

Dinky Line Tour
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2000

START: TAKOMA JUNCTION—DINKY LINE TURNS EAST FROM CARROLL AVE. ONTO ETHAN ALLEN AVE.

Chronology/Context—Dinky Line to Wildwood 1897 to around 1905. (Other routes thru 1937)

- 1812—**Sligo Mill [site of Wildwood]** began operations (demolished 1920)
- 1865—Civil War ended. War **attracted B. F. Gilbert** to Washington, **S. S. Carroll a hero.**
- 1873—**RR arrives.** Met. Branch of B&O had opened (5¢ fare from DC, & by 1886, 15 trains/day.) City of Washington ended at Boundary (Florida) Ave.
- 1883—T.P. founder Benjamin Franklin Gilbert bought initial 100 acres for one of DC's earliest "rail suburbs" (paid 6.5¢/acre)
 - Gilbert, transplanted NY promoter, had buyer's remorse, looking over "scrub oak and stunted pines, ... tied together with ... briars and poison vines." However, being NY promoter, he marketed T.P. as clean country living, homeownership, healthful elevation & water, convenience to DC. Stark contrast with "filth, disease, crowding, and crime" of urban living.
 - Advertised affordable housing, especially if a family kept a cow, a few chickens, and a garden.
- 1893—**Trolley** began service along 7th St. Pike to Takoma (DC) (Brightwood Electric Railway). T.P.'s Civil War hero Gen. S. S. Carroll died.
- 1897—Baltimore & Washington Transit Co. (B&WT) began Dinky Line operation to Wildwood
- 1900—Glen Sligo Hotel at Beautiful Wildwood open (through 1903-4)
Takoma Park's new modern waterworks begins operating (through 1924)
- 1903—SDA Church headquarters moved to Takoma Park
- 1905—Dinky Line Wildwood route discontinued
- 1907 Washington Sanitarium opened (1982 demolished) and B.F. Gilbert Died
- 1920—Glen Sligo Hotel and Sligo Mill destroyed
- 1937—Trolley to Takoma Park, MD discontinued

Orientation—Compare Photo1 with today's view

- Goal of tour—give idea of what times were like in this area around 1900, when Takoma Park was only 17 years old, and Dinky Line carried Washingtonians to our country getaway. Tour special:
 - 1) **focus not on parts of Takoma with most of the Victorian homes**, but instead, on places with equally rich in history.
 - 2) **100th anniversary** of the "Glen Sligo Hotel at beautiful Wildwood," the trolley's destination.
 - 3) **presenting, for the first time, the "lost section"** of the trolley's cross-country ride through undeveloped woodlands.
- We are at halfway point on the Dinky Line Trolley's route, waiting for the trolley to zip over from Takoma, DC (near Metro) and whisk us to Wildwood, resort near NH Ave. & Sligo Creek Pkwy. Dinky Line took just 5 minutes to get here, and less than 5 more minutes to reach terminus at Glen Sligo Hotel (because that part of the route was downhill, through the woods, no more stops).
- Glen Sligo at Wildwood Park combined vaudeville, amusements, and above all nature, clean air, and sparkling springs and streams
- B&WT, Sept. 1897, intended to extend line all the way to Baltimore via Ellicott City, but never ran beyond Wildwood
- Dinky Line—perhaps DC's shortest trolley line. Full route less than 1.9 miles long.
- Photo1--trolley on Ethan Allen, turnout. Single track line with 2 trolleys. First to arrive would wait at turnout so they could pass each other.
- Note stone gate to pre-Civil War manor house of General Samuel Sprigg Carroll (more later) and water tower.

Tour Logistics— Tour will take about 2 hours. Think about what things were like in 1900 as we walk Dinky Line "lost cross-country route" & sites of water tower, Glen Sligo & Wildwood, Old Sligo Mill. Tour will be a circuit just under 2.5 miles long, nearly all downhill or flat. However, .3 of return, after end of formal tour, climbs nearly 200' up Jackson from Sligo. Car parked at the bottom of hill for people who prefer not to walk up. HTI requests \$5 donation. Frequent stops during the tour to discuss points of interest. Refreshment stop at Elm and Auburn, courtesy of HTI's Jack Carson & Dorothy Barnes.

