



Reminder to members: Please be sure your dues are up to date. They are due on Jan 1. If you have not renewed you can pay online, or download a membership form, at <http://oregontrolley.com/join>

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The Modern Tempe Streetcar

By Mark Kavanagh



Modern Tempe Streetcar No.183 is turning onto Mill Avenue from University Street in May 2023. Tempe's streetcars are a product of Pennsylvania's Brookville Equipment Co., which has also built streetcars for Dallas, Detroit, Milwaukee, Oklahoma City, Tacoma and Portland. Portland received its first one in 2023. (Mark Kavanagh photograph)

When most people think of Arizona, they think of the desert, cactus, or maybe the Grand Canyon, but urban rail transit would be the farthest on their mind. Yet today, Arizona has light rail across the Phoenix area, the Sun Link Streetcar in Tucson, and the recently-opened modern Tempe Streetcar.

Tempe did have an historic streetcar line at some point, but there is not a lot of history to find about it. It was a horsecar operation that was never electrified.

The first electric railway to Tempe arrived with the opening of Phoenix's Valley Metro light rail system in 2008. But Tempe, being the home to Arizona State University, wanted more.

Arizona's first modern streetcar line was born in 2017 when construction of Tempe's own streetcar got underway. The joint venture between Valley Metro and the City of Tempe finally opened for service on May 22, 2022.

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Oregon Electric Railway Historical Society

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Membership is based on a calendar year. All memberships expire on Dec. 31st, with renewal due by January 1st. The OERHS is a non-profit 501-C-3 corporation, so dues are tax deductible.

Categories			
Active	\$ 30	Sustaining	\$ 250
Family	\$ 60	Life	\$ 500
Contributing	\$ 75	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 fulfill 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 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 either transfer@oerhs.org or trolley503@frontier.com

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You can be a Motorman, Conductor, Tour Guide, help restore trolleys or participate in more great activities. Want to learn to operate a 100-year-old trolley or an electric locomotive? If you are interested in training to be a motorman, conductor, or station agent at the museum contact Mark Kavanagh at (503) 399-7508. If you wish to volunteer for the Willamette Shore Trolley, call David Harold or Jan Zweerts at (503) 697-7436. No experience is necessary just a passion for trolleys! We can train you in any volunteer position that meets your interest.

How we deliver *The Transfer* and *The Monthly Pass*

Our quarterly newsletter *The Transfer* is published electronically in full high-resolution color. Members can view and download current and previous issues at the OERHS website: oregontrolley.com/transfer. You will also find an archive here of previous issues going back to the 1970s. It is easy to print copies on your personal color or black & white printer. By default, members receive email notification as soon as an issue is available. We believe you will appreciate the higher quality pictures that this process will provide to all the interesting photos that accompany our articles.

For those who prefer a printed copy of *The Transfer* a black and white version will be mailed to your home address by request. Please send this preference to Secretary Mark Kavanagh, Oregon Electric Railway Historical Society, 3995 Brooklake Rd. NE, Brooks, OR 97303 or send him an email at mark@oerhs.org.

When needed, the OERHS also updates members on events at the Oregon Electric Museum and the Willamette Shore Trolley in a short email newsletter called *The Monthly Pass*. We must have your correct email address for distribution of both newsletters. We respect your privacy and will only use your email address to send a single notification when the latest issue of *The Transfer* is ready. We do not send promotional material or advertising.

Tempe Streetcar

continued from p. 1

Tempe's railway is unique. It may be the only US city with a modern streetcar system that did not evolve from a first-generation electric streetcar or interurban.

The Tempe Streetcar line forms a C-shape linking downtown Tempe with Arizona State University, Sun Devils Stadium, and, more importantly, student housing. It connects with Valley Metro Rail in two locations: Dorsey Lane to the east of campus and at Third Street downtown. In downtown, the streetcar line splits with northbound trains on Mill Street and southbound trains on Ash St.

Tempe's streetcars utilize overhead wire for most of the line and battery power in the gap sections. Battery power is used northbound between 9th/Mill streets and Hayden Ferry on Rio Salado Parkway. Southbound trains run on battery between Hayden Ferry and 3rd/Ash Sts, and again from University/Ash to 9th/Mill.

