



Reminder to members: Please be sure your dues are up to date. 2016 dues were due Jan 1, 2016. If it has been longer than one year since you renewed, go to our website: oerhs.org and download an application by clicking: *Become a Member*

See this issue in color on line
at oerhs.org/transfer

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Bring it Home to Oregon – The Oregon Electric Locomotive #21 Project

By John Nagy, Don Evans and the Board

The Bring the 21 Home to Oregon project provides a very rare opportunity to be able to repatriate a tangible piece of Oregon history to a place that was its actual operating home over 100 years ago. And to finally have a piece of Oregon Electric Railway equipment at the Oregon Electric Railway Museum.

the next 34 years it could be found moving freight from Portland south to Eugene and west to Forest Grove.

In 1946, all four of these locomotives were sold to the British Columbia Electric Railway (BCER). Oregon Electric #21 became BCER #961 for another 34 year career of service until 1980.

Saved once again from the scrapper, this unique locomotive was then purchased by the Edmonton, Alberta transit operation as their #2001. Here it began its third life and was used as a construction & maintenance locomotive throughout the transit system line until retirement in 1998. It was affectionately called “White Lightning” by the crews. It is now located at the Fraser Valley Heritage Railway Society's (FVHRS) museum in Cloverdale, BC. The Fraser Valley group recently acquired two new interurban cars and now have more equipment than their site can accommodate. They have decided they need to sell Oregon Electric #21 and want to move it as soon as they



Builder's Photo of OER #21

Greg Bonn Collection

The Oregon Electric Railway (OER) was one of the largest electric railways in the U.S. Opening in 1908, the 122 mile electric railway line helped develop the Willamette Valley by enabling the growth of many communities and served to transport people and Oregon-produced goods. Very little of the Oregon Electric equipment exists and none of it in Oregon. Of all the locomotives, OER #21 is one of only two that avoided being scrapped.

The #21 was one of four 60-ton locomotives built by GE - ALCO in 1912 for the Oregon Electric in order to meet the demands of the growing Willamette Valley. For



Sibling locomotive #22 at Salem – Note the Steam Traction Engine on flatcar

Ed Austin Collection

Oregon Electric Railway Historical Society

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|----------------|-----------------|
| President | Charles Philpot |
| Vice President | Eugene Fabryka |
| Secretary | Mark Kavanagh |
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| Carolyn Vernon | Adam Samish |
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| Museum Director | Greg Bonn |
| WST Manager | David Harold |
| Newsletter Editor | Wayne Jones |
| Gift Shop Manager | Carolyn Vernon |
| Webmaster | Mark Kavanagh |

Membership

If you have overlooked paying your dues for 2016 or did not realize that dues are based on a calendar year, this is your reminder that your dues are due. Memberships should be renewed on January 1st each year. New members joining after July 1st should renew on December 31st of the following year. The OERHS is a non-profit

501-C-3 corporation, the benefits of a donation should be discussed with your tax advisor.

| | | | |
|--------------|-------|------------|--------|
| Active | \$ 30 | Sustaining | \$ 250 |
| Family | \$ 40 | Life | \$ 500 |
| Contributing | \$ 50 | Benefactor | \$1000 |
| Supporting | \$100 | | |

Mission Statement

The mission of the Oregon Electric Railway Historical Society, Inc. Is to preserve the regional heritage of electric railway transportation as a living resource for the benefit of the present and future generations.

To fulfil this mission the Society will promote:

- The study of electric railways, their physical equipment, properties and operations, devoting special attention to the electric railways of western Oregon.
- The procurement and preservation of historic electric railway equipment, materials and property.
- The display, interpretation and operation of surviving historic equipment, materials and properties.

By Laws, Article II, 9/14/93

Official Notice

The Transfer is published quarterly as the official publication of the OERHS, a state and federally recognized not-for-profit institution and operator of the *Oregon Electric Railway Museum* at Brooks, Oregon and the *Willamette Shore Trolley*

between Lake Oswego and Portland.

The views expressed herein are solely those of the individual writers identified and of the editor only, and may not necessarily represent the views or policies of the Society, its Board of Trustees, Officers or Members.

Articles, photos and letters for publication are always welcome. Please email to transfer@oerhs.org or postal mail to the museum address following.

