

Washington's Trolley System
The Forces That Shaped It, The Benefits
That Were Created And The Elements That
Caused It's Demise

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Presented By

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This presentation would not have been possible without Peter C. Kohler, Georgetown resident and former vice president of the National Capitol Trolley Museum in Colesville, Maryland, who sparked my interest in this subject. Peter's book, "*Capital Transit, Washington's Street Cars, The Final Era: 1933 – 1962*", provided the history of the underground conduit system in Georgetown and the City of Washington. We also obtained information from the excellent book by LeRoy O. King, Jr. author of: "*100 Years of Capital Traction, The Story of Streetcars in the Nation's Capital*" as well as a well documented article on streetcars in Washington, DC from Wikipedia. We acknowledge Jerry McCoy, Archivist/Librarian, currently at the Washingtonian Division of the Martin Luther King, Jr. Memorial Branch of the DC Public Library, and, Richard de Hinds, Counsel to the Citizens Association of Georgetown's and former president, for information on the Congressional input to the City of Washington.

The amount of information available from these sources would allow a presentation lasting for hours, not 20 minutes, but we did what we could to distill what we thought was interesting to us and, hopefully, to you.

INTRODUCTION

The history of the streetcar system in Washington is a saga that could have happened only in this city with its unique combination of Congressional oversight and intervention, civic pride and citizen activism, American entrepreneurial spirit, and technological innovation. It inter-mixes public, private, government, financial, and industry elements with a seasoning of war, greed and labor strife to ensure that the Washington, DC electric powered streetcar system was truly one of a kind. Due to these influences, it started later and lasted longer than any other. It was also a technological marvel of the time that was developed here and later exported to London.



Pennsylvania Avenue looking toward the Capitol, 1860

Some historical background is necessary to help understand how Congress, the major influence on the development of streetcars in Washington, became involved in shaping the DC streetcar system. We must also understand what was meant by the City of Washington at the turn of the 20th Century as this is the stage on which this saga is played. The other major influence on our streetcar system was that of powerful citizens determined to ensure that a beautiful world capital of broad and beautiful avenues would develop here.

THE CITY OF WASHINGTON – THE STAGE

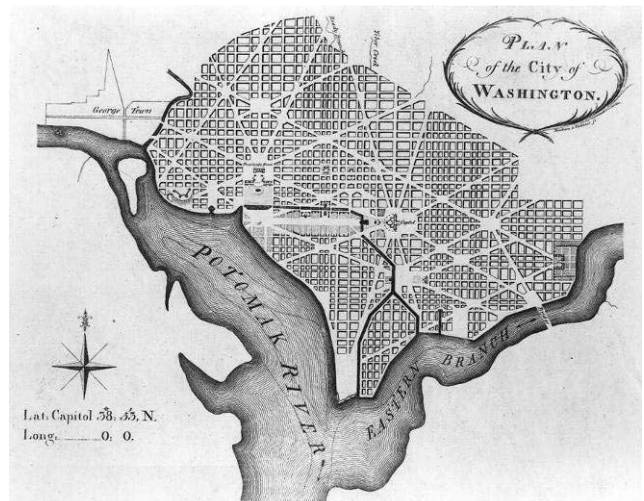
On July 16, 1790, Congress provided for a new permanent capital to be located on the Potomac River, the exact area to be selected by President Washington. Its initial shape was a square, measuring 10 miles on each side, totaling 100 square miles. The new "federal city" was constructed on the north bank of the Potomac, to the east of the established settlement at Georgetown, bounded by the Potomac River and Rock Creek on the west, Boundary Street (now Florida Avenue) on the north and the Anacostia River on the east. On September 9, 1791, the federal city was named in honor of George Washington and the district was named the Territory of Columbia, Columbia being a poetic name for the United States in use at that time. Remember the song "Columbia, gem of the ocean"?

On February 27, 1801, Congress incorporated the District of Columbia and placed the entire federal territory, including the new City of Washington and the preexisting cities of Alexandria (1749) and Georgetown (1751) under the exclusive control of Congress. The unincorporated territory within the District was organized into two counties: the County of Washington on the north bank of the Potomac, and the County of Alexandria on the south bank.

By an act of Congress on July 9, 1846, and with the approval of the Virginia General Assembly, the area south of the Potomac, 31 square miles, was returned, or "retroceded," to Virginia effective in 1847.

By 1870, the District's population had grown to nearly 132,000. Despite the city's growth, Washington still had dirt roads and lacked basic sanitation; the situation was so bad that some members of Congress proposed moving the capital elsewhere. Again, Congress, on February 21, 1871, intervened to establish a territorial form of government for the entire federal territory. This Act revoked the charters of the cities of Washington and Georgetown, transferring all legal municipal functions to the District of Columbia. Congress further decreed: "that portion of said District included within the present limits of the city of Washington shall continue to be known as the city of Washington" with the same language for the city of Georgetown. (41st Congress Session III, Chapter 62, p. 419)

In this same Act, Congress also appointed a Board of Public Works charged with modernizing the city. In 1873, President Grant appointed the board's most influential member, Alexander "Boss" Shepherd, to the new post of governor. That year, Shepherd spent \$20 million on public works (\$357 million in 2007 dollars), which modernized Washington's infrastructure, but also bankrupted the city. In 1874, Congress abolished Shepherd's office in favor of direct rule.



L'Enfant's plan for Washington, D.C., as revised by Andrew Ellicott. 1792

On February 11, 1895, Congress ended Georgetown's status as a separately named city, with its population of approximately 15,000, by merging it with the City of Washington, and "directed to cause the nomenclature of the streets and avenues of Georgetown to conform to those of Washington so far as practicable" (28 Stats 650). Once again, Congress had sole control over the shaping of Washington allowing it to charter and "guide" the paths of the emerging streetcars companies.