The streetcars are American-made products built by Brookville Equipment Corporation in Brookville,



Tempe Streetcar interior cab view in May 2023. (Mark Kavanagh photograph)

Pennsylvania. The Brookville Liberty Modern Streetcar is designed for off-wire use. These same Brookville Liberty streetcars are used in Dallas, Detroit, Milwaukee, and Oklahoma City. Tacoma has also purchased five and are in testing for the T-Line Hilltop extension. Portland Streetcar has purchased three, with one already delivered.

The Tempe cars are stored and serviced at the Valley Metro Light Rail shops, about two miles east of downtown Tempe. There is a link to

Valley Metro at Dorsey Lane for the streetcars to access these shops.

My review of the system is that it fits well with the Tempe system, which includes the Orbit, a free bus circulator operated by Valley Metro. Each of the Orbit's routes is named after planets and is popular with students.

The Tempe Streetcar does not have any traffic pre-emption along Apache Boulevard. As such, there are long waits at traffic lights. In downtown Tempe, the streetcar operates in mixed traffic, which can cause delays on Mill and Ash Streets.

I like the free Dorsey Lane park-n-ride that serves both the streetcar and light rail. In my limited experience with the system, I saw many students hopping on the train to get around, and there was also a visible security presence onboard. The stations are short, simple, and clean.

Currently, fares are not charged on the streetcar. This helps with ridership, although there is a plan to charge fares in the future, which I'm sure will impact ridership. Hopefully, students will get a free pass; otherwise, the Orbit buses will be a better option.

There is talk of extending the line along Rio Salado Parkway to reach the city of Mesa. I'm unsure how useful that will be since Light Rail



Kinki Sharyo built Valley Metro light rail vehicle No. 148 at Gilbert Road Station terminus in Phoenix, May 2023. (Mark Kavanagh photograph)



The Tucson Sun Link streetcar in this October 2017 view may look familiar to our readers. No. 104 was one of eight cars built by Portland Oregon's now defunct United Streetcar during 2013-14. (Mark Kavanagh photograph)

already links the two cities, parallel to, and just south of, the proposed streetcar alignment. But Tempe and Mesa are using the idea to develop more housing and traffic generators along the proposed line.

If your travels bring you to the Valley of the Sun, I highly recommend riding the Tempe Streetcar. If you fly into Skyharbor Airport, you don't need a rental car to get to Tempe. Hop on the free PHX automated SkyTrain to 44th Street. Transfer to the Valley Metro Light Rail towards Gilbert Road. Get off in downtown Tempe, and the streetcar is just steps away.

Other railfan attractions in the Phoenix area are:

❖ **The Phoenix Trolley Museum** had to move from their original location downtown to just west to downtown, so they lost their very short demonstration ride. They have three former Phoenix trolleys in their collection, one fully restored and currently in storage. Future plans are to bring the cars to the museum and build a demonstration line.

<http://www.phxtrolley.org>

❖ **The Arizona Railway Museum** in Chandler has a huge collection of mainline locomotives,

passenger, and freight cars, maintenance of Way vehicles and a Toronto PCC.

www.azrymuseum.org

❖ **The McCormick-Stillman Railroad Park** in Scottsdale is operated by the city and includes a 15" gauge operating railroad, a 7.5" live steam railroad, a full-size steam locomotive, passenger

cars on display, a railroad museum, and a carousel.

<https://www.therailroadpark.com/> 

A Bit of Arizona Trolley History

Mark Kavanagh

At one time, Arizona had several streetcar systems. There were electric trolleys in Tucson, Prescott, Bisbee, Douglas, and Phoenix.

