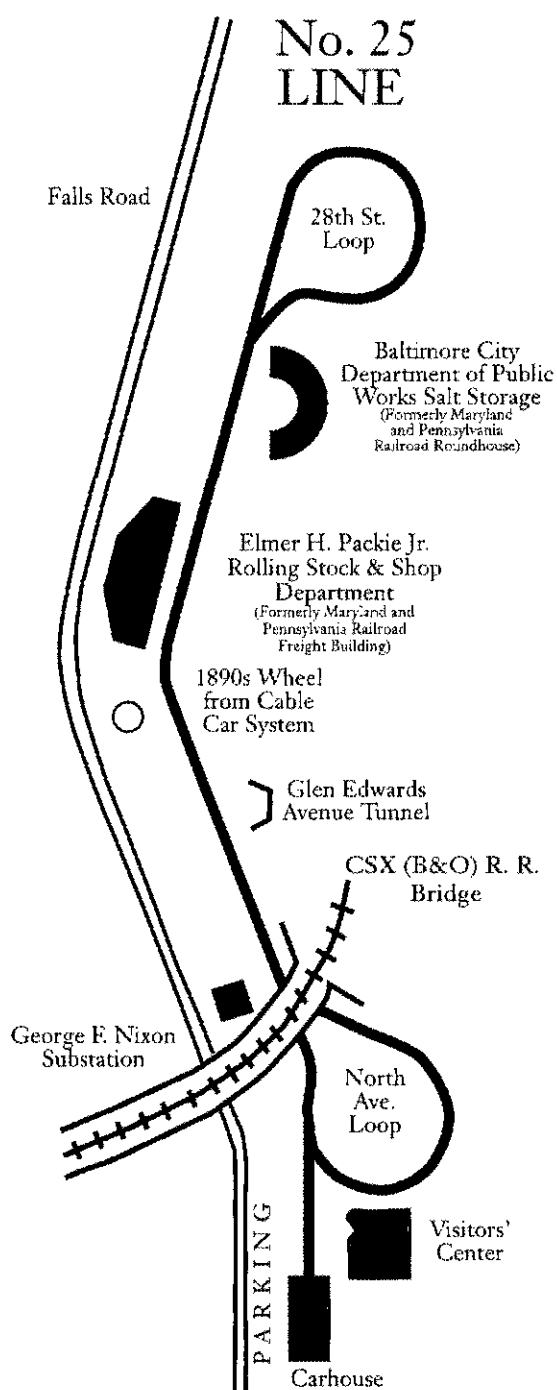
Top:
Inbound PCC on the Guilford Avenue Elevated, 1949.

Center:
Trackwork (but the streetcars kept running), Howard and Franklin Streets, 1914.

Bottom:
Before the malls—downtown shoppers at Lexington and Howard Streets, 1930. 1902 closed car still in service on the No. 10 Roland Park-Highlandtown line.

About the BSM

Baltimore Streetcar Museum



Serving the Public

The Baltimore Streetcar Museum, Inc. is an all-volunteer, non-profit organization dedicated to preserving and promoting the history of Baltimore's public transit, especially that of the street railway, through actual streetcar operations, exhibits, displays, tours, video and photographic presentations, and archival resources. The museum is a non-profit, educational organization as defined in the Internal Revenue Service Code under Section 501 (c)(3).

Schedule of Operations

The BSM is open every Sunday of the year (except Christmas and New Year's Day), and also on Saturdays from June through October. Normal hours of operations are noon until 5 p.m.

Admission

One admission fee entitles visitors to unlimited streetcar rides, plus access to the visitors' center and a carhouse tour.

Large Groups

The BSM welcomes special groups. Large groups planning to visit during regular operating hours should contact the museum at least two weeks in advance, so proper accommodations can be arranged.

Group Tours/School Tours

Museum rides and tours are available at other than regular operating hours by prior arrangement. Please provide at least three weeks' notice.

Museum Rental

The BSM is available to rent for birthday and company parties, weddings, receptions, meetings, etc. Contact the museum for complete details.

Special Events

The BSM hosts a number of special events throughout the year. Past activities have included:

- Antique auto shows
- Mother's, Father's, and Grandparents' Days (reduced admission)
- Museum birthday celebrations
- Summer open-air band concerts
- Santa's Tinsel Trolley

Contact the museum or visit the BSM Website for the latest schedule of events.

