Barnes 'Fixed' City's Traffic

Just a few years ago Baltimore's reputation as a traffic bottleneck extended from Maine to Florida. Anyone who had to drive between those two states — or even from Glen Burnie, 10 miles south of Baltimore, to Aberdeen, 25 miles north — was faced with the almost impossible task of getting through.

"Survivors" told of the congestion, trucks, roadblocks, lack of signing and down right "cussedness" of the ordeal.

The stories usually concluded with a statement to this effect: "No matter where we were going, after we once got through the "Baltimore blockade' the worst was over!"

Since 1953, however, when the then mayor, Thomas D'Alesandro Jr., felt the taxpayers would be willing to support a bold movement to improve Baltimore's traffic, all of this has changed. The mayor and Board of Estimates hired Henry A. Barnes as director of traffic for the city.

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PRIOR TO BARNES' agreeing to come to Baltimore from Denver, where he had already gained national recognition in the field, Mayor D'Alesandro and Barnes conferred about what could be done generally to improve traffic and just how far the city administration would go in backing up the traffic director.

The mayor agreed that an adequate budget would be provided. Barnes would not be given a free hand at the outset and then be hamstrung later by a lack of funds to carry out his plans.

Another important agreement was that salaries would be established which could make the technical positions, to be opened, attractive to the best qualified personnel. The third assurance by the mayor was a guarantee of absolutely no political interference.

Since that time much water has gone under the bridge. Henry A. Barnes has moved to New York and since 1962 the Commissioner of Transit and Traffic is the very capable James L. Foley Jr.

The Department of Transit and Traffic as now constituted, comprises the Administrative Section which is responsible for personnel procurement, and placement, budgetary matters, and all of the paper work which is necessary to operate a Traffic Engineering department in the sixth largest city in the United States.

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THE CONSTRUCTION and Maintenance Bureau which is responsible for the placement of all electrical and electronic equipment which includes traffic signals, traffic detection systems and the maintenance of the electrical and electronic equipment now necessary to move traffic in a large metropolitan area.

This Bureau is also responsible for the placement and maintenance of all of the traffic signs in Baltimore. At the present time it is estimated that here is probably in excess of 150,000 traffic signs of all types on the street system of the city.

These are necessary to designate one - way streets, parking regulations, directional signs, truck routes, and every other traffic situation which can be clarified by signing.

This Bureau is also responsible for the paint marking on the arterial and secondary street system in the city.

In a typical year, a total of 3,500,000 feet of center lane and lane lines are painted and maintained. This requires some 9,250 gallons of special traffic paint.

In 1965, the Department conducted a test program using 60,000 feet of long - lasting Thermo - Plastic paint. This product is placed upon the street at a temperature of 465 degrees F and then becomes part of the pavement upon which it is placed, thereby ensuring a life of 36 to 48 months.

This experimental program in 1965 proved so successful that the department is presently supervising the placement of some 200,000 additional feet of this product on the city streets.

This will guarantee the motoring public of the City of Baltimore that lane line delineation will be constant throughout the year and after an inclement winter such as the one in 1965 we will be sure of having proper traffic markings for the following months.

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THE BUREAU of Plans and Surveys includes the Planning and Design Section, the Investigation Section and the Research and Accident Records Section. This Bureau initiates all of the traffic studies for the department and investigates in a typical year about 5,000 traffic complaints which are received from the public.

Traffic signal and speed studies are carried out by this section and the Research Section supplies the department with vehicle volume counts which are the pulse of the traffic situation throughout the city.

Permits for new buildings, particularly new high rise apartments in the area, zoning change requests and all other plans which may affect street traffic conditions are scrutinized and passed upon by this Bureau.

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THE SPECIAL SERVICES Bureau consists of the Legal Section, the Transit Section and the Truck, School and Parking Meter Divisions. Speaking of parking meters, the Department installs and maintains some 8,500 parking meters throughout the city. The revenue from these meters in 1965 was $954,989.50.

The Signal Engineering Bureau consists of the Design section, the Operations and Communications Center and the Electrical Division. As of Dec. 31, 1965, there were 1,024 signalized intersections within the city limits of Baltimore.

Approximately 85 percent of these locations are controlled by the electronic master traffic control system. After the now forgotten blizzard of 1958, the need became apparent for some sort of centralized control when the city became stricken in a weather or any other type emergency which could affect the transportation system and the health and welfare of the citizenry of the city.

The emergency storm center of the Department of Transit and Traffic is second to none and in all probability is the original concept of storm centers within traffic departments along the Eastern seaboard of the United States.

During emergency periods the storm center is staffed by members of the Department of Transit and Traffic, the Baltimore City Police Department, the Baltimore City Fire Department, the Department of Public Works and the Baltimore Transit Company. It also serves in these instances as a focal point with up-to-date information services to all local news media.