Takoma Park's hills and valleys are a key part of this tour—dictated the **trolley route** (trains don't like hills); determined **where water flowed** & location of **Sligo Mill**; created Takoma's famed **springs**; and were key factor in **where homes and Glen Sligo Hotel** (healthful elevation) **built**. Keep the topography in mind as we walk. First block only, traffic & noise—caution

Proceed east along south sidewalk of Ethan Allen Ave. to the gravel driveway on right, just past 213 Ethan Allen & shortly before Woodland Ave. As we walk, notice sharp drop-off behind the Coop, one of the valleys the trolley avoided by following the Carroll and Ethan Allen Ave. ridges.

STOP 1—WATER TOWER (1900-1924) SITE (gravel driveway) Photos 1-3.

- Time line 1812-1905—historical context for what we will be exploring on this tour
- Water tower, subject of local pride, was key component of Takoma's 1900 state-of-art water supply (Photo1), along with filtration plant, pumping station (Photo2), and dam (Photo3) on Sligo Creek. (Filtration plant & dam are still visible today, just 100 yards west of Maple Ave.)
- High Technology—164' steel tower, 50K-gallon capacity. Situated on one of Takoma's highest points, tower visible throughout community. Served Takoma and surrounding area until 1924.
- Water tower is a reservoir, like an electric storage battery. Not only stores 50K-gallons, but also stores gravitational potential energy to provide water pressure.
- Clean, healthful water—key Takoma amenity promoted by Gilbert. Springs (bottled water—"big spring" now Spring Park) as well as Sligo Creek, tributary of the Anacostia River.
- Across Ethan Allen was **Carroll Manor**, (now Manor Circle)
 - Carroll family had extensive land holdings long before Gilbert's arrival. In this tour we'll mention at least six Carrolls.
 - Manor built (before Civil War) and lived in by Civil War hero Gen. Samuel Sprigg Carroll—affectionately "Old Brick Top"—"**spectacularly bald red-head**" with **outrageous side whiskers** (1832-1893)
 - Carroll Ave., traditionally "Sandy Spring Road" (because that's where it went), was renamed to honor this Civil War hero
 - Out of respect for General Carroll, Washington City Street staff maintained roads, including Carroll Ave., to his home.
 - **Generals Grant and Sherman visited Carroll** at his manor home. (Today, Grant, Lee, Sherman, Sheridan, and Lincoln Aves. are only a block away in the S.S. Carroll's subdivision.)
 - As we walk to next stop, glance left into Manor Circle and admire the prominent hilltop site, the area's highest point: imagine its **commanding view of woodland stream-valleys** on all sides
 - Unfortunately, by 1950, this Pre-Civil War manor was so run down that the fire department, as part of an exercise, tore it down.

Proceed along Ethan Allen to crosswalk at Jackson Ave. stop sign. Carefully cross Ethan Allen to empty lot on east side of Jackson Ave.

STOP 2—TROLLEY HEADS CROSS-COUNTRY TO WILDWOOD (Empty lot Ethan Allen & Jackson)

- Up to this point, Dinky Line followed streets—south on 4th St., left on Aspen to cross under B&O RR, Laurel to Carroll, right (at Takoma Junction) onto Ethan Allen.
- Beginning at the church, trolley left streets behind and started its cross-country run to Wildwood. There were **no houses or streets through the "Carroll Property"** between here and Wildwood.
- Until early 2000, cross-country route through woods had been lost.
- Our **elevation 272'** above sea level. Sligo Creek at the old Sligo Mill is nearly 200' lower. From Ethan Allen, trolley had to make a large descent over a short distance to reach the Glen Sligo Hotel.
- In 1950, former trolley conductor E. **Norman Jackson, reminisced that some "over-nervous" passengers**, back in 1898, would **proceed on foot** rather than risk the rapid descent on this stretch. (Dinky Line had both conductor and driver).
- HTI recently obtained 1897 deed by which S.S. Carroll's heirs (Katherine C. Beale and Samuel S. Carroll) conveyed to trolley company, 30' right-of-way through their hilly woodlands toward the Glen Sligo Hotel. We've been able to re-draw the long lost trolley route.