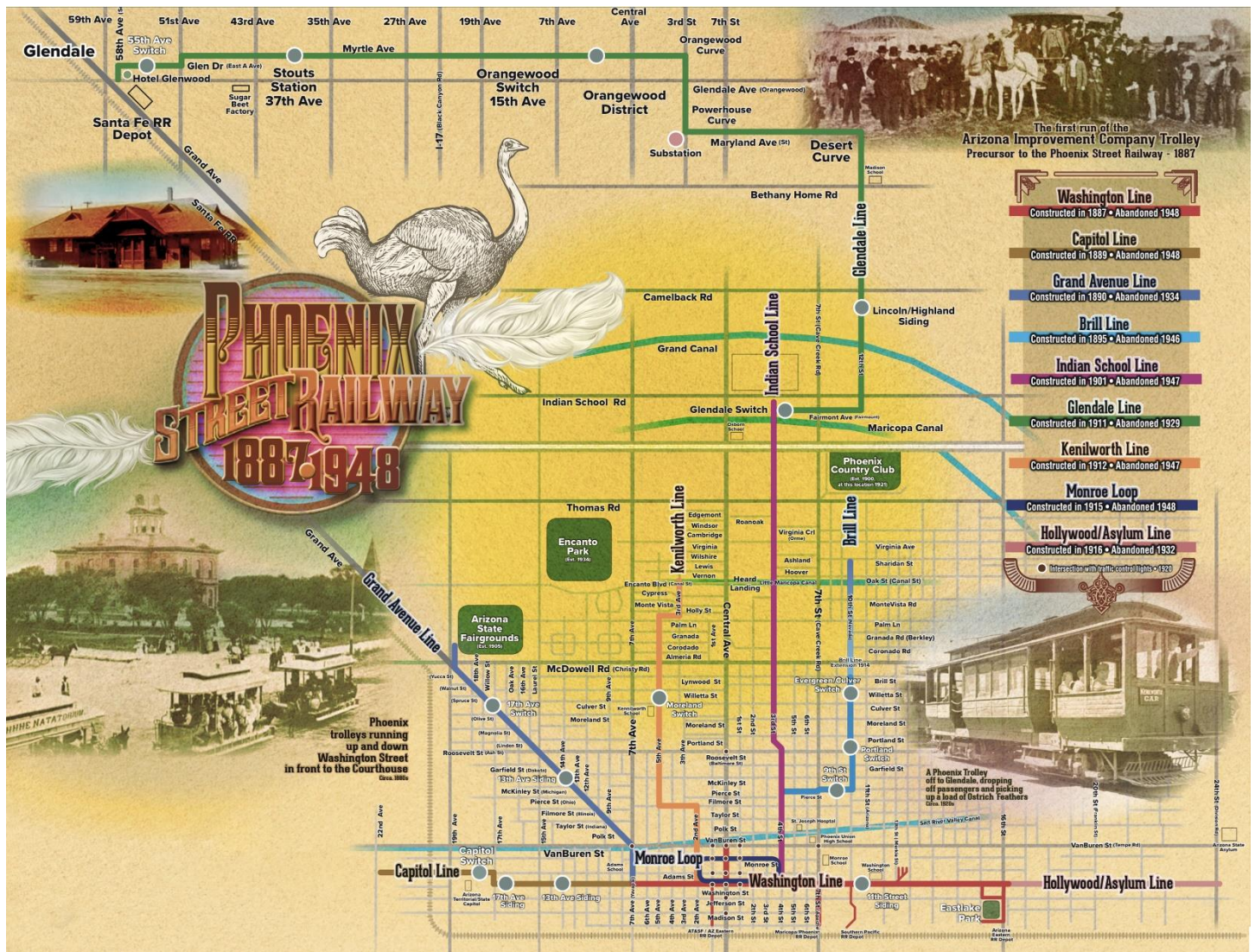
Phoenix had the most extensive system, and it lasted the longest. The Phoenix Street Railway opened as a horsecar line in 1888. The system's owner, Moses Hazeltine Sherman, built lines to service real estate developments he owned.

The Phoenix Street Railway was electrified in 1893 and continued to expand until it reached its height in the 1920s with 33.6 miles of track and six routes.

In 1925 the City of Phoenix purchased the street railway. The city



Phoenix Railway No. 517 was one of 18 modern lightweight cars purchased from the American Car Co. in 1928. It is seen at Second Ave. and Washington St. on the Route 4, Indian School, Line wearing the dark two-tone green 1940s color scheme. (Robert McVay photograph)



This delightful map illustrates every Phoenix Street Railway line from 1887-1948, including six city lines: Washington, Grand Avenue, Brill, Indian School, Kenilworth (originally 2nd Ave.) and Hollywood/Asylum, as well as the Monroe Loop, Capitol stub and the Glendale interurban. It was created by the Phoenix Trolley Museum. Memberships and newsletter available at <http://phoenixtrolley.org>.

instituted more frequent and faster service. More cars were purchased in 1928.