THE BIRTH OF MASS TRANSIT

As the population of the city slowly increased and buildings began to connect Georgetown and the City of Washington, the need for public transportation between the two population and commerce centers developed. Residents were now living farther from their places of work and shopping also creating a need for mass transportation within the area. In May 1800, two-horse stage coaches began running twice daily from Bridge and High Streets NW (now Wisconsin Avenue and M Street NW) in Georgetown by way of M Street NW and Pennsylvania Avenue NW/SE to William Tunnicliff's Tavern at the site now occupied by the Supreme Court Building. Service ended soon after it began. This is the route followed today by the DC Circulator Bus, then as now, it is the most heavily traveled route in the city.

It wasn't until the spring of 1830 that mass transit was again attempted when Gilbert Vanderwerken's Omnibuses, horse-drawn wagons, connected Georgetown to the Navy Yard and later extended down 11th Street SE to the waterfront and up 7th Street NW to L Street NW. Competitors soon added more new lines, but by 1854, all omnibuses had come under the control of two companies, "The Union Line" and "The Citizen's Line." In 1860, these two merged under the control of Vanderwerken and continued to operate until they were run out of business by the next new technology: horse drawn streetcars.

Streetcars began operation in New York City along the Bowery in 1832, but the technology did not really become popular until 1852, when Alphonse Loubat invented a side-bearing rail that could be laid flush with the street surface, allowing the first horse-drawn streetcar lines. This new technology was introduced to Washington with the incorporation of the Washington and Georgetown Railroad Company on May 17, 1862, the first local streetcar company.



In 1852 Alphonse Loubat invented a side-bearing rail that could be laid flush with the street surface, allowing the first horse-drawn streetcar line.

WASHINGTON STREETCAR SYSTEMS IN 1900

ORIGINALLY CHARTERED AS HORSE DRAWN COPANIES

- Washington and Georgetown Railroad Company 1862
- Metropolitan Railroad Company 1864
- Metropolitan later acquired three competitors:
 - Union Railroad 1872 - 1872
 - Boundary and Silver Spring Railway Company 1872 - 1873
 - Connecticut and Park Railway 1868 -1874
- Columbia Railway Company 1872
- Anacostia and Potomac River Railroad Company 1870
- Capitol, North O Street and South Washington Railway Company 1875 (Renamed Belt Railway 1893)
- Eckington and Soldiers' Home Railway Company of the District of Columbia (1888)
- Rock Creek Railway (1888) (to Connecticut Avenue to Chevy Chase)
- Brightwood Railway Company of the District of Columbia (1888)

CHARTERED AS ELECTRIC STREETCAR COMPANIES

Georgetown and Tenallytown Railway Company of the District of Columbia (1888)
(Wisconsin Avenue to Bethesda)

Washington and Great Falls Electric Railway Company (1892)
(Along Canal Road to Cabin John)

Maryland and Washington Railway (1892)
(Rhode Island Avenue, NE to what is now Mount Rainer)

Capital Railway Company (1895) (First to Operate in Anacostia)

Baltimore and Washington Transit Company (1894) (Laurel Street NW into Maryland)
(Name Changed to Washington and Maryland Railway Company 1914)

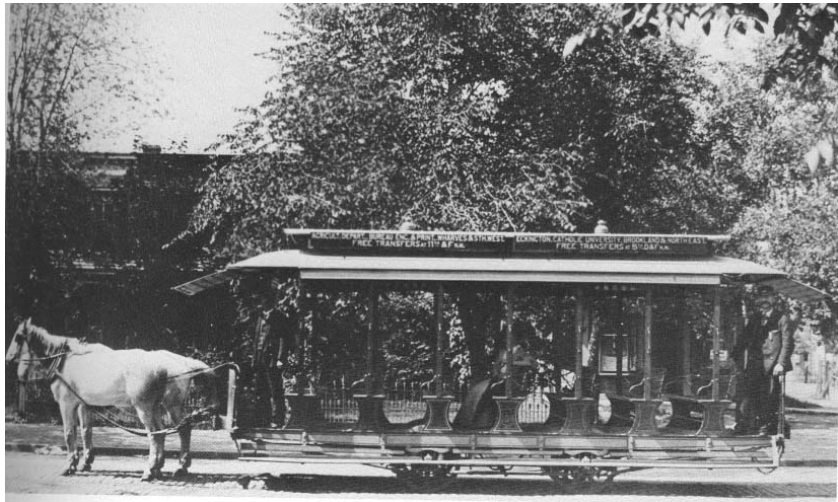
Washington and Rockville Company (1897) (Wisconsin Avenue to Rockville)

East Washington Heights Traction Railroad Company (1898)
(17th and Pennsylvania Avenue SE to 33rd Street, SE)

Washington Traction and Electric Company (1899)

Washington, Spa Spring and Gretta Railroad Company (1905 in MD, DC in 1907)
(The last new streetcar company, originally chartered in Maryland, it was authorized to enter the District in 1907)

America entrepreneurial spirit then kicked in and by 1900, twelve horse drawn street car companies were chartered by Congress in Washington, later reduced to nine by acquisition. Streetcars are an obvious answer to the problem of moving many passengers in a relatively small amount of roadway. A man on a horse requires approximately 15 linear feet of roadway. Two horses abreast require about the same amount of roadway to move two passengers.