Please send any change of address, your dues and donations to Suzi Jones, Treasurer

Oregon Electric Railway Historical Society
3995 Brooklake Rd. NE
Brooks, OR 97303
Phone: 503.393.2424
www.oerhs.org

Do you want to be a Motorman?

Volunteers are needed at the museum in Brooks to be trained as Motormen, Conductors, Ticket sellers and Car Barn Tour guides. Saturdays from 10am to 4pm, motorman training on Sydney 1187 and other cars. The Museum is open to the public in early May on Saturdays, Sundays and some weekdays by schedule and charters. For the weekday projects, contact Greg Bonn.

Please come out to the museum and lend a hand. If you wish to volunteer for the Willamette Shore Trolley, call David Harold or Jan Zweerts at 503.697.7436 for information about the many volunteer positions that may interest you.

Powerland Operations

— Kenneth Peters

2016 was a good year for operations at Powerland. We had 38 days of operations which began May 14th and ended on September 17th. As in past years we started out with a day devoted to the boy scouts.

We had some 20 plus volunteers for the season. This was sufficient to support all scheduled operations and charters. While not originally planned, we also operated on Sundays, plus July 4th and Labor Day. The high point of the year came on July 4th when we participated on the last of three days of Civil War reenactments. In the morning we were of service to the Union forces while in the afternoon we were of service to the Confederate forces. While far from being historically correct, it

sure was fun. Having Union troops getting off 1187 to go into battle may well rank as one of the zaniest events in the history of the OERHS.

As it has been since our move to Powerland, 1187 (the Sydney car) was our primary trolley. On the last two days we used 201 (the Oporto car). The first day she was right fit for a charter of 4th graders from Independence. The next day, September 17, was rainy. Being enclosed, 201 was ideal for the day.

2016 was the first year in which our Hopmere station was fully opened to the public. While we did not have our exhibit room furnished with displays, our completed ticket office and sales area made things appealing for both our volunteers and visitors.

My wish for 2017 is to have a larger pool of motormen and perhaps have the Blackpool or Broadway car in operation.

How we deliver *The Transfer*

The Transfer is delivered both electronically and by postal mail. With the electronic copy, you can see all the pictures in full high-resolution color, a big improvement over the black and white appearance in the printed version.

We have established a web site where you can view and download copies of The Transfer. We have set it up so it is also easy to print on your color or black & white printer if you prefer hard copy.

If you wish, we will send you notification when the next issue is available and a link to the web site where you can view the issue or download and print a copy. Please send an email to: transfer@oerhs.org with your name (as shown on the OERHS membership list) and the email address you would like us to send the notification to. Of course, we will

respect your privacy and we will only use your email address to send a single notification that a new The Transfer is ready and a link where you can get it. We will never send promotional material or give or sell your email address to any other person or organization. You can see this issue and the previous issues by going to this web site: oerhs.org/transfer.

We also mail black & white copies of the newsletter to all members of record. Not as exciting as the color version available at the web site but some members have stated that they prefer physical copies.

The electronic copy that you can get on the web site can be printed in full color (or black and white of course) on your printer at home if you prefer to read The Transfer the traditional way. We are also archiving back issues on the OERHS web site so in the future you will always be able to refer back to previous issues. We believe you will appreciate the higher quality pictures that this process will provide to all the interesting photos that accompany our articles.

Bring it Home to Oregon – The Oregon Electric Locomotive #21 Project

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As BCER 961 In Vancouver, BC

photo by unknown

can. Despite 86 years of service and 18 on display, the locomotive is essentially complete and easily within the realm of restorability for OERHS.

As a non-profit museum, FVHRS have expenses they must meet so need to sell it rather than just donate it to another group. They are offering it for what it cost them to transport it their museum (\$18,000 CAN). Added to that the trucking, crane costs, stabilization and contingency bring the project cost to \$50,000 US. However, due to financial and site availability constraints they need to have it leave by February 2017. While this is a great opportunity, it was unforeseen that this vintage locomotive would ever be able to leave Canada and therefore no budget for this project was established by the Board. Further, due to the tight timeline, few applicable grant funds are available.