Consider a Museum Membership

Membership in the BSM is an ideal way to support museum operations and initiatives. Membership benefits include free admission to the museum during regular operating hours (outside of certain special events), a subscription to the BSM's newsletter *The Live Wire*, a discount in the museum's gift shop, and notices of members-only activities as well as museum special events. In addition, many streetcar and railroad museums around the country (and internationally) provide complementary rides and/or admission to BSM members, due to a reciprocal policy with the BSM.

When joining, why not consider becoming an active member — the museum welcomes additional volunteers in every facet of its operations, from car operation, restoration and maintenance, track and overhead line work, to displays, gift shop, and publicity efforts. Contact the BSM for a membership application and additional information. ■■

Other Publications of Interest

The following publications are recommended for additional information. Most are available through the museum gift shop.

Cox, Harold E. *Early Electric Cars of Baltimore*. Forty Fort, Pennsylvania: Harold E. Cox, 1979.

Cox, Harold E.; Nixon, George F.; Sachs, Bernard J. *Baltimore Streetcars 1905–1963: The Semi-Convertible Era*. Baltimore: The Baltimore Streetcar Museum, Inc., 1982.

Ditman, David B. *Mail Delivery by Trolley: The Story of Baltimore's Railway Post Office Streetcars*. Baltimore: The Baltimore Streetcar Museum, Inc., 1979.

Farrell, Michael R. *The History of Baltimore's Streetcars*. Sykesville, Maryland: Greenberg Publishing Company, Inc., 1992.

Harwood, Herbert H., Jr. *Baltimore and Its Streetcars*. New York: Quadrant Press, Inc., 1984.

Harwood, Herbert H., Jr. *Baltimore's Light Rail Then and Now*. New York: Quadrant Press, Inc., 1995.

Hutzler, Richard H. *Streetcars of Baltimore — Some Drawings by Charles F. Buschman*. Baltimore: R. H. Hutzler, 1994.

About the BSM

Baltimore Streetcar Museum

Other Publications of Interest (cont.)

Morse, Kenneth. *Baltimore Streetcar Routes*. Baltimore: The Baltimore Streetcar Museum, Inc., 1996.

Mueller, Kevin A. *The Best Way to Go — The History of the Baltimore Transit Company*. Baltimore: FATA, Inc., 1997.

Wirtz, Paul W. *Baltimore and Streetcars 1926*. Baltimore: The Baltimore Streetcar Museum, Inc., 1988.

This guidebook is made possible in part through sponsorship of the Baltimore County Executive, County Council, and the Commission on Arts and Sciences.

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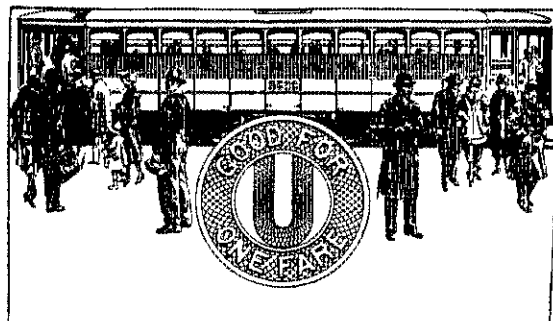
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410-298-5034

Internet:

www.baltimoremd.com/streetcar/



RIDE THE CARS

When it comes to getting about town your car check will buy more transportation than your dollars.

You do not have to buy the street car. You do not have to rent a garage for it. You do not have to carry insurance. You do not have to supply its power. You do not have to keep the tires pumped up. You do not have to drive it. You do not have to park it.