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TRAFFICOPTER 130, the daily helicopter service during peak traffic periods to aid motorists with direct reports to Radio Station WFBR, has outgrown the experimental stage and is now an integral part of Baltimore City's Traffic life.

National recognition has been achieved by the department through the National Safety Council's Annual Traffic Inventory. The department has received consistently high ratings by the National Safety Council. Beginning in 1955 the department has received achievement awards for outstanding performance in traffic engineering for the years 1956, '57, '58, '60, '61, '62 and '63.

The National Council has recently discontinued the giving of awards to participants in the Annual Inventory.

EXPRESSWAYS HAVE COME TO BALTIMORE IN BIG WAY.

DRUID HILL PARK'S reservoir area is one of scenic parts of park which includes world-famed zoo and children's play section, among other features. Overlooking water is monument to Wallace, patriot and martyr for Scottish liberty (1305).

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WOMEN SHOW WAY IN MANY VENTURES

Baltimore women have, for scores of years, been in the vanguard of movements, both locally and nation wide.

Whether it was building a business, advancing an organization, setting a civic pattern or establishing a new religious concept, at the core of the project, if one searches deeply, there is the fine touch of the feminine hand.

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IF ONE WISHES to take a journey into the past, there's the economy to delve into.

It has not been too many years ago that the purse strings in Baltimore were dominated by the women. They were the teachers; the beauticians, and a sprinkling of stalwart women who took over the undertaking business, who had the top incomes, as a general thing.

This does not mean, of course, that they were the only bread-winners, but in the matter of numbers they were the largest group of wage earners.

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OF SPECIAL NOTE regarding the prowess with which women set the first examples of progressive business is the undertaking establishment.

A generation ago the leading mortuaries in the city were all dominated by women.

Mrs. Helen Holland, Mrs. George Elliott and Mrs. Katie Williams, all inherited small businesses from husbands, and built them into sizable concerns.

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THE SAME STORY holds in the trucking business, with Mrs. Ethel Smith and Mrs. Gertrude Parker having developed lucrative businesses.

These are examples in fields where women would not ordinarily be expected to be found. But Baltimore women blazed trails, and successful ones, in both.

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MOVE ON to the education field. A surprising number of women have headed some of the largest of the schools in this city. This is especially to their credit, since women got a late start in the city school system.

At the turn of the century, married women were barred from teaching in Baltimore. Once they got a wedge in they headed straight for the top and principalships.

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THE NAACP, long a vibrant organ in this area, reached its potentiality under the leadership of a woman, Dr. Lillie M. Jackson. It was this stalwart woman who manned the ramrod that dispersed segregation in Maryland colleges, a job at the top of a list of inequities she had in her fertile mind to obliterate.

When the ban went down in the police department, it was a woman who became the first member of the force. She was Sgt. Violet Hill Whyte, a refined, soft-spoken member of the Women's Christian Temperance Union.

Sgt. Whyte remains refined and soft spoken, but from the urchins in the streets to the hardened criminal, all will agree that she is no soft policewoman.

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BALTIMORE WOMEN have been leaders in whatever area to which they turned their attention.

The city has produced national heads of three sororities, with Mrs. Edna O. Campbell having served as grand basileus of Alpha Kappa Alpha; Mrs. Gladys Shepherd as national president of Delta Sigma Theta, and the late Mrs. Vivian Garth Alleyne, as grand basileus of Lambda Kappa Mu.

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IN THE LINE of organizations, it was the YWCA which inaugurated an integrated program, long before conscience could budge the men.

And long before the word "Sit-In" was coined, the cooperative Women's Civic League, now more than a half century old, was sitting in the mayor's office until they could wrangle a promise to do something about littered alleys, turn vacant lots into playgrounds, clean up unattractive streets and plant flowers in back yards.

The DuBois Circle, another woman's group, even earlier, had turned their time and talent to lending what aid they were allowed to, to the Niagara Movement, which later became the National Association for the Advancement of Colored People.

In fact, the club grew out of a group of young women who were called upon to serve as ushers at the first meetings of the Movement held in this city. This year the organization celebrated its 60th anniversary.

And right down to the last note...a woman, the late Miss Rebecca Short, who left one of the largest fortunes to be recorded in this city when she died, last year.

And, Miss Short did not inherit the money from anyone. She just built up a nice little pile of stocks and bonds, thank you!

And she did it while holding down a job as a housekeeper.

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FROM HOUSEKEEPER financier to top Government posts, women have added luster to the name of Baltimore. Currently the city can boast of three in top-level positions.