Because the OERHS has existing commitments, the Board was unwilling to jump into this project without some hard looks at the situation and its possible impacts. To help us determine if this project was viable and how we could go about it, we brought in railroad museum expert Don Evans for a one day workshop with the Board. He is a Director of the Association of Tourist Railroads and Railway Museums, a longtime member of the West Coast Railway Museum in Squamish, BC and has been helping APMA with their Visioning process. Twenty years ago the WCRM was very much like the OERHS is now. But today they have 15 paid staff and an annual budget of \$2.7 million (2 million is from operations and \$70,000 is from donations). Don walked us through the process on how to strategize a major fundraising effort and how to develop a plan for this specific project. He felt that the “Save Oregon History” aspect of this campaign would not only make it very achievable, it would also serve as a template for other projects and be a great accomplishment we could point to for future bigger grants (i.e. for a 2nd car barn, restoration shop, etc.).

Like every museum, we must balance the “desire to acquire” with the goals of the organization. To this end the Board asked:

1) What is the significance of the item?

This is an actual Oregon Electric locomotive – one of only two left and an important part of Oregon railway history.

2) Does it fit with the mission of the museum?

Yes, the three goals in our Mission Statement are:

- ❑ The study of electric railways, their physical equipment, properties and operation, devoting special attention to the electric railways of western Oregon,
- ❑ The procurement and preservation of historic electric railway equipment, materials and property, and
- ❑ The display, interpretation and operation of surviving historic equipment, materials and properties.

3) What value does it add to the collection?

It fills two gaps in the collection: having an actual piece of Oregon Electric equipment and having an example of a GE electric “road” locomotive.

4) How will it be preserved, restored and used?

Because of its long service, the locomotive was well cared for and was operational at the time it left service. We would make sure it is weather tight and then begin reconnecting the motors and control equipment so it can return to operation. Once the loop is completed, we can use the #21 with our former SamTrak open-air trailer to make it a revenue car to carry passengers.

5) How can the project funds be acquired?



As Edmonton Transit #2001 in July, 1980

photo © by Doug Cowan barp.ca

Bring it Home to Oregon – The Oregon Electric Locomotive #21 Project

...continued from Page 1

Because they believe strongly in this project, the Board members have already pledged \$5000 towards it. We have also received \$1000 personal donation and \$1000 corporate donation from Leatherman Tool Group. Additional funds are being sought through donations and grants



Taken just a few years ago at Frasier Valley

FVRHS photo

6) Why now?

For almost as long as the OERHS has existed, it has been a goal to have a piece of Oregon Electric equipment. We had such a piece once long ago but had to give it up. Since then we have been carefully watching for an opportunity to acquire another. While a passenger car would be desirable, the only ones that are left are either part of a group that will not give them up or are built into a diner in Washington, making the #21 the best chance we have. The main driver is the 21 is available now and very probably won't be again. Its surviving sister is finishing a 4-year restoration at West Coast Railway Association so

will not be available. This means the 21 will either be sold to a group that wants it or will be scrapped. Would we prefer to get all of our existing cars under cover and build our other buildings first? Yes, but the cost of doing so is many times the cost of this project and some grantors who would be interested in this project would not be interested in funding a building. And this car would no longer be available.

The Bring the 21 Home to Oregon project will return this important piece of our history where it can be preserved, restored and operated for the enjoyment by the public now and in the future. Currently 40,000 people annually visit the Antique Powerland site in Brooks, Oregon - the home of the Oregon Electric Railway Museum where #21 would take up residence. Stories of how the Oregon Electric freight service helped develop valley industry can be brought to life to school groups, scout groups, Oregonians and tourists. An example could show #21 pulling a load of freshly harvested hops for use in brewing. The hops are adjacent to our site - so the locomotive performs in live context of its roles 100 years ago. Interpretation will also showcase an example of clean energy in Oregon transportation from over a century ago.

Make this project a success:

Use the donation form in this newsletter or on our website and make your donation today!

UPDATE: Member Ron Vandehey has issued a challenge grant to OERHS members: He will match up to a total of \$3000. So whatever you donate he will match (if you donate \$250 he will match your \$250 in effect doubling your donation!)

Thank You to Our Recent Donors!

Our sincere appreciation goes out to the following individuals and organizations for their donations to our projects. Your generosity keeps us moving forward!