- Look across Boyd Ave. backyards—Trolley veered from Ethan Allen and Jackson, made beeline to Boyd Avenue heading toward house east on Boyd with brown dormer.

Proceed (north) down Jackson, then right on Boyd to speedhump at crest of hill around 406 & 411 Boyd.

STOP 3—TROLLEY RODE RIDGES TO MINIMIZE RATE OF DESCENT/ASCENT (Boyd, crest of hill)

- We just went down a hill, and then climbed up this one. That's exactly what a train doesn't want to do, and was my motivation for learning where the trolley really ran.
- We believe trolley crossed Boyd on this hilltop. It then ran through what is now the front yards of the homes on north side of Boyd. But where Boyd turns left (north), the trolley continued straight, re-crossing Boyd and heading toward house with light blue porch awning & steps. [Area regraded to build Boyd Ave. & homes.
- According to conductor **Norman Jackson, fares were a nickel** (six for a quarter)
- **Jackson packed a gun**, and on at least one occasion, was prepared to use it to convince fare shirkers to pay their nickels. Wilder times ... or maybe not!
- Today, many families will drive 2-3 hours for a peaceful day in country at Coolfont, Berkeley Springs, Little Washington, VA or PennAlps in Grantsville, MD. Back in 1900, thanks to the trolleys, a family could go on a similar retreat in Takoma Park, requiring a nickel-a head and hardly an hour to get there.

Proceed down Boyd Ave., then turn right (east) on Lincoln to near corner of Hayward Ave. [speed hump opposite 511 Lincoln]

STOP 4—TROLLEY'S TURN NORTHWARD TO WILDWOOD

- Notice how, once again, modern streets go down and then back up, but not the trolley.
- The trolley crossed the mouth of Boyd Court and then Lincoln and Hayward. In the yards between Hayward and Elm, the trolley turned north, and then followed the general right of way of modern Elm Ave. (which, of course, didn't exist back then).
- We **circulated flyers** throughout the neighborhood to learn whether any current residents have heard stories of previous residents finding trolley artifacts in their yards. So far, none have. This is not surprising because by 1907, the Dinky Line no longer ran to Wildwood. People knowledgeable about trolleys have told me that rails in open country, as opposed to those embedded in roads, were usually salvaged quickly (long before most area homes were built in the 1930s - 1950s).
- **Two trolley "sightings"**: Helen Carson in 1940s on Elm, Peggy Zea 1930s in backyard off Boyd.

Proceed to corner of Elm and Auburn Aves. for REFRESHMENT STOP

REFRESHMENT STOP

Proceed north on Elm to speed hump at 906 Elm, beyond corner of Elm and Devonshire.

STOP 5—TROLLEY CURVES ONTO MODERN ROUTE OF ELM AVE.

- Near this point, trolley moved from yards on left onto Elm right-of-way (again, having avoided a down & up section back at Elm). Elm Ave. did not exist.
- City has bridle trails planned for Dinky Line Right-of-Way?
- Wildwood trolley right-of-way formally vacated in 1916 (quit claim deed).
- Dinky Line terminus would have been in sight from this point.

Continue north on Elm. Immediately after large brick (T.P. City Administrator's) home on right, note "paper street" Linden Ave. The 1894 B.F. Gilbert map shows this paper street forming "Circle Ave.," which ran north from Linden on Elm, east on Heather to the other side of N.H. Ave., then returned south and west back along Linden Ave. Stop at stucco house (1014 Elm) on the left.