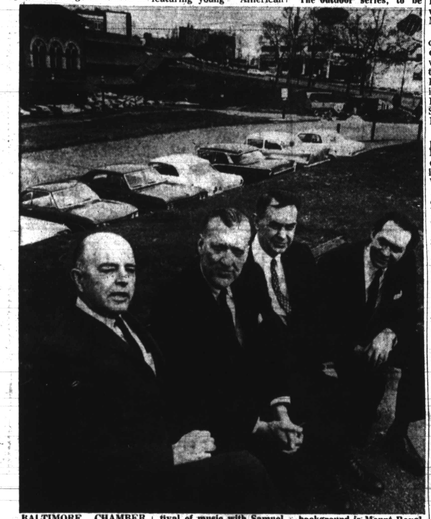
Dr. Regina Goff, who holds the highest post of women in the country, is a director in the Department of Health, Education and Welfare. In this section of government are also Dr. Dolly Walker and Dr. Jessie Colson, all of Baltimore.

Summer Music Festival – Something New Here

A festival of symphony music will be held in various neighborhoods of Baltimore City and on the campus of Goucher College in Towson in July with free evening concert's for the general public.

"The Summer Symphonic Festival of Music" will present nine night-time concerts, featuring young American soloists of national and international acclaim appearing with the Baltimore Chamber Orchestra under the direction of Elliott W. Galkin.

The outdoor series, to be held for three weeks from July 3 to July 24, will be sponsored by the City of Baltimore and its Department of Recreation and Parks and Goucher College, with the assistance of The National Brewing Co.



BALTIMORE CHAMBER ORCHESTRA conductor Elliott W. Galkin, right, discusses free summer festival of music with Samuel Hopkins, Mayor McKeldin and Goucher College president Otto F. Kraushaar. In background is Mount Royal Station where one of the concerts will be held.

In addition to the Goucher campus, the locations selected for the Summer Festival will be the lawn in front of the Mansion House in Druid Hill Park, the lawn overlooking the lake on Patterson Park and the Mount Royal Station — campus of The Maryland Institute.

In announcing the concert plans, Mayor Theodore R. McKeldin said: "The musical tradition of our community is rich and rewarding. With the creation of this summer festival, the heritage cannot help but flourish, and bring more and more of our citizenry into contact with the beauty and excitement of fine music.

"I am especially proud that the city is associated in the sponsorship of this program with Goucher College and The National Brewing Co., and I applaud their continued dedication to the cultural enrichment of Baltimore and of neighboring Baltimore County."

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COMPOSED of members of the Baltimore Symphony Orchestra and of the Peabody Conservatory, the 40-man Baltimore Chamber Orchestra will perform the works of Geshwin, Handel Vivaldi, Mozart, Beethoven, Sacchini and Thorne.

Appearing with the orchestra as soloists are the pianist Daniel Abrams playing Gershwin's "Concerto in F;" violinist Berl Senofsky playing Mozart's "Concerto No. 5", and Center Stage actor John Schuck narrating Copland's "A Lincoln Portrait."

Jeannette Walters, soprano and Joseph Eubanks, bass baritone, will do excerpts from Gershwin's "Porgy and Bess;" and Miss Walters will join soprano Barbara Altman and the Bach Society of Baltimore to perform Vivaldi's "Gloria."

There are to be three different programs offered for each of the these weeks involved in the summer festival. The Orchestra will visit each of the city locations twice and will perform three times at Goucher.

Samuel Hopkins, president of the City Board of Recreation and Parks, added that "the idea of the series is to bring to the people musical programs of artistic excellence in congenial and informal settings."

In keeping with that concept, all of the seating, except for portions of Mount Royal Station, where chairs will be provided, will be on the lawn and the audience is invited to bring pillows and blankets to sit and is encouraged to picnic on the grass before the concerts begin.

The concerts will be preformed against the backdrop of a portable, fiberglass accoustical shell, with stereophonic amplification installed to produce the finest sound possible in an outdoor setting.

All of the programs will begin at 8:15 p.m., and have been scheduled to last from 70-80 minutes.

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THE PROGRAMS, locations and dates for the festival are:

Program No. 1

Fanfare For A Festive Occasion (World Premier) Thorne;

A Lincoln Portrait, Copland, John Schuck, Narrator;

Concerto in F for Piano and Orchestra, Gershwin, Daniel Abrams, Pianist;

Suite from the Royal Fireworks, Handel; (with areial fireworks display to accompany the music)

Locations

Goucher College, Sunday, July 3

Druid Hill Park (lawn in front of Mansion House), Wednesday, July 6

Patterson Park (lawn overlooking the lake), Saturday, July 9

Program No. 2

Overture to Oedipus at Colonne, Sacchini;

Excerpts from Porgy and Bess, Gershwin, Jeannette Walters, Soprano; Joseph Eubanks, Bass Baritone.