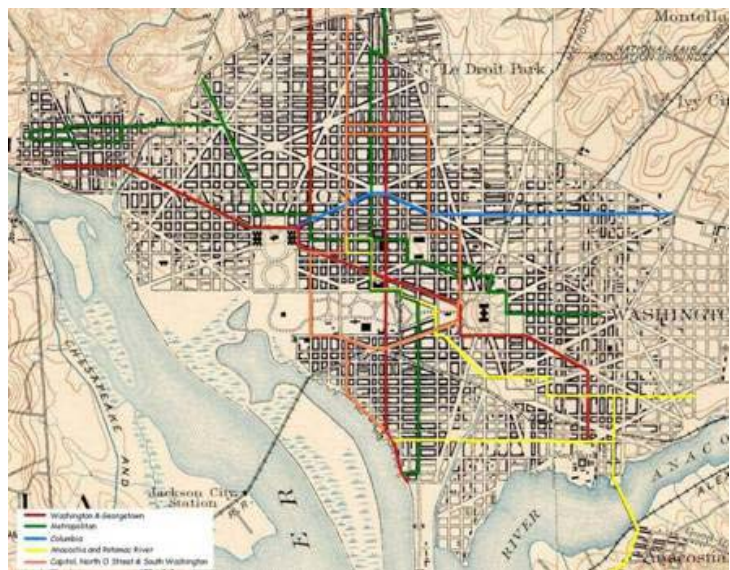


East Capitol near 10th St, 1890

A horse drawn streetcar can move approximately 20 passengers in about the same space as six horses. In the crowded streets of Washington the streetcar became very popular with people working and shopping. This also helped save time. Six horses crossing an intersection with six people takes the same time as one wagon with 20 people. The citizens suddenly didn't need to have a place to leave their horse, feed it and they could traverse the rough and muddy streets in the relative comfort of a wagon riding on smooth steel rails.

This still holds true today when comparing trains and automobiles instead of horses. A streetcar can carry approximately 50 people and requires approximately 75 feet of linear roadway, the same amount as three autos spaced at 25 feet apart. With four people in an auto, you are moving 12 people in the same linear space as 50 people on a streetcar. A 600 foot Metro train can move 1,200 people compared to 96 people using cars 25 feet apart with four people per car. These numbers demonstrate the huge efficiency that is created using mass transit over individual autos, both on or off the roadway system.

Horses were not the best source of motive power for streetcars. They required large amounts of feed and water as well as shelter. They produced large amounts of unhealthy waste on the roads and were difficult to dispose. They were also slow and could not easily haul their loads up Washington's hills. During this period, other power sources were tried. With the exception of electric motors, all others were failures.



Map of Washington Streetcar System at the end of the Horse Drawn era in 1888

Steam motor cars were experimented with by the Washington and Georgetown Railroad Company in the 1870's. In 1888, the Eckington and Soldier's Home Railway experimented with batteries and later with compressed air motors. Both experiments failed. The Capital Railway Company experimented with magnets in boxes to relay power instead of connecting to overhead or underground electric lines; it too was a failure. The Washington and Georgetown switched to underground cable to move their streetcars in 1890.



Columbia Car Barn, Columbia Railway Company. Started as the Trinidad Cable Car Barn, Fifteenth Street NE & Benning Road NE. Built in 1895 and Later Converted to Electricity

The Columbia Railway Company also installed a cable system, the last built in the US. Operations began in March of 1895. While successful (think San Francisco), the power source was soon overtaken by electricity and a new method for connecting streetcar motors to it. Columbia ran the last cable car in Washington on July 23, 1899.

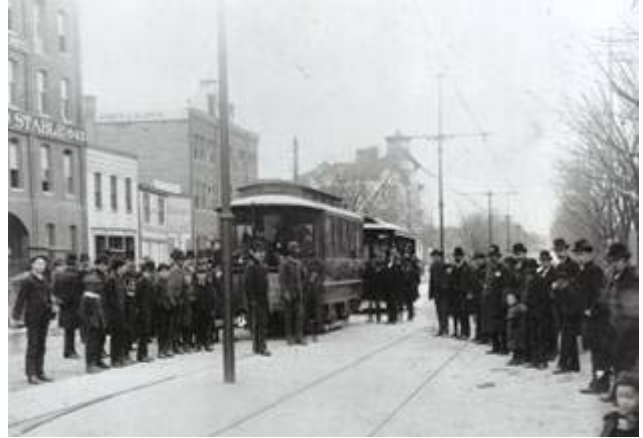
The first practical application of electric motors to power streetcars was developed by Frank Sprague, a former US Navy Officer working for Thomas Edison. On February 2, 1888, in Richmond, Virginia, his invention pioneered the first streetcar system powered by electric motors. His system used overhead conductor wires hung below support wires strung between poles installed on either side of the roadway. The current produced by large steam powered generators was conducted to the electric motor in the streetcar by a long pole on the roof of the streetcar. This "trolley" pole then became the common name for electric powered streetcars. This invention spawned electric powered streetcars in Washington, New York, London and many other cities around the world. Streetcars using this method of propulsion are still in use in many cities today.

May 1900 saw last horse drawn streetcar to operate in the District. By this time, the electric motor was determined to be the superior source of motive power for streetcars. How to connect this new power source to the on board motors is truly a Washington story!

With progress from horses to electric motors came problems. Then as now, aesthetics assumed an importance in Washington, as it developed into the modern, planned international capital that it is today. Although electricity, the telephone, telegraph and trolley cars changed our cities, they also brought on a blight of poles and wires. From this arose the "City Beautiful" movement of broad avenues, "magnificent distances" and no wires. It was a grand concept that had practical

consequences: Washington was still running horse cars and cable cars long after other cities with less aesthetic sensibilities had modern electric cars.

The champion of advocating the elimination of overhead wires was Washington's newspaper of record, *The Evening Star*, through its editor, Theodore W. Noyes. True to its conception of a Grand National city, equipped with the best of everything, *The Star* jealously watched all advances by trolley interests toward this field. It conceived a higher ideal for the capital than a city crisscrossed by useless duplicate tracks and disfigured by ugly standards carrying a network of wires of multiple providers. Noyes believed that rapid transit might be achieved without paying such a price.