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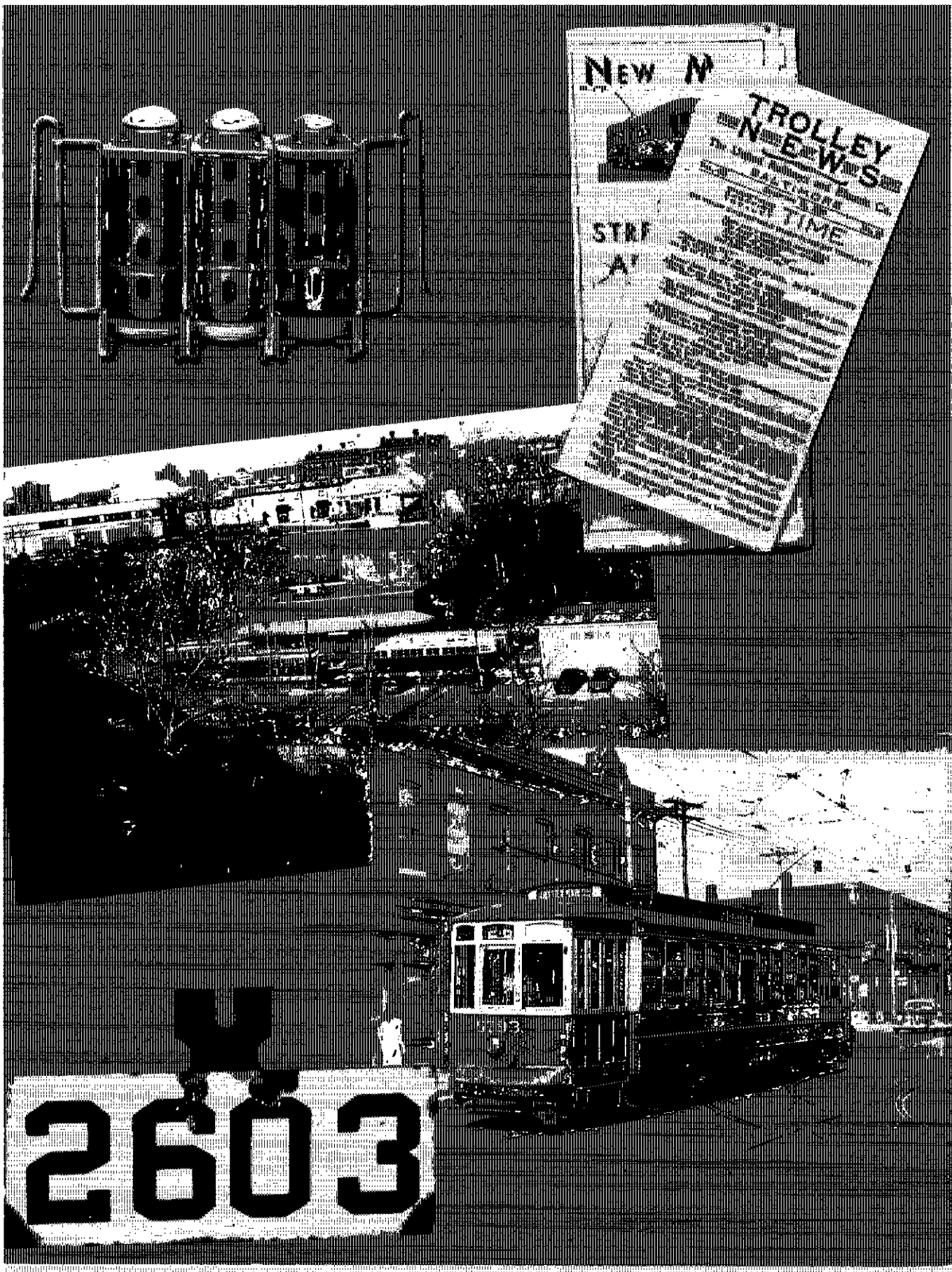
Ride the Cars



(Ad reproduced from *Baltimore and Streetcars 1926*.)