History of Portland Streetcars and Light Rail Display
TriMet

Hopmore Station Archives
The Greenbrier Companies

Bring the #21 Home to Oregon project
Leatherman Tool Group
Ron Vandehey
Steve Berliner
Greg Bonn
Lou Bowerman
Bruce Carswell
Gene Fabryka

Max Hoefer
Peter Kloosterman
Mark Kavanagh
Steve Magnuson
Virginia McQueen
John Nagy
Charlie Philpot
Adam Samish
John Taubeneck
Carolyn Vernon

Complete the Mainline Loop
Judson Parsons

Replacement Tie Fund
Judson Parsons

Museum Director's Report

– Greg Bonn

This summer found the volunteers busy preparing and maintaining the property for Steamup and other events at Powerland. New member Steve Mills and Bob Franklin kept the brush and weeds along the edges of the track and the fence lines under control. The blackberry growth along the right of way, initially sprayed in the spring, received additional applications this summer in an attempt to keep it under control. The work was a success and the tracks are clear. The north field was cut early this summer, the first time in three years. A large field mower was brought in by a member of the Two-Cylinder club (John Deere) for the initial cut as the grass was nearly three feet tall. Additional cutting was done with our mower with the hopes that we can keep it under control in the future.

Gene and Vicki Fabryka, with assistance from Bob Franklin and Steve Mills, attacked the scrub trees and brush along the west property line, using a track hoe provided by the Steam Fiends. It was able to grab the berry vines, brush and trees and place it on the east side of the track for chipping. The berry vines and brush were moved to the compost bins to be dealt with later. The larger material will be chipped later this fall. We will continue clearing the majority of vegetation along the length of the track and re-plant with more desirable trees and shrubs, located to allow clearance for grounds maintenance and car operation.

Repairs were made to the number one carbarn switch after 1187 picked the point and dropped an axle. After the car was re-railed, the point was inspected and found to have a large chip missing from the end. The repair took several hours but repairs had to be made to the portable welder when it was found to have a broken carburetor. Once replaced, the repairs were completed on the switch point and put back into service. Additional work to re-align the frog is scheduled to take place before operations resume in the spring.



Greg Bonn repairing switch point

Car 1187 received a pair of matching air gauges this summer. They are used to indicate air pressure in the system and are located in the original position above the right cab door frame. Steve Mills and I rebuilt the retrievers used on the car. They were disassembled and thoroughly degreased and cleaned. Ron Vandehey sandblasted the housings and other parts to be painted. New back plates were fabricated and painted and new mounting brackets made for the north end. A spare retriever has been rebuilt for stock as well.

A new sign has been installed above the main doors to Hopmere Station to indicate the entrance to the ticket office and passenger waiting area. The design has a period look and was installed to allow the sign to swing in high winds or if bumped or hit. It is painted on both sides and very visible from the road. Another sign is located on a pole at the west end of the station to direct visitors to the entrance on the north side of the building.

Measurements were taken and plans drawn to fabricate a set of pole base support beams for use on one of the Brussels cars. My hopes are to fabricate one or more sets of beams this winter, along with the roof brackets to attach the beams to the roof. The selection of which car to convert will be determined by the quality of the existing roof. The project will require the removal of the pantograph, installing the mounting brackets, beams and pole base and sealing the roof around the support brackets and patching and painting the canvas where the pan was mounted.

Steve Mills and his son Michael have been working on the bucket truck, rebuilding the carburetor, replacing spark plugs and repairing leaks in the hydraulic system in an attempt to have the truck running for overhead maintenance and repairs to take place before operations start next spring. There are a number of maintenance issues to address on the overhead wire and support system. Over the past several years, woodpeckers have moved in and set up nests in some of the poles used to support the overhead wire. We are in the process of obtaining replacements. The kink in the wire in the southeast corner will be addressed as soon as the truck is released for use.

Plans for the off season include; Overhead maintenance and repairs, track maintenance and repairs including tightening track bolts and tie replacement. Library shelving construction and office furniture restoration for the depot, kitchen cabinet installation and fabricating missing pieces. There are many more tasks and project, too many to list. Please call or e-mail Greg Bonn if you have some time to help on a task or project. If you are interested in volunteering but not in the listed projects, contact Greg for additional opportunities.