STOP 6—TROLLEY TERMINUS (PHOTO 4 LOG CABIN)

- **Log cabin** at terminus (Photo 4) was **station** & refreshment stop with a "**dairy lunch room**".
- It was located to the right of the tracks near corner of Elm & Heather.
- Described as "**overlooking the lake**"—millpond at foot of Heather, to our left down in valley.
- M-NCPPC architectural historian Howard Berger says **1014 Elm is only structure remaining** from Glen Sligo days. At some point, the building was re-worked into its current craftsman bungalow style. Taking advantage of the hillside view, owners originally had the front of the home overlooking Sligo Creek and millpond.

Glen Sligo Hotel

- Sight straight ahead down the right curb of Elm to the brick house on the other side of Heather Ave. (#1002). Glen Sligo Hotel property ran along Heather (originally platted as Circle Ave.), beginning on that lot and continuing east 150' (through part of #1008 Heather & 1004, 1002). Wildwood resort, occupied the old mill property, including most land on both sides of Sligo Creek. (Sligo Creek forms "horseshoe" in this area.)
- Bostonian Alva M. Wiswell, opened the Glen Sligo Hotel. Wiswell was a promoter of oil wells, gold mines, real estate developments, and carnivals. To assure a steady supply of **hometown specialty**, Wiswell installed an enormous oven to provide **Boston Baked Beans**
- Wildwood Resort grand opening May 28, 1900. **Family entertainment**, including dancing in a pavilion, polite vaudeville in the sylvan theater (minstrel singing, Hebrew jesting—imported Jewish comedian from Catskills?), wire walking, bowling, roller-coasting; and above all, enjoying being out in the clean, healthy countryside.
- Free afternoon matinees for ladies & children.

Proceed left down Heather (note the view down the hill to where the millpond had been), then take first right onto lane on north side of Heather. Follow Lane to rear of first brick house (1002 Heather).

STOP 7—GLEN SLIGO HOTEL (PHOTOS 5, 6, 7)

Nature and Family-Oriented Entertainment

- Appreciate hotel guest's view of Sligo Creek valley
- Views of Glen Sligo hotel, dancing pavilion, & sylvan theatre from the west (Photo 5), and from north (Photo 6), and from further east (Photo 7).
- Larger trees we see during our walk were undoubtedly here at the time of the hotel.
- From hotel porches or pavilion, guests could watch shows on the sylvan stage.
- In addition to amusements and food, Wildwood offered healthful high ground, acres of woodland paths on both sides of Sligo Creek, and clean, clear water in the creek. The hotel/resort also acquired land adjacent to nearby Big Spring (Spring Park), an additional attraction for guests.
- Resort's clean, healthful, family-oriented entertainment: **compatible with lifestyle promoted by** Takoma Park's founder and first mayor, **teetotaler B. F. Gilbert; shared by other early suburbs**, an alternative to filth, morals of the City; also **shared by about-to-move in newcomer, the Seventh Day Adventist Church** (which opposed drinking, dancing, and gambling), whose world headquarters moved in 1903 from Battle Creek, Michigan, to Takoma.