ELECTRIC STREETCARS IN THE CITY OF WASHINGTON

In the summer of 1888, Star editor Noyes was traveling in Europe and cabled back glowing accounts of the marvels of the recently installed underground conduit system in Budapest, Austro-Hungary which, he asserted, manifested a practical alternate to overhead wires.



Part of the Capital Traction Company. The Seventh and Boundary to Arsenal Line

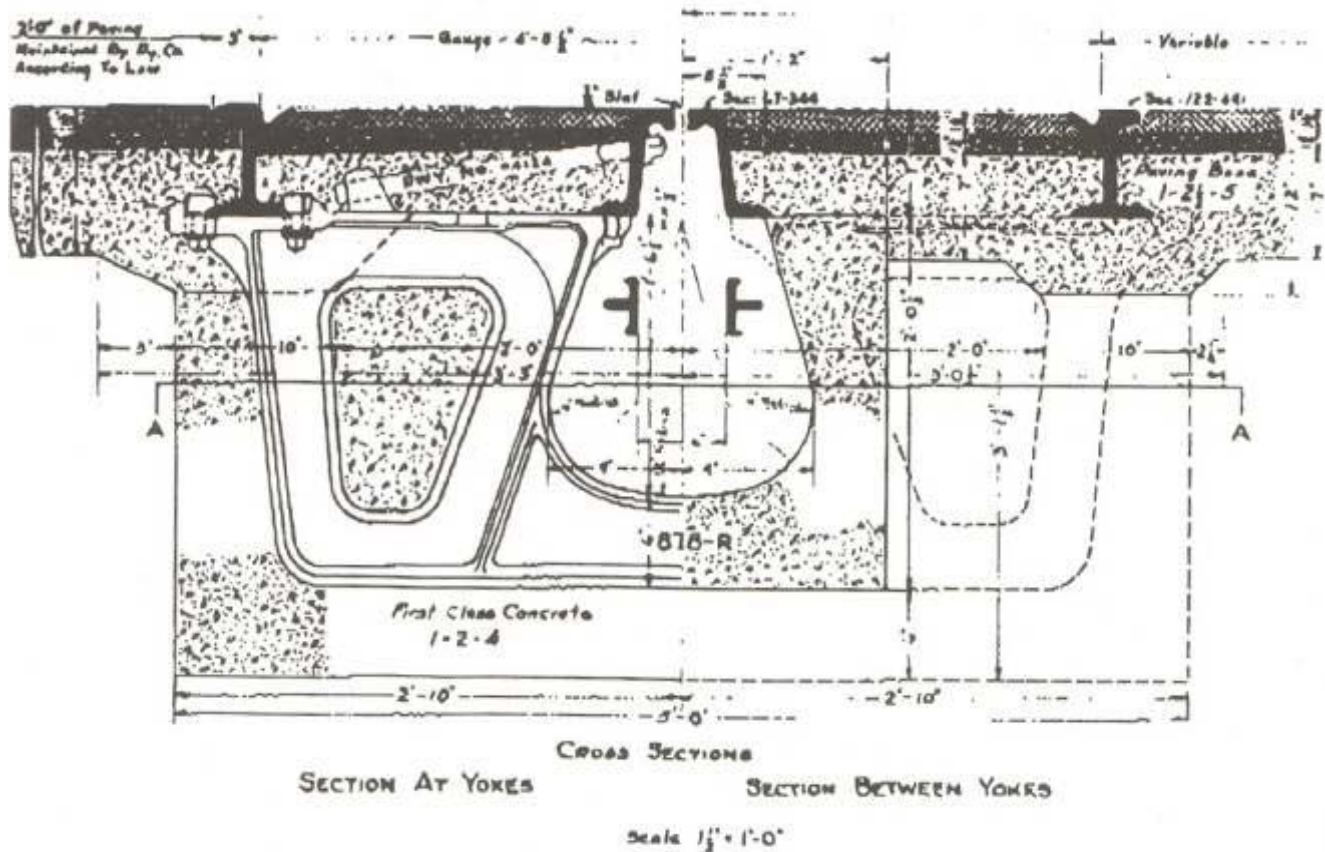
Hounded by *The Evening Star*, the Congress enthusiastically joined forces with the anti-overhead wire lobby and promulgated an Act on 2 March 1889 stipulating that every street railroad chartered in the Cities of Georgetown and Washington was to replace horses with some form of mechanical propulsion that would not require overhead wires (25 Stat. 795).

This triumph of aesthetic over practical was short-lived. The anti-wire law resulted in a torrent of proposals, schemes and experiments to devise a practical method of an underground current collection system. The system eventually adopted for Washington, modeled after the Siemens and Halske underground conduit system installation in Budapest, began operations by The Metropolitan Railroad in March 1896.

The Washington system improved on the original in many aspects and was the largest to date. All of the major lines in the City were converted to conduit by 1899. Cable car operations ended on May 24, 1898, but it wasn't until May 26 1900 that the last horse car operated on the Le Droit Park-Wharves line.