MAX Light Rail destination-sign conversion

by Steve Morgan

Those members who live in the Portland area will probably be aware that the destination signs on TriMet's older MAX light rail vehicles look different now. The rollsigns have been replaced by electronic LED signs on the 105 LRVs that originally came with rollsigns. A two-year conversion project was completed in September. The 40 newest cars, the Type 4 and Type 5 LRVs (both Siemens S70), had LED signs when new. However, the 26 Bombardier cars (TriMet Type 1), and the 79 Siemens SD660 cars (Types 2 and 3) had always used rollsigns – for 30 years in the case of the Type 1 cars. Each time TriMet opened a new MAX line, a new set of rolls was installed in each car, and the final series of rolls (installed in 2009) included signs for the Blue, Red, Yellow and Green Lines. However, when construction of the Orange Line began, in 2011, TriMet decided not to purchase new rolls with orange-colored readings, such as “Milwaukie”, and instead to convert the 105 affected LRVs to LED (light-emitting diode) destination signs. The reason was partly for future flexibility and partly because the signboxes on some types of LRVs were running out of room and couldn't accommodate rolls that were longer. Each car has four

signboxes – one at each end and one on each side – so a total of 420 signboxes had to be removed and replaced.

The project started in October 2014, with one LRV of each type converted as a prototype, and was forecast to take about 18 months. The new signs were purchased from a South Korean manufacturer, but the conversion work was carried out by TriMet employees, at the Ruby Junction maintenance facility. The destination-sign conversion was part of a larger communications-system retrofit on these 105 LRVs, which also included replacement of all of the interior “next stop” displays in the SD660s and a lot of wiring and electronics updating. When the Orange Line opened, in September 2015, the 145-car MAX fleet still included almost 60 LRVs with rollsigns, and those LRVs were not allowed to be assigned to Orange Line/Yellow Line runs until they had been converted. I am aware of a few instances of rollsign-equipped LRVs running on the Orange Line in spite of that restriction, usually due to very unusual circumstances (such as a temporary severe shortage of LRVs for a few days after a flooding incident on Halloween 2015 that damaged several cars), but there appear to have been very few such occurrences.

By the beginning of summer 2016, only about 12-15 LRVs were still in service with rollsigns, and the very last MAX car to run in service with rollsigns was car 324, on August 19. (The last LRV to be converted was actually No. 101, in September, but it has been out of service for body-overhaul work since at least 2014. TriMet's Type 1 LRV Body Overhaul program, which started in 2003, has been suspended several times in recent years, as more-urgent maintenance needs pop up and temporarily divert funds and workers away from it. Car 112 has been out of service for that same work since spring 2015.)

Although the LED signs give TriMet more flexibility, and won't require the purchase of any new signs the next time a new MAX line or extension opens, the lettering is much



In September 2016, TriMet completed a two-year program to replace the rollsigns in its 105 older LRVs with LED signs. This photo shows two Siemens SD660 cars at the MAX Blue Line's Hillsboro terminal in January 2016. Car 203 (left) still had rollsigns at that time, while No. 310 had been retrofitted with LED signs.

Steve Morgan

MAX Light Rail destination-sign conversion ...continued

smaller and arguably much less readable than it was on the rollsigns (also known as Mylar rolls). The line color is shown not as a background color but as a square at the left end of the display. The pictogram of an airplane, which was included in the Red Line's "Airport" sign for the benefit of non-English-speaking riders, is now gone.

It is expected that one of TriMet's Type 1 (Bombardier) LRVs will be added to OERHS's collection when that series is retired, which appears likely to be about 10-15 years from now. I was able to obtain a few complete

Type 1 rolls and signboxes from TriMet, which otherwise were set to be discarded. When the time comes for a TriMet LRV to join OERHS's collection, these should make it possible to convert the signbox of the preserved car back to rollsign-type, as long as there's someone at the museum who's willing and able to do the conversion work at that time (it won't be me). The Type 1 cars used hand-cranked signs until the very end, making them relatively very simple, while the rollsigns in the Type 2 and 3 cars were motorized and used some electronics to operate.



Close-up of MAX Type 2 rollsign on a Green Line run.

Steve Morgan



The destination sign display for "Airport", on a rollsign-type display in a Siemens SD660 Type 2 LRV on TriMet's MAX Red Line. The inclusion of a pictogram of an airplane helps travelers whose English is limited.

Steve Morgan



The destination sign display for "Expo Center", on the side rollsign in a Siemens SD660 LRV northbound on MAX Yellow Line. This is the interior side of a two-sided signbox, which displays the identical reading on the exterior and interior of the light rail car.