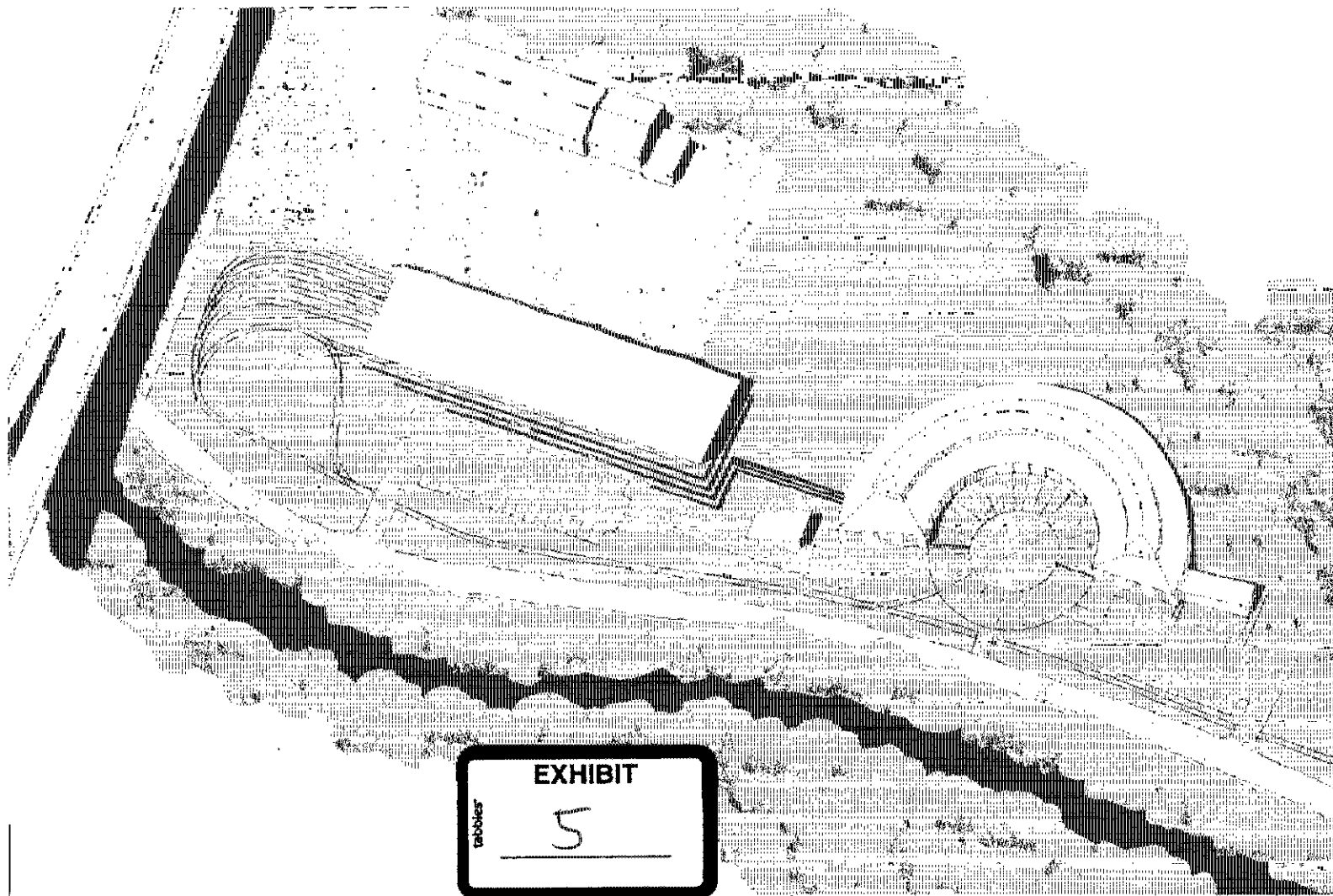
Both, Andrew S. Blumberg



Masterplan Summary for the Baltimore Streetcar Museum

Ziger/Snead

June 2004



Masterplan Summary and Background

- The Baltimore Streetcar Museum maintains a truly unique collection of historical Baltimore Streetcars. The collection began in the 1920s when the United Railways and Electric Company of Baltimore began to set aside representative cars for a future permanent museum. This museum came to fruition in 1966 when it acquired "a site along the old Maryland and Pennsylvania Railroad right of way paralleling Falls Road." In 1968 a modern car barn was constructed, the old Maryland and Pennsylvania freight building was converted to a shop, and the first ¼ mile of unique 5 feet 4 ½ inch wide track was laid. The visitor center modernized the museum further in 1978 providing features such as an auditorium, gift shop, and archival facilities.

- Located in the Jones Falls Watershed, within the 100 year floodplain, the museum has experienced two major floods in its history. Tropical Storm Agnes in 1972 and Tropical Storm David in 1979 both caused flooding on the site, the latter catastrophic. During David, flood waters were recorded four feet deep in the museum and car barn causing damages totaling nearly \$250,000 and forcing the museum to close for ten months. The Flood Abatement Cost Estimate completed by the Museum in December 2003 estimates the current total value of the Museum's buildings and historic car collection at over \$5.5 million dollars. The cars alone total \$5 million. The electric cars are an irreplaceable part of Baltimore history that must be preserved.