The Phoenix streetcar system started to contract in the 1930s. The final nail in the coffin occurred on October 3, 1947, when a fire started in the car barn and burned most of the fleet. The city decided not to purchase new cars, and in 1948, the system was formally abandoned and replaced by Buses.

Electric Traction returned to Arizona in the form of light rail. Valley Metro Rail opened in 2008, serving the cities of Phoenix, Tempe, and Mesa.

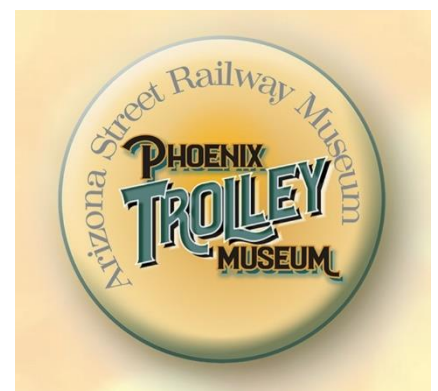
Construction is now underway to extend service to South Phoenix and another extension is nearing completion to the north. Plans are to head to the Arizona Capitol Mall in downtown Phoenix and then further east along I-10.

Streetcar service in Tucson, Arizona's second city, started with a horsecar line in 1898. In 1905, the Tucson Rapid Transit Company purchased the horsecar system and, in 1906, converted it to electric operation.

By the 1920s, the TRTC had started adding buses instead of expanding the streetcar network. The last streetcar ran in 1931 when Tucson

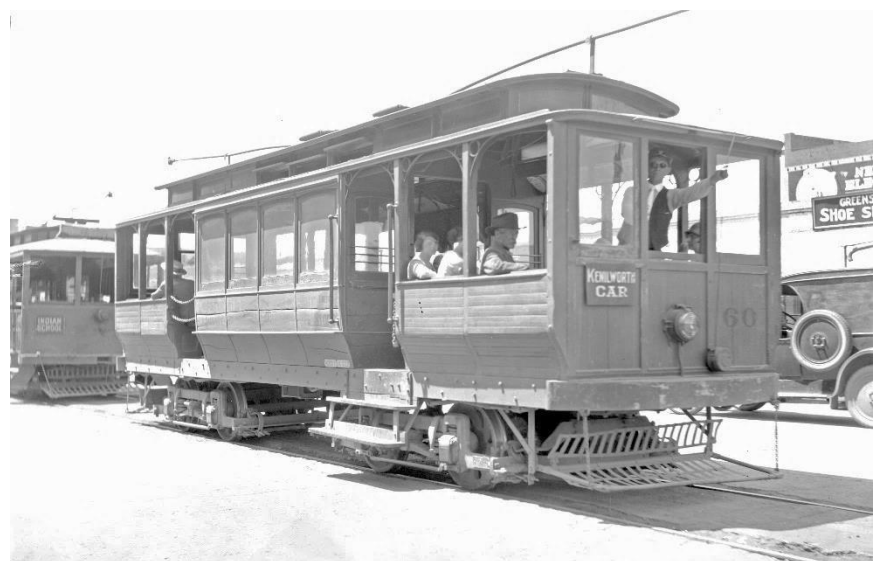
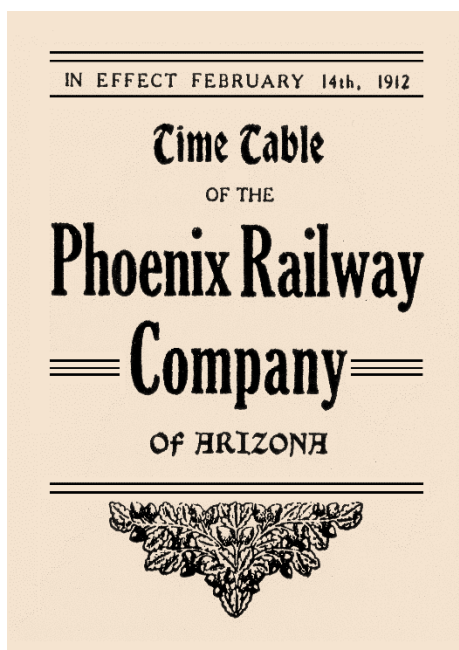
Rapid Transit was entirely converted to buses.