Steve Morgan



A Blue Line rollsign display in one of the Type 1 (Bombardier) LRVs, which were built in 1983–1986. The rollsigns in these cars were hand-crank-operated. Because the Type 1 cars have ends that are more tapered, their front/rear signs were slightly narrower than those of the Siemens SD660 cars.

Steve Morgan



Close-up of the LED sign on a Type 2 LRV, this one on the Blue Line.

Steve Morgan



A different type of LED sign on a Type 5 Siemens LRV on the Orange Line.

Wayne Jones

Restoration and Maintenance of WST

– Trolley Dave Rowe

The Power Generator for VT 514 with excessive oil from breather problem has finally been fixed. Diesel Fuel Injector Services rebuilt the main fuel pump with new seals. Trolley Dave removed and reinstalled the pump. The trolley has operated over 100 hours with less than a tablespoon of oil from breather.

Two traction motors on VT 513 were removed and reconditioned at Reed Electric. Kevin Reilly and Trolley Dave reinstalled the motors and trucks. We hooked up the power generator from VT 514 and operated VT 513 on the WST mainline to Power Marine Park. The rest of the restoration of VT 513 is progressing but more rotted wood and rotted canvas has been found that will be replaced.

Kevin Reilly completed the modification to both trolleys which can cut out a motor when there is a traction motor failure. Kevin also designed and installed an emergency by-pass switch for the trolley air system. With

these new modifications the vintage trolleys will become much more reliable than when they were operating on the Tri-Met MAX mainline in Portland. I give full credit for the expertise Kevin Reilly brings to the Oregon Electric Rail Historical Society.

The Sellwood Bridge Project (SBP) is almost completed. A passing track for WST near the Sellwood Bridge is under construction by West Rail Inc. The road base is almost completed and track laying is next. The passing track and reinstated section is scheduled to be completed by the end of October. It has also been agreed that West Rail will deliver the left over rail sections from the SBP to OERHS in Brooks. There may be as much as 2000 feet of usable 75 pound rail sections and other materials.

OERHS Annual Meeting and Banquet

Come one, Come All, to our annual meeting and Banquet. We are changing our food menu this year, and reducing our price. The programs are also enticing, so there is no reason not to come this year, plus our museum building, Hopemere Station, is looking great. All OERHS Members, Families and friends are welcome at our annual meeting and banquet

Date: Saturday November 5th 11:30am~3:30pm

Start time: Noon, Meal time ~12:30pm

Location: Hopmeme Station at the Museum in Brooks.

Cost: \$16/person

Main Program: **History of TriMet by Phil Selinger**

Phil Selinger is a retired TriMet Project Planning Director, recently authored the book Making History, 45 Years of TriMet and Transit in the Portland Region. He will be giving a presentation on what happened after the abandonment of streetcars in Portland to what lead up to TriMet, and the early days of TriMet up to the operations of MAX. It should be a great show!

Here is the full program of events:

11:30am: Doors open, social time

~12:30pm: Lunch is ready, BBQ menu is shown to the right (or below).

During lunch we will show Trams of Sweden by Kevin Novak

1:25: Annual Elections: We are looking for nominations for trustees and officers, if interested, please contact, Mark Kavanagh

1:30: Annual Reports

2:00: Service Awards

2:15: Door Prizes

2:30: Main Program: History of TriMet by Phil

3:30: Adjourn

Banquet BBQ Menu

- Pulled Pork Sandwich (Shredded Chicken will be an option)
- Potato Salad
- Vegetable
- Rolls
- Assortment of soft drinks/bottled water
- Cake/Pie for dessert

Please RSVP by Nov. 1st

RSVP options:

- Pay online via PayPal. Go to oregontrolley.com, click on **Members** and **Annual Meeting**
- E-mail, pay at door
- Snail mail, pay by check (Print out form)

Dallas, Transit Mecca of Texas

Part 3 of 3

By: Mark Kavanagh

Let's bring us up to date what we have covered so far with transit in the Big-D. In Part 1 of this series we looked at the vast light rail system in Dallas known as DART. Part 2 of this series we examined 3 very different streetcar systems of the Dallas region, the McKinney Avenue Trolley, the new Dallas Streetcar and sadly the defunct Fort Worth Subway. For this, the third and final segment we will look at the commuter rail systems, plus 2 other people mover systems of the Dallas region

As a reminder, this 3-part series on Dallas transit is a tribute to the first DART officer killed in the line of duty, Brent Thompson. He was killed along with 4 Dallas police officers on July 7, 2016. Officer Thompson left behind his wife, 4 daughters and 2 sons.