By the early twenties, the period of greatest track mileage operated by the Washington companies, there was approximately 115 miles of conduit track in the City compared to 126

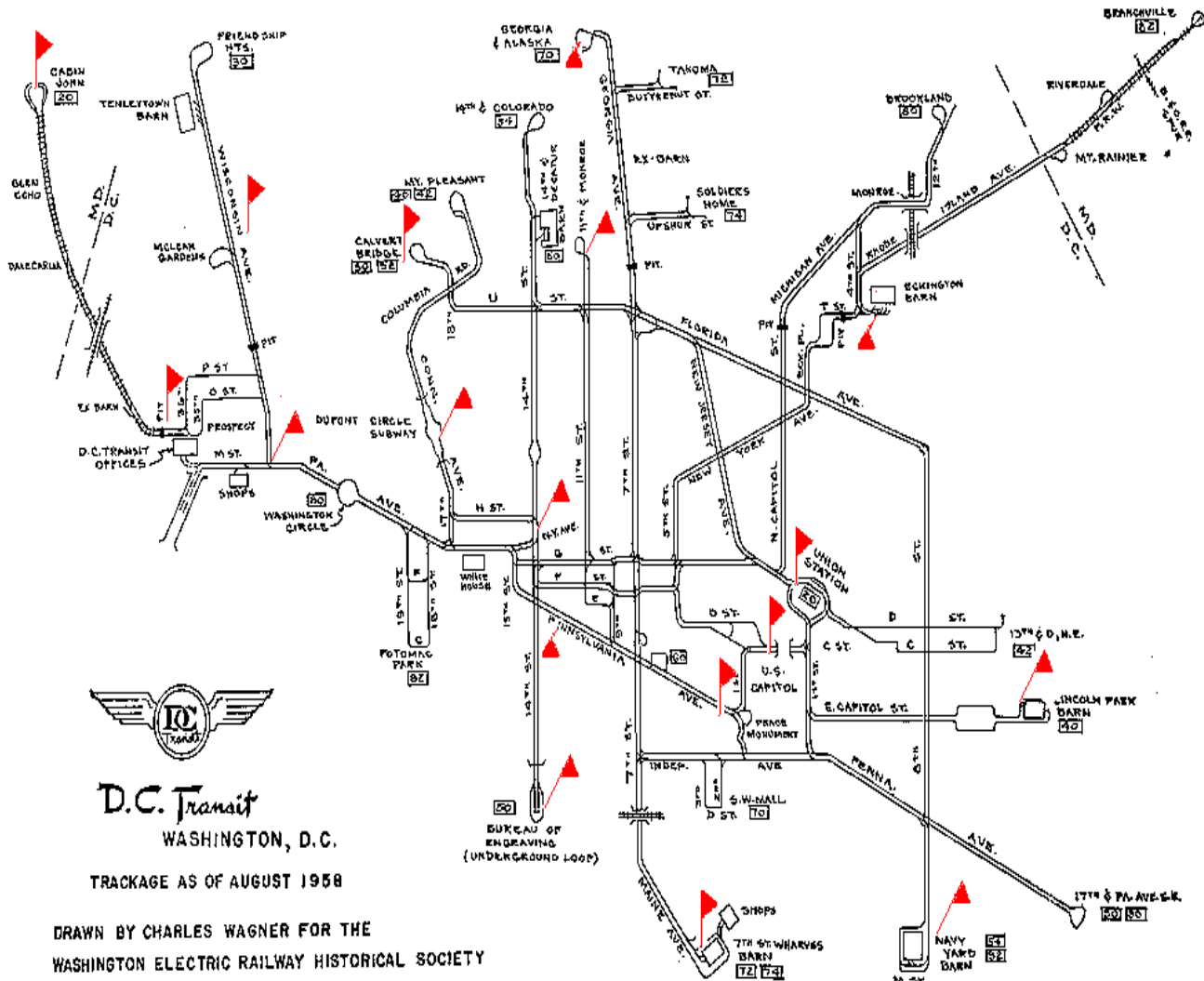
miles in London, the last city in the world to adopt conduit starting in 1903. Washington engineers helped to install the system in the British Capital, cementing America's place in the international annals of technological innovation.



The conduit system was very much like the cable car track already installed on some streetcar lines in Washington that was simply adapted to electric power. Instead of a moving wire under the center "slot", two parallel conductor bars carrying 600 volts dc were installed. A collector, called a "plow", suspended from beneath the streetcar into the slot, made contact and supplied the "juice" to the motors. All of this required substantial and expensive construction involving a three-foot-deep ditch, heavy cast iron "yokes" which supported the running rail and had a cut-out for the conductor bars, a drainage system and inspection hatches on the street surface. All these parts were supported in a continuous six foot wide concrete box built to withstand constant use by 3-ton street cars.

Operationally, conduit was amazingly efficient but it did have its own problems. Street cars had to "coast" over switches where two lines intersected and could get stuck in the "dead" spot where the underground conductor bars were interrupted. Routes with both the conduit and

conventional overhead wire systems had what were known as “plow pits” where the plow or current collection device had to be removed from under the car via a pit in the middle of the track. The electric jumper wires were then connected to the overhead wire via the trolley. One pit still exists under the pavement of the Georgetown University parking lot just west of 37th and Prospect Streets.



The biggest factor with conduit was construction costs were some three times more than regular track. This impacted constructing new lines to meet the need of a changing city. Semiannual cleaning of the drainage system to prevent flooding of the slot cavity of the system, constantly rebuilding plows and maintaining conduit, rails and rolling stock all contributed to the demise of the system in the 1950s and early 1960s when transit use declined, as did the city's population.



Although high maintenance cost was one of the contributing factors leading to conversion to buses, it resulted in an extremely high level of maintenance until after WWII.

Beyond the technical marvel and aesthetic qualities of conduit track, it helped uniquely define the Washington streetcar experience. Only New York and London had the system and by 1952, Washington was the last. Any old-time Washingtonian remembers the “plow pits” and the changeover from conduit to overhead wire. They also remember the fleet of bristle-broomed snow sweeper cars that cleared the snow off the tracks... corrosive salt was banned on streets with conduit as it shorted out the conductor bars. They most of all remember the fleet of beautifully maintained “electric blue and gray” streamlined street cars that composed the most modern urban transit in the country at the time. Here was transit that was visually pleasing and environmentally friendly.