Continued on page 7





Phoenix Railway Company California-style cars 19 and 20 on the Washington Street/Capitol Park Line meet No. 1 at busy Berryhill corner, First Ave. and Washington St., during the early 1900's. The small, closed car just visible over roof of 19 is on a siding. (University of California Libraries)



No. 60 was among 17 obsolete trolleys purchased from the San Diego Electric Railway in 1918. They proved to be slow and uncomfortable cars. It is seen on the Kenilworth Line in the 1920s after the ends had been enclosed. (Arizona Photographic Associates)



Phoenix Street Railway No. 116 (renumbered 508 in 1942) is in storage while undergoing restoration by the Phoenix Trolley Museum. It was one of 35 cars purchased from the American Car Company in 1928 in the city's last new car order. Three of these double-truck steel lightweights survive today. (Mark Kavanagh photograph)

Streetcars returned to Tucson in 1993 when Old Pueblo Trolley opened a heritage streetcar line. The non-profit corporation began restoring old trolleys to operate between the University of Arizona and the historic Fourth Avenue Business District. The line, which ran on newly laid track, was successful enough that the city took notice. The city developed a plan to extend the line into downtown Tucson. However, they decided in favor of a modern streetcar.

The modern Tucson Streetcar opened in 2014, replacing the Old Pueblo heritage trolley line with new equipment, tracks, and stations.

The other first-generation streetcar systems in Arizona included electric railways in Bisbee and Douglas, where trolley lines were built to transport workers to the mines. A trolley system was also planned for Prescott, Arizona. It would have served the mining fields around Mt. Union but was never built.



Editor's Note: This article was augmented with historic photos and captions in honor of my friend Debbie Laskowski who passed away in Maricopa, AZ on Sept. 20, 2023.



Restored woodwork, walkover seats, and farebox are evident in this interior view of historic Phoenix streetcar No. 116 taken in 2012. (Mark Kavanagh photograph)

From the Car barn

Pete Manuele

The Great Oregon Steam-Up 2023 has come and gone. There was not a lot of activity in the lead-up to the event so there was plenty of time to clean up the carbarn for display.

The carbarn was open to Steam-Up attendees during both weekends. Trolleys stopped by the carbarn during return trips and disembarked several passengers on each run. I estimate that at least 40-60 % of all riders stopped to visit the carbarn. I am sure that a significant number of visitors also walked in from the road to see our collection.

I was able to give a couple of tours on the first day before I was called to other duties. The visitors had many questions and many positive comments about the collection. Adam, Nick, Gene and Mike handled the rest of the tours for both weekends.

No. 48 (the Blackpool Double-decker) and No. 1187 (the Aussie car) were used both weekends during Steam-Up. The Blackpool car operated in the mornings, while the Aussie car operated during the afternoons. The open car provided relief from the heat for passengers when temperatures began to soar. Both cars ran trouble-free during both weekends.

All things considered, the carbarn tours were a great success. I want to thank Adam Samish, Nick Christianson, Gene Fabryka, Mike Hafner, and Richard Thompson for their work giving the carbarn tours. They all did a great job. If I missed anyone, please accept my apologies. 🚃



In 1995 the Old Pueblo Trolley in Tucson acquired Belgian tram No. 1511. The 1936 vintage two-axle car is seen here in September 2011 prior to suspension of operation. Since October 2011 the route formerly used for the heritage trolley has been part of Sun Link light rail. (Kavanagh photograph)



Old Pueblo Trolley restored ex-Osaka car 255 to its original identity as Kyoto No. 869 but, as can be seen in this 2017 view, its livery has faded since operation was suspended. OPT hopes to resume historic trolley operation on weekends and for special events. (Kavanagh photograph)

Steam-Up Was a Huge Success!

Mark Kavanagh

The crowds came, the trolley ran, and everyone was happy! During the Great Oregon Steam-Up, held on the weekends of July 29-30 and August 5-6, we experienced the highest recorded revenue and ridership since the Oregon Electric Railway Museum moved to Powerland in 1996. On all four days nearly every trolley departing Hopmere Station was full!

The Great Northern Lego Railway club put up a display at Hopmere, much to the enjoyment of visitors waiting for our trolleys. Gift shop and ticket sales were brisk. As lines snaked out the door our staff was busy and sometimes over-whelmed.