Shady Casino and "Adult" Entertainment

- Resort changed radically within just a few years. Wiswell's other enterprises developed financial problems, pulling Glen Sligo Hotel down with them.
- 1902, George F. Mellen ("en", not like Andrew Mellon) purchased the hotel at a tax sale. The prim woman posed in each of Photos 5-7 is probably Mellen's wife or daughter.
- Mellen, leased the Glen Sligo to Baltimore gambling interests.
- To the horror of local residents, hotel became a **casino with a shady reputation**—attracted **disreputable men such as Congressmen and foreign diplomats**. The hotel ran telegraph lines from railroad to communicate with major East Coast racetracks. This created an "on-line" gambler's haven—picture Victorian gambling den featured in the movie "The Sting". Prominent men from Washington, including diplomats and Congressmen, came to patronize the full range of **decidedly non-family attractions**.
- Come the **hero, in the form of Sheriff Ben Hardesty**. On a hot mid-July afternoon, Hardesty, with 15-20 armed vigilantes, stormed up from Sligo Creek and announced: **"I'm closing this joint and everybody here is under arrest."**
- Hardesty ran into bad luck: the hotel's managers and powerful clients brought suit for his warrantless activities and questionable arrests (reportedly including foreign nationals). Hardesty was saved from the suit, however, by a heart attack, and he died two days later.
- By 1903, however, Hardesty & good citizens nevertheless won. Community protests forced Mellen to terminate casino's lease, and resort closed forever.
- Note: **In 1980s, when "dry" Takoma was debating permitting liquor licenses, one Councilman, even in this modern day, raised the specter of "Baltimore saloons."**
- By 1907, trolley historian Roy King Sr. found the hotel derelict and trolley cars mere hulks. While the resort had been possible only because of the trolley, the trolley was not viable without the resort.
- Hotel property changed hands several times, but always with a Mellen family connection. Around 1920, the hotel had a fire and was torn down.
- In 1925, Mellen owners re-subdivided the Wildwood property, and home building began in the area.
- As we continue along this lane, note the rocks used for retainer walls. Many probably came from the foundation and retainer walls of the hotel.

Proceed east along lane to end, then head uphill (right) along "paper-street" portion of Glengary Place to Heather Ave. Turn left (east) on Heather, and walk into the woods to the cliff edge, overlooking New Hampshire Ave.

STOP 8—SLIGO MILL (PHOTOS 8, 9)

Wildwood on the Old Mill Property

- We are overlooking the site of the old Sligo Mill. As part of the resort, Wiswell rehabbed millhouse & added garden porch on its roof. Guests at the hotel could stroll from hotel and walk on a "bridge" from this hill onto the rooftop. (Photo 8). It must have been quite pleasant lounging there evenings, with Sligo Creek flowing nearby both to the east (across quiet Sligo Mill Rd) and north (across today's Sligo Creek Parkway).
- It is clear **that B&WT always intended to have a park built** at this point on the Dinky Line. The 1896 deed shows B&WT acquired rights (from Carolan O. B. Bryant) to all of the "Carroll Mill Property" (including mill plant and machinery) and specifically mentioned use as a park. This included extensive land on both sides of Sligo Creek, and both sides of New Hampshire Avenue, as well as the millhouse and all its machinery. **Building parks at the end of trolley lines was common and smart**, providing ridership during non-commuter hours.
- For his new resort, **Wiswell not only created the new rooftop porch** on the long-abandoned millhouse, but **also recycled the mill into a hydro-electric plant** Wildwood used the power of Sligo Creek to turn turbines to generate electricity.

Takoma's Brush with the National Anthem and "Canalgate"

