

ANOTHER 50YR MILESTONE . . .

CTCo27/DCTS 766 – FIRST DAY IN SERVICE AT NCTM, AUGUST 16, 1970

Washington's dependence on street cars grew with the growth of the city and its importance as the capital of a growing country. The first street cars were horse-drawn wagons on rails* (1862) followed by wagons of similar size that were moved by cables underground or electric motors. (Most of the roads and streets were dirt; a few were cobblestone.) As the city continued to grow, these cars would often be connected into a two-car train. A number of events pushed the development and acceptance of larger street cars with two sets of wheels and motors (trucks) and the larger streetcar companies invested in these larger cars.



During World War I, Washington grew even larger with the number of people needed in the government to manage not only civil but defense-related activities and the civil population needed to support the everyday needs of a growing city. Between 1909 and 1919 the Capital Traction Company bought more than 300 of "double truck" street cars, sometimes a few at a time, at other times, 20 or more. There were a number of companies that made street cars, so those in one batch may have differed from those in a similar batch from another company.

CTCo 27 was part of an order for 20 cars from Kuhlman in 1918. A similar order from Brill, delivered in 1919, was the last order from CTCo. Most of these last cars from these orders remained in service until 1952, leaving CTCo 27/DCTS766 as the sole survivor. It was often used at D.C. special events as a reminder of the olden days. On March 11, 1970, several NCTM members helped move four streetcars, donated by Mr. O. Roy Chalk, to the new museum out in Colesville. 766 was one of those cars. CTCo 27/DCTS766 is now in our

shop in the final stages of rebuilding to an earlier period as CTCo27.

More details about the CTCo 27/DCTS766 are available on our website at <https://dctrolley.org/CTCo27.html>.

*While a few streets in Washington might have been covered with cobblestone in 1862, the rest of the roads and streets in the 1860's were dirt. Not only are dirt roads dusty, but they turn into mud in rain or melting snow. This is one reason why iron rails were such a wonderful transportation invention. The first asphalt covered street in Washington was Pennsylvania Avenue in 1870. By the beginning of the 20th century, asphalt was replacing dirt on the major streets in many cities.

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NCTM 766 Dedication - August 1970			
Name	Picture Number	Badge in Photo	Confirmed
Mills Dean	1	1	Yes
	2		Visitor?
Larry Gaul	3	No hat	Yes
Jim Fisk	4	33	Yes
Sharon Flack	5	No hat	Yes
	6	30	
Richard Pearlman	7	29	Yes
Edna P. Cook	8	Visitor	Yes
Avis Birely	9	Visitor	Yes
	10		Visitor
	11	No hat	Visitor?
Harry Dodge	12	No hat	Yes
Charlie Wilding	13	No hat	Yes
David Guillaudeu	14	21	Yes
Bruce Ricker	15	10	Yes
Bob Flack	16	Foreign	Yes
Garey Browne	17	25	Yes
Bob Morrisson	18	7	Yes
Josh Lepman	19	18	Yes
John Gaul	20	Foreign	Yes
Vince Wilding	21	39	Yes
Bob Rench	22	Foreign	Yes
Gil Stimson	23		Yes
Mike Lawson	24	45?	Yes
Vernon Winn	25	38	Yes
Milton Smith	26	None	Yes

We have been able to identify a number of these celebrants from the images above. Can you identify any of the others?

Special thanks to *Wesley Paulson, Bob Morrisson, John Novack, John Gaul, Larry Gaul, Larry Glick, Carol Petzold, Bob Rench, Vernon Winn* and others who made these identifications and created and maintained the list.

10/06/2020-

Note: David Guillaudeu has identified himself as Badge #21 (circle #14 in the photo).