We also had the carbarn open for tours, which had many people stop in after riding the trolley to see the rest of the collection, which led to donations.

Trolley operations were unique this year. Each morning crowd favorite Blackpool Double-Decker No. 48 held down all trips. Then around 1:30 we swapped cars to Sydney open car No. 1187, which offered much cooler rides during the heat of the day. On the last trip of the day, we swapped cars again for those wanting to ride upstairs on the double-deck tram before heading home. This also had the advantage of setting the car up for operation the next day.

On the second Saturday, ridership was high enough that the platform at



Double-deck No. 48 helped make the 2023 Steam-Up a success. (Mark Kavanagh photograph)

Hopmere Station was filled with people from the depot door to the east as far as the speeder shed waiting to ride. To clear the queue we operated No. 48 and No. 1187 in tandem. It took two round trips of both cars to clear the platform of passengers

We estimate that about 25% of riders rode the car at least twice. With about 18 trolley departures daily, the average departure had 50 people on board.

Family tickets were for at least five people. Several times there were up to 10 in a family. The child fare (under 3) is an estimate. Comp tickets included OERHS members and, on the

second weekend, veterans/active military (see chart below for details).

On the first weekend volunteer staffing ran very lean. On the second weekend help from Willamette Shore crews allowed volunteers to take longer breaks.

The board would like to thank all those who came out to help, including Betty Ballentine, John Ballentine, Nick Christiansen, Micky Dryden, Travis Dryden, Vicki Fabryka, Gene Fabryka, Gage Geist, Michael Hafner, David Harold, Suzi Jone, Mark Kavanagh, Rick Lucia, Pete Manuele, John Nagy, Ken Peters, Adam Samish, Debbie Samish, Richard Thompson, Joe Tracy, Nick Williams, and Jan Zweerts. 🚃



	Tickets Sold	Estimated number of rides
Adult (13+)	1527	1909
Youth (4-12)	490	613
Family (when fare >\$20)	114	855
Child	Free	200
Comp tickets	Free	40
Total Ridership		3616

Trolley tickets sold during the 2023 Great Oregon Steam-Up (tickets were good all day)

Powerland Halloween is Coming Up!

Joe Tracy

The 2023 Powerland Halloween adventure for kids put on by the Oregon Electric Railway Museum begins October 2nd. This will be our third year, with each year focusing on a different theme. It began with “Pirates of the Portal Stone” in 2021. Last year was “Willamette Wizards Academy.” This year is a time travelling adventure that will take you to the lost city of Atlantis in “Journey to Atlantis.”

The Halloween adventure is non-scary, making it the perfect family Halloween activity. This year, in response to feedback from attendees, more activities have been added in addition to the immersive “Journey to Atlantis” experience and trolley rides to the pumpkin patch. These include an activity center and wagon rides behind a steam traction engine.

The “Journey to Atlantis” takes about 30 minutes. But, due to the new activities added this year you may want to add extra time.

Cost is \$18 per person (under 2 years old free): Tickets will soon be available online. This year you will also be able to pay at the gate!

Powerland Halloween will be held Saturdays and Sundays in October (except for October 1). Don’t forget to put this on your calendar.

The shields of Atlantis are failing! You are called upon to make your way to the underwater city and help restore the shield so that the city may remain safe for generations to come! Guests are encouraged to come in Halloween costumes and really get into the adventure.

Hundreds of hours of volunteer work are required to put together our Halloween adventure. So, if you can help please contact Joe Tracy or Gene Fabryka. 🚂

Powerland Halloween
An Immersive Halloween Experience

Non-scary fun for children of all ages!

Come tour the Time Travel Institute and accept a quest to save the Lost City of Atlantis.

JOURNEY TO ATLANTIS

Admission includes:

- Historic trolley ride
- Pumpkin patch
- Interactive story
- Activity center **NEW**
- Steam traction engine **NEW**

Overhead Wire Work Continues

Greg Bonn

Work on the overhead wire has resumed at the Oregon Electric Railway Museum. The line crew consisting of Mark Terkelsen, Rick Lucia and myself have been transferring the overhead support to new poles set several years ago.