- Speaking of "millhouse," the mill history is interesting in its own right, having a minor overlap with our **national anthem** and "**Canalgate**," a financial conflict-of-interest, that, had it been viewed under present-day law and ethics, might have brought a sad end to the public career of George Washington.
 - So far, I've mentioned 3 members of the **famous Maryland "Carroll Family"**—the General and his son and daughter. (Others included a signer of the Declaration of Independence [Charles Carroll of Carrollton]; and John Carroll first U.S. Catholic Archbishop and founder of Georgetown University.) Thanks to Sligo (or Carroll) Mill, several more Carrolls intersect with Takoma Park's history.
 - Back in the late 1780s the founding fathers were arguing over the location of a proposed Federal City as our national capital. Southerners, led by Thomas Jefferson, favored the proposed southern site, to be carved out of Maryland and Virginia. With pressure from George Washington, a deal was struck in July 1790 making this the capital, to be occupied in 1800. Coincidentally:
 - This location was **financially favorable to George Washington's Potomac Navigation Company** that was building a canal to Washington.
 - Washington named **Daniel Carroll of Rock Creek, also associated with Potomac Navigation Co., a commissioner** of the Federal City, to guide its development.
 - The **Carroll family were wealthy Maryland landowners** of much of the proposed Federal City, and key beneficiaries of Federal development. The wealthiest man and largest landowner in Washington was **Daniel Carroll of Duddington II**, whose family had founded the town of Carrollsburg in Prince George's County (1770) near today's Capitol Hill.
- Daniel Carroll of Duddington II, and his brother *Charles Carroll of Belvue* (great uncle and grandfather, respectively, of General S. S. Carroll), joined with Elie Williams in 1811 to form a partnership "Williams and Carrolls" to manufacture paper, erect mills, distill grain, and other purposes. They bought 414 acres around the modern intersection of N.H. Ave. and Sligo Creek Parkway for a mill site and woodland supply of fuel for a distillery, and opened the mill in 1812.
- Williams had difficulty raising his share of the funds. The Carrolls, his wealthy partners, had to endorse his notes to the extent of \$25,000. In 1817, to protect the Carrolls, Williams mortgaged his share to *Henry Carroll*, and to a man named *Francis S. Key*.
- Joking about Canalgate aside, the fact that such wealthy men as the Carrolls were involved in Sligo Mill reveals that this **mill was a serious financial enterprise requiring major capital**.
- The mill had numerous subsequent owners and uses before being brought back to life, briefly, for the Wildwood resort.
- The mill was demolished around 1920, and its stones and bricks have been used elsewhere in the area for foundations (Photo 9).
- Long before N.H. Ave., **Sligo Mill Road** was the route between the mill and Washington (Georgetown, etc.). This **vestige of pre-Takoma Park** still runs parallel to NH Ave. from Blair Rd. (south of Kansas) in Washington, crosses Eastern Ave. behind Trac Auto, and ends in a wooded lot where NH Ave has stolen the old right of way.
- Interesting that long **before teetotalling Takoma Park**, one the area's first **major enterprises was based on whiskey**.

Proceed back down Glen Gary Place, carefully cross Sligo Creek Parkway, and turn left on Sligo Creek Trail, and walk to the first trail bridge.

STOP 9—THE MILLRACE (PHOTO 10)

- Millrace—a man-made canal that provides water to turn mill wheel that powers the grinder, saw, or other machinery. Millrace usually originates above a dam at a millpond that provides a large constant reservoir of water.
- This millrace followed present course of Sligo Creek Parkway, turning right (south) to the mill at New Hampshire Ave.
- Photo 10, looking upstream, shows millrace, with hotel being uphill on the left, and creek being to the right of footpath.

- In conjunction with the resort, Wiswell dredged millrace, brought down Boston architect to create islands with exotic names of West India. Resort guests could boat down millrace to "Cuba" and "Puerto Rico." Apparently, nature didn't like this addition--first big storm washed islands into the Anacostia River.
- Our new walking trail (1997) restores to the area, the hiking by the creek, as in the time of Wildwood.
- Takoma Park's arborist says that on average, a 100-year-old oak will be about 20" in diameter. Many of the trees we are passing were here in the days of the Dinky Line and Wildwood.

Continue west on Sligo Creek Trail, crossing Flower Ave., and stopping near the basketball court at the foot of Heather Ave.

STOP 10—The MILL DAM AND POND (PHOTO 11) AND A RUSTIC BRIDGE (PHOTO 12)