Georgetown was the nexus of the street car system. The majestic brick car house on M Street at the foot of Key Bridge was first conceived as a Union Station for the myriad carlines coming into the city from Virginia (Leesburg) and Maryland (Rockville and Cabin John) and later became the headquarters for the Capital Traction Co, later Capital Transit (1933-1956) and finally D.C. Transit. At the foot of Wisconsin Avenue and K Streets stood, until 1968, the epic powerhouse that generated the “juice” for the cars. Where the Georgetown Park Mall and where the Q Street apartments next to Rock Creek now stand, there were major maintenance depots where the cars were painted and repaired. Georgetown was only briefly a port of any consequence in colonial times; it was the streetcar hub far longer.



The Car Barn, Georgetown and DC Transit Headquarters



Transit Power Plant Built in 1910, Shut Down in 1935 and Demolished in 1968, Georgetown Waterfront

CONSOLIDATION

By the turn of the 20th Century, Washington was expanding outward from the old City into the hills of Washington Heights and Petworth. In 1890, Boundary Street, the original northern border of the City of Washington, was renamed Florida Avenue since it had, by then, lost its original meaning. Horses could not easily pull a streetcar up these hills, but electric streetcars could easily do so.

In addition to the existing five horse drawn streetcar companies, and following the success of the Richmond electric streetcar system, other electric streetcar companies began to seek charters from Congress to operate in the District and later, beyond to Maryland and Virginia.