Trinity Rail Express RDC at Union Station around 1998

The RDCs no longer run, with all trains using the Bilevel trains. Trains run the 34 miles between Dallas and Fort Worth (with some short turns) throughout the day, except for an odd 2+ hour gap mid-day, which TRE is looking to close on weekdays. Trains do run on Saturdays, but not on Sundays.

Denton A-Train

This is a newer commuter train, but it really acts as an extension of the DART Green Line. It starts at the DART Green Line Trinity Mills Station, then heads north stopping at 5 more stations with the terminal at Downtown Denton Transit Center. The line is 21 miles long.

It originally opened using borrowed RDCs from TRE. It now uses Stadler DMUs typically in trains of 2 cars.



Trinity Rail Express at Union Station

Trinity Rail Express (TRE)

The TRE was the first commuter rail service in Texas. It opened in 1996 running from Dallas Union Station to South Irving Station using refurbished Budd RDC cars. They added Bombardier Bilevel push-pull trains. TRE acts as a supplement to the DART Light Rail system. Seamless cross-platform transfers between DART and TRE have always been a key component of this system.

In 2000, the service was extended to Richland Hills, with a stop at CentrePort. Here shuttle buses would take passengers to the huge DFW airport. This was the first semi-rail connection to the airport. This has since downgraded to a shuttle bus to an intermodal center with the opening of the DART Orange Line to the airport. So now it is a bus to a bus to the airport. In 2001, the TRE was extended again, this time into Fort Worth terminating at T&P Station. This is where the line continues to run today.



Denton A-Train at Trinity Mills

All photos by Mark Kavanagh

Dallas, Transit Mecca of Texas *continued...*



Denton A-Train at Denton Transit Center

These are similar to the cars Austin uses for their Capital Rail line.

Trains run throughout the day Monday-Friday, with reduced service on Saturday, and no service on Sunday. The train schedules are designed for easy connections with DART at Trinity Mills. The station at Denton is a major bus hub, and is a mere 5 minute walk to downtown historic Denton.

Future Commuter Rail: TEX Rail

Before moving away from commuter rail, there is another commuter rail project that has broken ground in the Dallas region, TEX rail. It will be a 27 mile commuter rail system from Fort Worth northeast through Richland Hills and Grapevine ending at DFW airport Terminal B. It will have 9 stations, and is expected to open in 2018.

Las Colinas Area Personal Transit System (APT)



Las Colinas Area Personal Transit System (APT) system map (red and blue) with DART route shown in orange.

APT Presentation



Denton A-Train Interior Shot

The APT system originally opened in 1989 to service a planned community of offices, hotels and housing of Las Colinas Urban Center in Irving. The APT system was originally planned to be much larger than the current system is. In 1993, the system was shut down due to cash crunch and the development was not happening as fast as expected.

The system re-opened in 1996 after Las Colinas had a bit of rebound, although service was rather limited. In 2013, the DART Orange Line opened a station, with a rather easy transfer in 2013 to the APT. This has caused a development spurt in Las Colinas, and maybe a call to expand the APT.

The APT is currently an on-demand people mover system that is operator controlled. It has 4 stations, and is run by 2 cars on 2 different routes. No fares are charged. When you enter a station, if a car is not there, you call for a car. One usually arrives in just a few minutes.

DFW Skylink



Skylink at DFW Airport

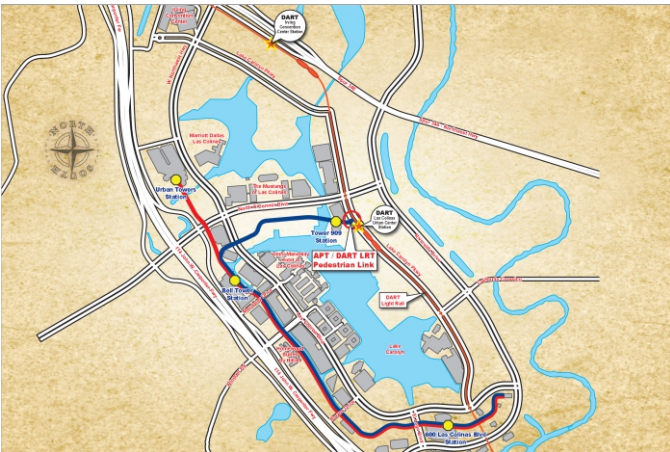
Dallas, Transit Mecca of Texas *continued...*