- Look up the hill toward the site of the Glen Sligo Hotel, Log Cabin, and 1014 Elm to better appreciate their relationship to the millpond.
- Photo 11 shows a view of the millpond looking down stream toward the dam. M-NCPPC Archeologist James Sorensen notes that here in Takoma Park was a good place for a mill because we are just above the fall line, after which the land drops much more gradually.
- Tradition places the dam at the foot of Heather Ave., and Sorensen confirms the logic of this location, given the needed elevation drop (minimum 8') to the mill. We believe we've found modern evidence compatible with this being the dam site: Photo 11 shows a "V" shaped tree below the left end of the dam: this tree matches the very old sycamore that is presently below the footbridge. Also note that the dam created a habitual crossing place; this made it a logical place, years later, to erect a footbridge across Sligo Creek.
- The stream banks and exact course have been changed since the photo was taken.
- Looking at Sligo Creek today, many people question how it could power a mill. Two answers
 - Millpond serves as an energy reservoir, allowing a small flow over time to accumulate into a large mass of potential energy to power mill during working hours. (Same concept as the water tower.)
 - modern development has decreased the stream flow as well as increased greatly the difference between high and low water. In the days of the mill, all rainwater eventually drained into Sligo Creek. Today, by contrast, runoff from roads, homes, and parking areas flows into storm sewers. In the days of the mill, when trees and shrubs were more abundant, and pavement and rooftops were scarce, rainwater would work its way gradually and continually to the stream, dripping from leaves to ground, then filtering over many days through soil anchored by roots. Today, after a rainfall, water not running into storm sewers, rushes immediately down to swell Sligo Creek, but the flows subside quickly.
- Photo 12 shows a rustic bridge somewhere across Sligo Creek.

Continue west on Sligo Trail, stopping on the last footbridge before Carroll Avenue Bridge.

STOP 11—CARROLL AVENUE BRIDGE AND THE OLD SANITARIUM

- First Carroll Ave. bridge built in 1878. Wooden bridge, crossing from "Old Carroll Ave," near present trail footbridge, and meandered back up hill. (vulnerable to storm-driven high water)
- Turn of century, B.F. Gilbert sold "2 Million Feet of Land" to R.C. Flower Medical Co. of Boston (\$250K) to develop a sanitarium—healthful elevation, pines, water. Dr. Flower (Flower Ave.) developed plans, but was unable to implement them.
- 1907, Seventh Day Adventist Church used plans to build Washington Sanitarium (demolished 1982)
- 1909, bridge replaced with reinforced concrete structure at location of present bridge. (safe from floods)
- Back to B&WT "Dinky Line" Trolley. By 1907, Roy King Sr. reported that the resort was "derelict," trolley car bodies "mere hulks," and many rails were gone. But that was not the end of the line.
- May, 1910, Dinky Line re-opened with gasoline cars (then storage battery cars in 1911) and a new route: from 14th & Kennedy, NW—E. on Kennedy to 3rd—N. on 3rd to Aspen—Aspen/Laurel to corner of Carroll (today, Takoma Old Town). Balance of Wildwood route was unused.
- 1913 B&WT was purchased at foreclosure sale by contractors building the trolley road, acting thru Baltimore & Ocean City Railway Co. (\$20,500). 1913 was a bad year—fire destroyed Blair Rd. storage barn and two cars.

- 1914, Washington & Maryland Railway Co., B&WT/B&OC successor, electrified line and ran trolley from 14th & Kennedy to Takoma Old Town.
- 1918, under agreement with Capital Traction, W&M Railway extended line up Carroll Ave. to Sligo Creek to serve Sanitarium. Capital Traction took over operations under 10-year lease. Carroll Ave. bridge not strong enough to carry trolley or heavy automobile traffic.
- One tour participant told of a trolley, racing down Carroll Ave. toward the bridge, inadequately braked and crashing into barrier before bridge to right of Carroll.
- 1927, line truncated at Laurel and Carroll.
- 1932, present steel and concrete bridge replaced 1909 bridge, but too late for trolley.
- 1937, Capital Transit, successor to Capital Traction, discontinued line.

End of Walk—Options

- Walk up Jackson to Ethan Allen, R. on Ethan Allen to return to Takoma Coop.
- Continue along Sligo Trail, cross Maple Ave., cross footbridge, and examine remains of dam and waterworks. There are still Takoma Park residents who remember swimming or skating at the water works pond.