Gloria, Vivaldi; Jeannette Walters, Soprano; Barbara Altman, Soprano; Bach Society of Baltimore; George R. Woodhead, director;

Locations:

Mount Royal Station, Tuesday, July 12

Druid Hill Park, Friday, July 15

Goucher College, Sunday, July 17

Program No. 3

An Outdoor Overture Copland;

Concerto No. 5 in A Major, Mozart; Berl Senofsky, Violinist;

Symphony No. 5 in C Minor, Beethover;

Locations

Patterson Park, Wednesday, July 20

Mount Royal Station, Friday July 22

Goucher College, Sunday, July 24

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ORGANIZED seven years ago, the Baltimore Chamber Orchestra has operated under the auspices of a foundation grant administered by Goucher College and presents free concerts in selected schools and public centers throughout the city and state.

Dr. Otto F. Kraushaar, president of Goucher, observed that "we feel such concerts, which are modeled after the park concerts in some of Europe's greatest cities, will provide a source of enjoyment to the residents of the Baltimore area."

A similar summer festival was held in New York City last August in a concert series performed by the New York Philharmonic Orchestra in cooperation with the City of New York and under a grant from the Schlitz Brewing Co.

Twelve outdoor evening performances of the Philharmonic under the direction of Leonard Bernstein and invited conductors in the five boroughs of New York attracted audiences ranging from 70,000 in Central Park to 20,000 in Staten Island.

Prize-winning Fire Department

No resident of any community — a metropolitan one in particular — would relish the opportunity of being compelled to render a judgment on the relative importance of the Police and Fire Department.

Fortunately no such judgement is necessary because in Baltimore — as elsewhere — both are an absolute necessity.

Baltimore, however, is more fortunate than many comparable cities in that it lays justifiable claim to one of the best Fire Departments in the nation.

Its 2,177 men, 275 pieces of equipment housed in 71 buildings gives the city the best possible protection from the ravages of fire, Stanley Scherr, president of the three - member board of Fire Commissioners says proudly.

Armed with the most sophisticated and modern fire alarm system in the country, department personnel, aided by 2,000 alarm boxes are put in instant touch with fires mere seconds after they start.

AN ADDED dimension, according to John T. O'Mailey, executive secretary, is the devotion to duty ingrained in firefighters.

As an example he cites a recent fire when all off-duty firemen were summoned to help battle one of the city's biggest fires in recent history.

"Of course, we all know that any fireman hearing the broadcast was compelled to report. But how could we prove he heard it if he chose not to come in?"

Yet, Mr. O'Mailey declared, "more than 500 off duty firemen responded. I believe that is an indication as to what type of man joins the Fire Department," he said.

In addition to Mr. Scherr other commissioners are Charles A. Masson and James J. Lacy Jr.

They set policy which is left to the administration of John J. Killen, chief of the department.

Combined with dedicated personnel, the city guardian against the destruction of fire includes some of the most modern equipment available, according to Mr. O'Mailey.

This includes the newest piece of firefighting apparatus, the Snorkel, which lays claims to incredible mobility and spews out 1,000 gallons of water per minute.

It, like hoses, trucks, tires and other equipment, gets tender and loving care from firemen who take their motto — "Always Ready" — seriously, the secretary says.

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BROKEN down into 12 bureaus, the department's nerve center — Fire Alarm Telegraph Department — is located on the second floor of Department Headquarters, 400 block E. Lexington.

It is under the command of Capt. Warfield Funk, who is also responsible for dispatching ambulances to scenes of emergency.

Surveying the horse shoe-shaped bank of electronic consoles which put's him in instant touch with any point of the city, Capt. Funk waxed philosophical about the highly efficient operation.

"Nobody wants fires, including us. But when they come, we have to be ready," he says.

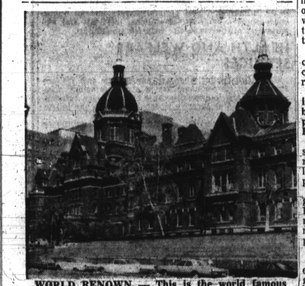
One result of its readiness is reflected in Baltimore becoming a perennial champion in the National Fire Prevention Contest.

Last year, as it has consistently in the past, Baltimore competed against the largest cities (over 500,000) population in the nation.

When the sponsoring organization, the National Fire Protection Association, rendered its verdict, Baltimore was tied for first place with Philadelphia.

BOARD president Scherr echoed the sentiments of all grateful Baltimoreans when he described the feat thusly:

"Such actions reflect credit on each individual in the Fire Department."



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