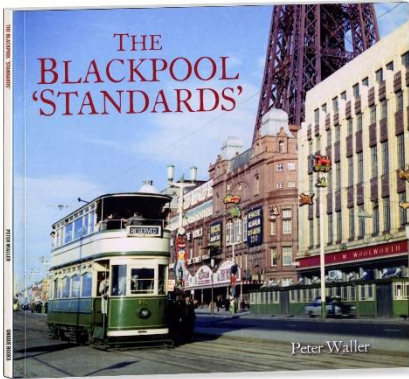
This is a continuation of work started at the end of season last year. The crew prefers to work while the weather is cooperative.

To date, all but one pole has yet to be completed before final tension can

be applied to the line and minor adjustments made to eliminate the possibilities of dewirements.

After the curve in the yard lead track is realigned later this fall additional line work will be required. Once the new locomotive storage track is completed proper tension will also need to be applied the overhead there.

Removal of the old poles will begin this winter but will depend on the ability to move equipment to each pole location. The ground can get quite soft when the rains begin. 🚂



Review: The Blackpool 'Standards'

Richard Thompson

Peter Waller. Brighton, UK, Unique Books, 2021. 64 pp. 60 b&w images. \$17.00. Softcover.

As readers will know from an article in a previous issue of *The Transfer* Portland once had trolley series known as “Standards.” In fact, such nomenclature was fairly common in the early 20th Century and can pertain to street railways abroad as well.

A new book by Peter Waller details the development of “Standard” trams in Blackpool, England a subject that will be of interest to many OERHS members since survivor No. 48 resides in our own collection at Powerland Heritage Park.

Mr. Waller’s book is a pictorial history of the evolution and operation of the 42 Standards built for Blackpool Corporation between 1923 and 1929. By the time the last of these handsome double-deck trams were retired in 1962 they had become the final traditional trams operating on the streets of the U.K. They are fondly remembered.

By the early 1920s as the Blackpool system grew to 12 miles in length many of its nearly 130 streetcars were worn out and in need of replacement. However, a depressed post WWI economy meant funding construction of new trams would present a challenge.

A creative funding solution was developed for the creation of the new Standards. But it resulted in a numbering scheme that continues to confuse enthusiasts and historians. Funds for transport in Great Britain traditionally came from two sources, capital funds (usually borrowed) and farebox revenue. New rolling stock was typically purchased with capital funds. However, since capital funds were in short supply during the 1920s and money earned through fares could be applied to maintenance and repair, management turned to “rebuilding” old cars in order to create the new Standards.

Three earlier tram series played a role in the evolution of the Standards. Between 1918 and 1923 five 1901 vintage Marton “Box” cars in the 27-41 series were rebuilt as double truck cars. Next, between 1923 and 1929, came “Motherwells” 42-53, originally built by Hurst Nelson in 1901. Finally, United Electric Car Company Nos 62-68, dating from 1911, were rebuilt as “bogie” (double truck) trams.


No. 43, considered to be the first prototype Standard, emerged from Blackpool’s Blundell Street Depot in 1923. It reused several Motherwell features, including Hurst Nelson

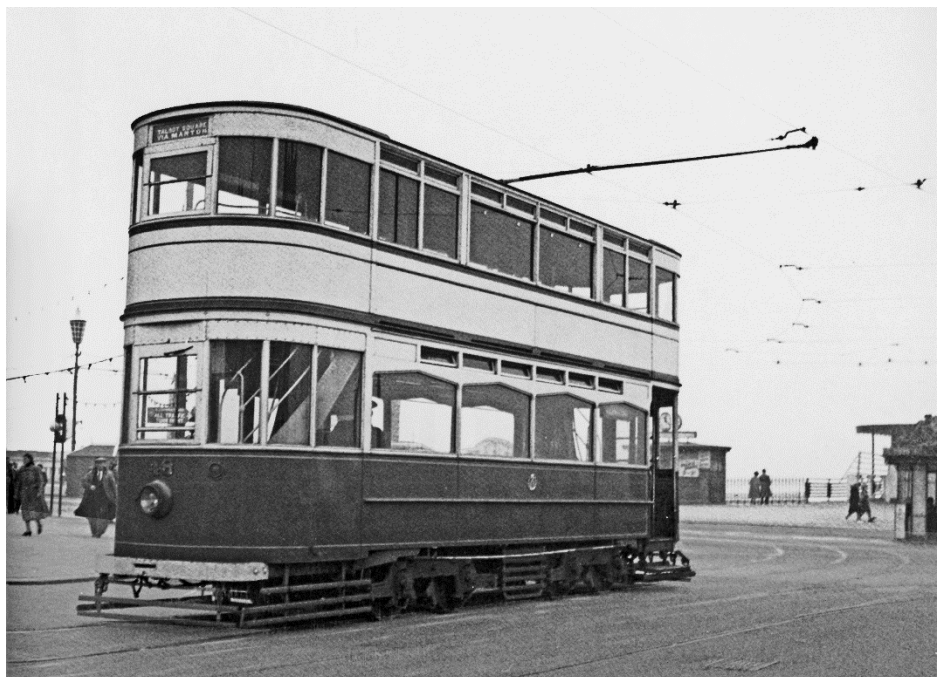
bogies and open-balcony top covers. Later Standards were constructed in the new Rigby Road Depot.