- With this history as reference, Ziger/Snead Architects, together with civil engineers KCI Technologies, Inc. were tasked with developing a masterplan to remove the historic streetcar collection and museum out of the danger of the floodplain while utilizing the existing infrastructure and history of the Jones Falls Valley. The team's first step was an investigation by KCI into existing site conditions and the various floodplain issues. In summary, their report analyzed the existing conditions of the museum in relation to the floodplain and assembled documentation of historical flood events. Based on this information, KCI made a number of recommendations for flood damage reduction including validation of the long range goal of moving the museum ½ mile to the old Maryland and Pennsylvania Roundhouse currently occupied by the Baltimore City Department of Transportation. The city has expressed interest in relocating from this facility if an appropriate alternate site is available.



Roundhouse, Maloney/Hoover Collection, 1940s

Roundhouse, August 2003



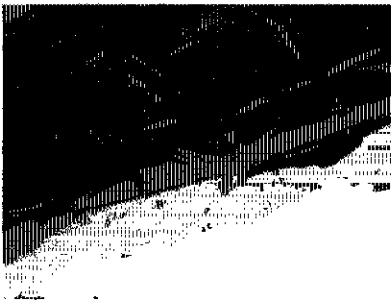
Roundhouse, August 2003



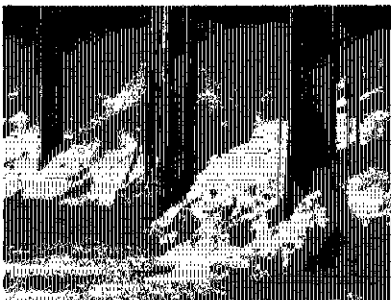
Roundhouse. Looking Out to MPA 41 on the Turntable. 1940



Carbarn Site, Looking Toward Roundhouse



Roundhouse with Salt, August 2003



Roundhouse with Salt, August 2003

Together with volunteer leaders of the Museum, it was decided to study the possibility of moving to the Roundhouse location. This study included the following work:

- Analysis of the Jones Falls floodplain at the Roundhouse site by KCI Technologies .
- Study of the Museum's "Summary of Programmatic Requirements for a New or Adaptive Reuse Facility" (Appendix A) in relation to the Roundhouse building and site.
- Initial meetings and review with city officials in the Department of Transportation, Department of Planning, and the Department of Recreation and Parks. A site meeting was also held with representatives of the Maryland Department of the Environment.
- Facilitation of grant opportunities for moving the Museum.

On the basis of the above analysis, a phased masterplan has been developed to move both the streetcar collection and the museum's contents to the Roundhouse site. In-depth engineering studies and governmental approvals will be required as outlined in the KCI Technologies report prior to any work. The masterplan includes the following phases:

Phase 1

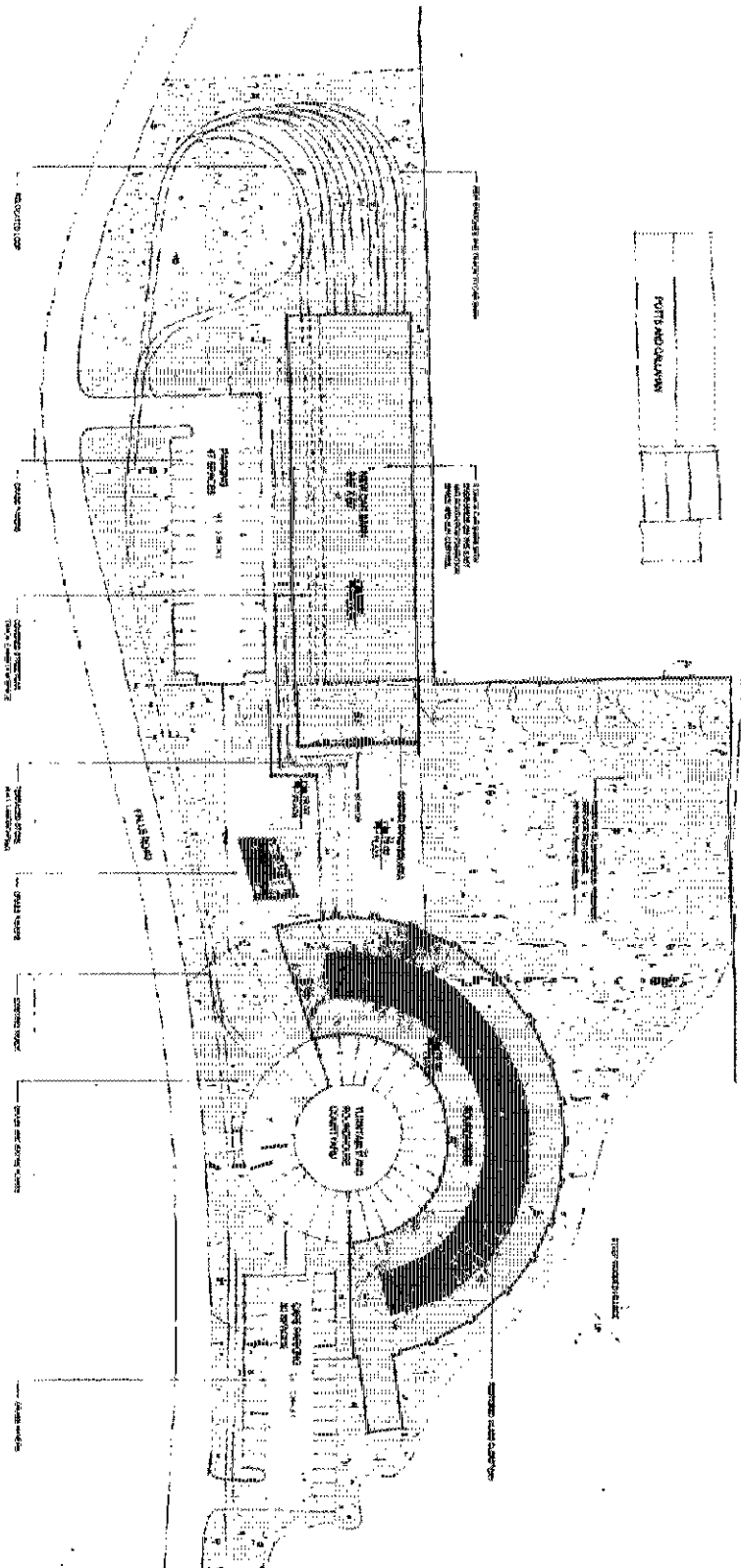
- Acquire a portion of the Department of Transportation Roundhouse site for the construction of a new sprinklered carbarn raised above the 100 year floodplain. Reroute the existing northern track loop to access this barn.

Phase 2

- Acquire the full Roundhouse site, including the Roundhouse building, and undertake the substantial renovation required to restore the building to its original design and subsequently accommodate the Streetcar Museum: an archive and library, streetcar exhibition space, and a leasable cafe space. This renovation requires the floor level to be raised approximately 3'-0" to remove the contents from the 100 year flood plain.
- Move the existing substation to the pump house west of the Roundhouse.
- Acquire a turntable (possibly from the old Maryland and Pennsylvania site in York, PA), to be installed at the Roundhouse, returning the building to the original design intent.
- Construct two separate parking lots, surfaced with grass pavers, to accommodate approximately 77 cars off street.
- Construct a carbarn plaza between the new carbarn and Roundhouse and build a sloping courtyard around the new turntable providing access to the raised interior floor level.

ZIGER/SNEAD

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410.524.1100
www.ziger-snead.com



Baltimore Streetcar Museum

Baltimore, MD

Schematic Masterplan
19 September 2003

1. **Figure 1: Overview of the System Architecture**
 The diagram illustrates the system architecture, showing the interaction between the User, the System, and the Database. The User interacts with the System, which in turn interacts with the Database. The System is composed of several modules, including the User Interface, the Business Logic, and the Data Access Layer. The Database is a relational database that stores the data used by the system.



Schematic Roundhouse Layout

15 September 2003

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Status: MERGED

Good Standing: Unknown**Business Code:** Ordinary Business - StockDate of Formation or
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State of Formation:

Stock/Nonstock: Stock

Close/Not Close: Unknown

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