Transit on 15th St and Pennsylvania Ave by the Treasury 1920's



Washington Streetcar Construction 1930's



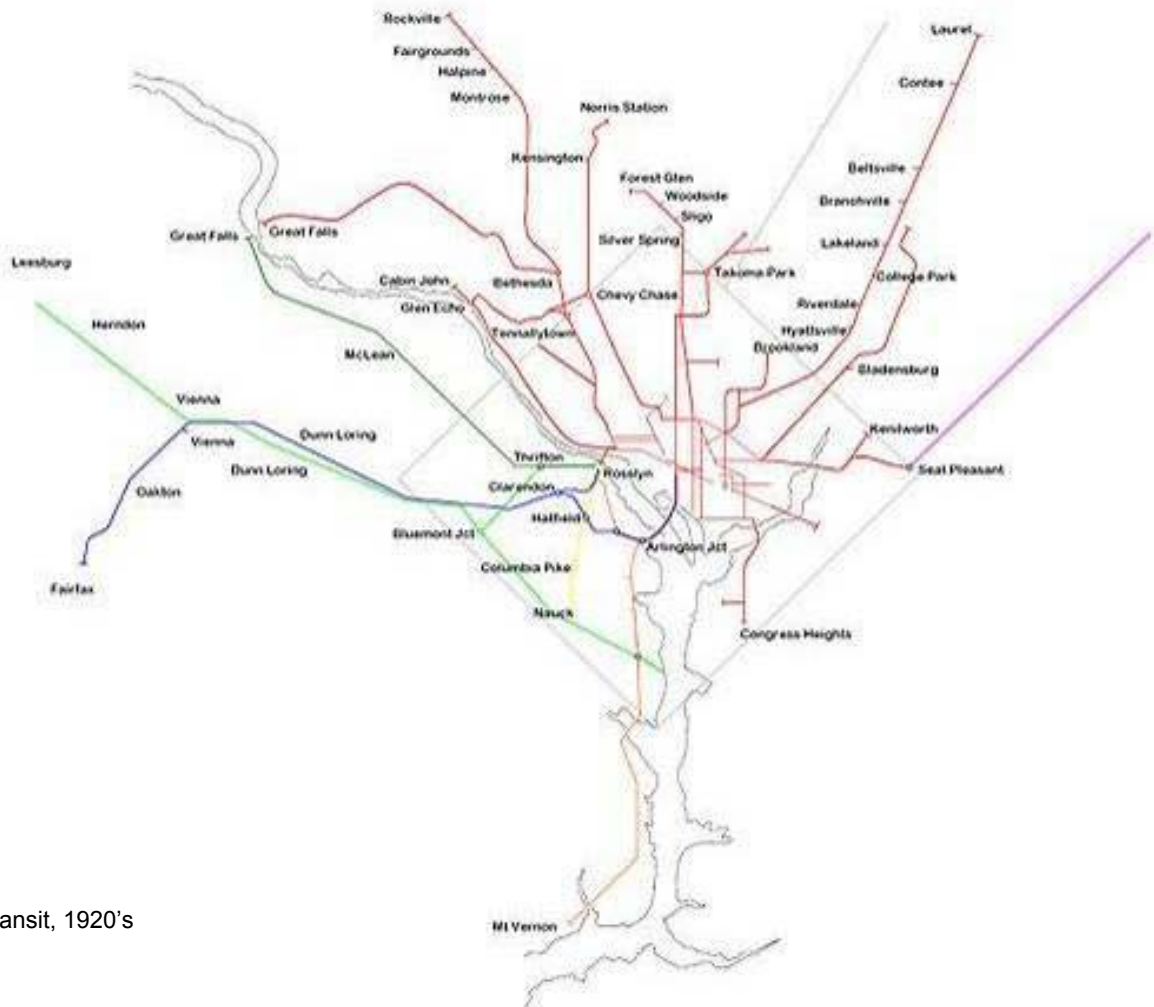
F St Looking East at 13th St, 1934



14th St and New York Ave, 1943

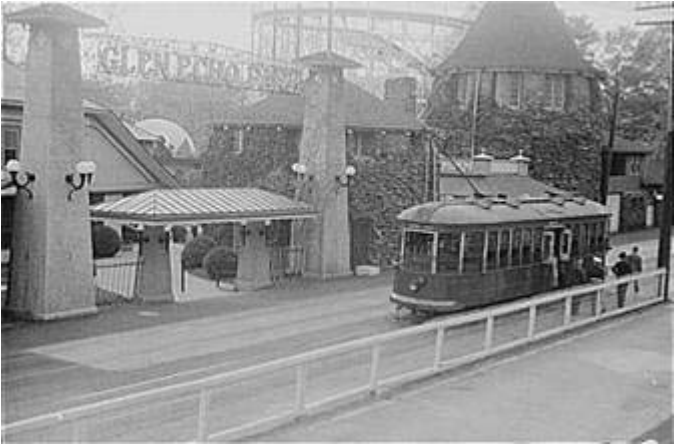
Congress now had to deal with coordination issues relating to the many independent electric and horse drawn streetcar companies operating in the District. At first, Congress required them to accept transfers and set a standard fare structure as well as to use each other's track. By 1895, however, Congress decided on consolidation as the way to go. By the end of the 19th

century, consolidation and name changes left only two companies in existence: Capital Traction Company (CTCo) and the Washington Railway & Electric Company (WRECo). WRECo also owned PEPCO (Potomac Electric Power Company).



Map of DC Transit, 1920's

Streetcar use reached its high water mark in 1916; by then, the combined systems had over 200 miles of track with almost 100 in the city. Tracks lead to Mount Vernon, Alexandria, Vienna, Fairfax, Leesburg, Great Falls and Bluemont in Virginia. In Maryland tracks ran to Great Falls, Glen Echo, Rockville, Kensington and Laurel.



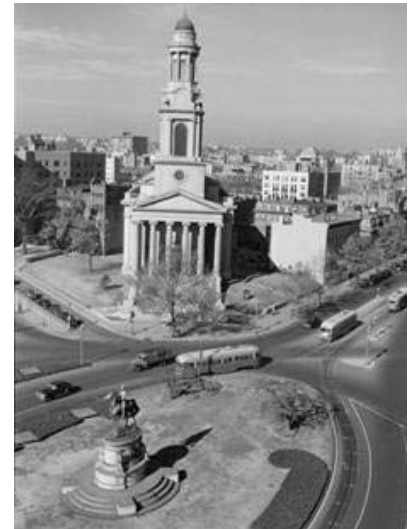
Glenn Echo Park Entrance, End of the Line

Once again, other technologies were beginning to challenge the electric streetcar as the prime people mover.

The gasoline engine was to be the next source of motive power for moving people. The taxicab came into use in DC in 1908 after the invention of the taximeter in 1891. Again, Washington lagged other capitols; taxicabs were introduced to Paris in 1899 and in New York in 1907.



14th St North of F St, 1931



DC Transit at Thomas Circle, 1940's

BUSTITUTION

Gasoline powered busses were introduced in New York City in 1905 after their invention in Germany in 1895. Buses became more popular following important improvements such as balloon tires. The Washington Rapid Transit Company, the first bus company in Washington, was incorporated on January, 20 1912. By 1932, it transported 4.5 percent of transit customers. The last streetcar line was built in 1934, marking the beginning of the long road to the end of streetcar operations in Washington.

In 1923, three of the six streetcar companies switched to busses. This eliminated the not inconsiderable cost to the streetcar companies of maintaining the rail lines since the city paid for maintaining the roads! On December 1, 1933, the Capital Transit Company was formed by the merger of Washington Railway, Capital Traction, and the Washington Rapid Transit companies. All street railways in Washington were under the management of one company for the first time.

LOOKING AHEAD

Even while the system was constricting, improvement were introduced. In 1936, route numbers were introduced (many are still used today). August 29, 1937, the first modern, streamlined PCC streetcars began running on 14th Street NW. PCC streetcars were named after the Electric Railway Presidents' Conference Committee which developed the design for this modern car. In the early 1950's, Washington became the first in the nation to run an all PCC fleet.



The first Modern Streamlined Streetcar Designed in 1937 called the PCC after the Electric Railway Presidents' Conference Committee These Trains Remained in Service until the End of Streetcars

Again, civic pride was at work to influence the streetcar system. During the 1930's, city newspapers began to push for moving the streetcar lines underground. Three years after the Capitol Subway was built in 1906, the Washington Post called for building a citywide subway system. A full \$35 million plan to depress streets as trenches exclusively for streetcar use never got off the ground, but in 1942, an underground loop terminal was built under the Bureau of Engraving and Printing at 14th and C Streets SW. The Connecticut Avenue subway tunnel, running from N to R Streets, under Dupont Circle, opened on December 14, 1949.



14th and C St SW Underground Turn-Around Station, 1943



DC Transit at Pennsylvania Avenue West of the Capitol, model from 1918 to 1952



1951 Early Advertising on Transit

The new Capitol Transit Company was off to a good start and followed by a big boost from World War II. The population of Washington grew sharply, gasoline rationing limited auto use, but transit companies were exempt since employees had to have a way to get to work. The increased fare revenue and steady costs, Capital Transit built up a \$7 million cash reserve. At the end of the war, it had the third largest streetcar fleet in America.

GREED, LABOR STRIFE, AND CONGRESS TEAM UP FOR THE FINAL ACT

A US Supreme Court decision in 1946 upheld the Public Utility Holding Company Act of 1935 the forced the North American Company, which also owned PEPCO, to sell its shares of Capital Transit. Buyers were scarce, but on September 12, 1949, Louis Wolfson and his three brothers purchased 46.5 percent of Capital Transit stock and the Washington Railway was dissolved.