The last Standard was to have been built in February 1929. However, it was determined that there were enough remaining spare parts to build one more car. The resulting tram, No. 177, emerged in July.

The appointment of a new general manager, along with the purchase of 100 new streamlined trams during the 1930s, led to the withdrawal of many older cars. More succumbed to the scrappers torch after WWII. By the late 1950s eight Standards remained. The last three were retired in 1966. Seven Blackpool Standards are preserved today.

Although this inexpensive paperback book is not lengthy, its outsized format allows for high quality 8” x 6” black and white photographs. Pictures are presented in numerical order where possible and each is thoroughly captioned.

The author has included a detailed roster incorporating fleet numbers, build dates, dates when vestibules and balconies were enclosed, retirement dates, and fate. Recommended for those wanting to delve into the evolution of the Standards. 



Blackpool Standard No 48 is seen at the South Pier terminus of the Marton Line in October 1950. This tram was acquired by the OERHS two years after being withdrawn from service in 1962. (Online Transport Archive)

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

Remember the OERHS in your Will or Trust. Even a small bequest can help the museum grow!

Did You Know?

Members 70.5 years and older can make tax free donations to the OERHS from their 401(k) that count towards the mandatory percentage 2.5% that they need to take out of their IRA anyway. Consider making a donation today!

Donation Opportunities

	<u>Items</u>	<u>Description</u>	<u>Amount</u>
Endowment Fund	Endowment Fund	<i>Helps create an endowment fund to support operations, staff (future) and general projects</i>	\$ _____
Board Fund	Unrestricted Funds	<i>Allows Board to allocate funds as needed (Projects, events, car acquisition, etc.)</i>	\$ _____
Capital Projects	Phase 1 Yard Project	<i>Build a permanent switch yard (~11k)</i>	\$ _____
	Carbarn #2	<i>Build the 2nd carbarn (will also be the temporary restoration shop) – (~\$450k)</i>	\$ _____
	Mainline Loop	<i>Complete the loop for multiple car operation and operate single-ended cars. Adding ~ 2000 additional feet will complete the loop. (~\$45k)</i>	\$ _____
	Interpretive Center	<i>Flooring, archives, displays, and exterior landscaping (sidewalks, platforms, etc.)</i>	\$ _____
	Buy A Tie	<i>\$55 buys us a new fir tie to replace worn out ones (we need about 2000 of them so every single tie is a great help)</i>	\$ _____
Restoration Projects	Buy Concrete	<i>~\$120/yd³ for track, curbs, platforms, etc.</i>	\$ _____
	PRL&P #1067	<i>Help refurbish the running gear we obtained the NWRM to restore this car</i>	\$ _____
	Car Restoration	<i>All our cars need love & care and many are awaiting restoration. Donate to the car fund or specify a car. Some of the projects underway are: 813 (Broadway car), 1159 (PCC), 1455 (snowsweeper) & locos 254 & 401</i>	\$ _____ Car: _____
Specific Items: <i>(Donate items or \$)</i>	Uniform Parts	<i>Hats, pants, vests & jackets for volunteers</i>	\$ _____
Name Your Project		<i>Do you have an idea you would like to see done? Tell us about it!</i>	\$ _____
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!