The Skylink system is a 4.8 mile dual guideway people mover system for Dallas-Fort Worth Airport. It links all 5 terminals (with a provision for a future 6th terminal) on the air (secured) side of the airport. This makes it a quick and easy way to get between terminals. Peak headways are 2 minutes. The longest trip between the farthest 2 points is 9 minutes. This allows for easy connections between flights between terminals. This system replaced a former landside people mover system that was not as useful for transferring passengers.

For plane fans, Skylink is a fantastic way to view aircraft parked on the ramp and watch aircraft movements. Although the train's speed and the line's sudden curves may not do well for much photography.

Summary

I hope you have enjoyed this 3-part series on the Dallas Metroplex. Dallas has a lot to offer for the traction/transit fan. And it can start as soon as you land at DFW airport. Ride the Skylink around the airport. Then exit the airport and ride the Orange Line into Dallas. For traditional trolley folks, then you must ride the McKinney Streetcar. My only word of advice, avoid the summer months, it a bit hot and humid...



APT System Map

APT Brochure



Las Colinas Area Personal Transit System (APT)



Las Colinas Area Personal Transit System (APT)



Las Colinas APT Interior shot

DONATION REQUEST (Tax deductible receipt will be mailed to you)

| | | Description | Amount |
|---|---------------------------------------|--|------------------------|
| Specific Items: | Queen Size Bed Frame & Box spring | For one of the bedrooms in the 2 nd floor of the Interpretive Ctr. (we have the mattress) | \$ _____ |
| | Queen Size Bedding | Queen size sheets & pillow cases | \$ _____ |
| | Flat Files | Flat file cabinets for maps, blueprints, oversize drawings, etc. (or \$ towards purchase of) | \$ _____ |
| | Flooring | Donations for flooring for Interpretive room, gift shop and caretaker's quarters | \$ _____ |
| General Fund | Uniform Parts | A stock of hats, pants, vests & jackets for volunteers | \$ _____ |
| | General Fund | Supports Operational Budget (Utilities, phone, internet, insurance, etc.) | \$ _____ |
| Endowment Fund | Endowment | Helps create an endowment to support operations and general projects | \$ _____ |
| Capital & Restoration Projects | Brussels Trams | The museum can have all nine Brussels Trams for only \$45,000 (that's about \$5000 each!) | \$ _____ |
| | Milan Car #96 | Transport to the museum | \$ _____ |
| | OE Rwy Loco #21 | Bring Or. Elect. Rwy. Loco 21 Home to Oregon | \$ _____ |
| | Carbarn #2 | Build the 2 nd carbarn (will also be the temporary restoration shop) | \$ _____ |
| | Interpretive Center (Hopmere Station) | Finish the archives, displays caretaker's quarters and exterior landscaping (sidewalks, platforms, etc.) | \$ _____ |
| | Mainline Loop | The mainline is incomplete so is currently a point-to-point. This limits the cars we can run and how we operate. Adding less than 2000 more feet will complete the loop. (~\$35k) | \$ _____ |
| | Car Restoration | All our cars need tender, love and care. Many are in dire need of restoration. Current projects underway are: 813 (Broadway car), 1159 (PCC), 1455 (snowsweeper) & locomotives 251 & 401 | \$ _____ Car: _____ |
| | Buy A Tie | \$55 buys us a new fir tie to replace worn out ones (we need about 2000 of them so every single one is a great help) | \$ _____ |
| | Name Your Project | Do you have an idea you would like to see done? Tell us about it! | \$ _____ |
| TOTAL | | | \$ _____ |

To: OERHS, 3995 Brooklake Rd, Brooks, Oregon 97303

Name _____ Date _____

Cash \$ _____ Check \$ _____

Credit Card: \$ _____ Visa ☐ MasterCard ☐ American Express ☐ Discover ☐

Card # _____ Sec Code _____ Expires _____

Signature _____

THANK YOU!