The Wolfson's bought a company with \$7 million in cash for \$2.2 million. After paying themselves huge dividends, by 1955 the reserves were down to \$2.7 million while transit trips dropped by 40,000 per day and auto ownership doubled

Capitol Transit sought a fare increase from Congress in January of 1955. Congress denied the request. A few months later, employees sought a pay raise, but since there was no money to pay it, it was denied. The employees then struck, idling the company's 450 streetcars and 750 busses. The strike lasted seven weeks, forcing commuters to either walk or hitch rides in Washington's summer heat.

THE FINAL ACT

Congress again played a decisive role when on July 18, 1956, in response to Wolfson's dare to revoke his franchise by arguing that there was no one who would take over the company from him, Congress did. Soon thereafter, the franchise was sold for \$13.5 million to a New York financier, O. Roy Chalk. The name was then changed to DC Transit.

Congress now ordered the death of streetcars in Washington by requiring O. Roy Chalk to replace all streetcars with busses by 1963. The last streetcar ran on Sunday, January 28, 1962.



F St at 13th Buses Replace Streetcars in the late 1960's!



Wisconsin Looking South from P Street Rush Hour 1960



Typical Problems with Traffic, 1945

WHAT REMAINS

The conduit tracks on O and P Streets in Georgetown are the last publicly visible remnant of this innovative system in America (there is a small section still visible in London).

There is one trestle west of Georgetown and several buildings including the Car Barns at 14 East Capitol Street, NE; the Decatur Street Car Barn at 4615 14th Street, NW and the DC Transit Headquarters building in Georgetown.

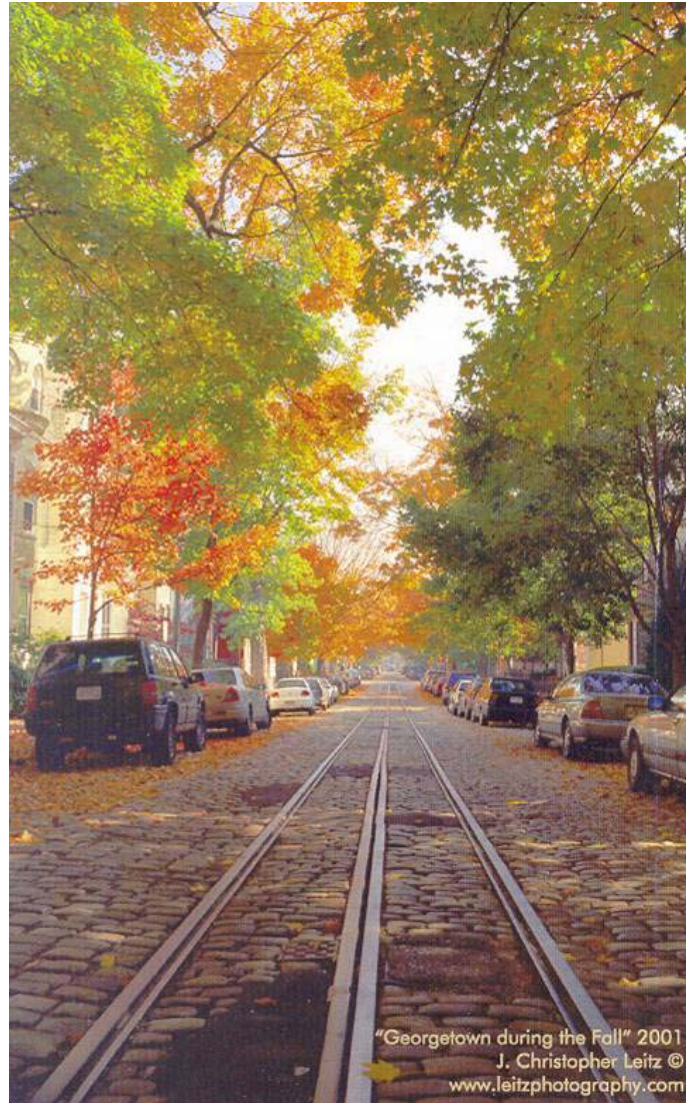
The East Capitol Street Car Barn, at 1400 East Capitol Street NE, was used as a bus barn from 1962-73 and then sat vacant until it was adapted for re-use as condominiums.

The Decatur Street Car Barn (a.k.a. the at Capital Traction Company Car Barn or Northern Carhouse), at 4615 14th Street NW, was built in 1906 and is now used as a Metrobus barn.

Several small "end of the line" trainmen's buildings remain in Chevy Chase, at the Duke Ellington Bridge and perhaps a few others, but nothing that demonstrates the remarkable history of streetcars that lasted almost 100 years.

The Georgetown Park Mall at 3222 M Street, just west of Wisconsin Avenue, was the major repair shop where most of the maintenance work other than paint and body work for over 800 streetcars was done and earlier served as stables for Vanderwerken's omnibus lines.

The loop under the Bureau of Engraving and Printing still exists, but is not visible



Track along O Street in Georgetown



Streetcar Trestle along Canal Road

by the public along with the tunnels under the North Capitol Fountain on the Capitol grounds and Dupont Circle, where the entrances have been boarded up since the failed "underground" food court in the 90's.

The Streetcar history can also be traced to early development along the major corridors of the city like Connecticut Avenue where "Streetcar Stops" became the center of communities which still exist today. Somewhere in this great city the remnants need to be displayed and the history written to keep this valuable part of our history alive. We will leave this to NPS and DDOT to find the appropriate place and hope that this will happen soon!



DC Transit Stop at 14th and Colorado



North Capitol Streetcar Tunnel, now a Parking



Dupont Circle Streetcar Station, Closed to the



Anacostia and Potomac River Railroad Company



Car Barn, East Capitol Street, 2009, now a Condo Building



The Decatur Street Car Barn (a.k.a. the at Capital Traction Company Car Barn or Northern Carhouse), at 4615 14th Street



The Car Barn, Georgetown and DC Transit Headquarters