



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*

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What does the future hold for the Portland Streetcar?

By Louis Bowerman

At the turn of the century, streetcars served two purposes, 1- providing basic transportation services within the developing city core whether by horse or mule drawn cars and, 2- electric streetcars helped develop outlying communities that needed a way to get to the core area where the jobs were and developing commerce.

New communities sprang up like Gresham, Troutdale, Estacada and closer to town Montavilla, St. Johns, Alberta, Bellrose, Oregon City, Mt Tabor, etc. and these were primarily on the East and Southeast side of Portland.

If you were around in this time frame, streetcars flourished by serving new communities. However, not all was a bed of roses. Many lines struggled and were bought out by stronger and more successful operators.

The demise of the streetcar came with the arrival of the automobile and the diesel bus which provided more flexibility to the traveler. No longer were you restricted where you could go by where the rail went.

Today, we are seeing what is a small scale resurgence of the streetcar in our city known as the *Portland Streetcar*. This

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



A-loop Streetcar leaving the west end of the Tilikum Crossing.

All photos Louis Bowerman

concept was originally created to serve the Westside or core area of Portland, providing rail service to Portland State University in the South part of the city and an emerging growth district in N.W. Portland known as the Pearl District which had potential to become the "chic area" of the city.

To date, the cost of building the existing streetcar system is \$251 million. Stats provided show 15,200 riders per day which is approaching about what the new MAX Yellow Line shows. An impressive 32 percent of the riders on the Portland Streetcar use it to get to work while 17 percent use it to get to college classes.

So, what does the future hold for additional lines in the greater Portland area?

There are both positive and negatives. Several options include spurs to such high volume areas as Macadam Avenue from the South Waterfront; North on Martin Luther King Jr. Boulevard; possibly East on Sandy Blvd via the Hollywood District; East to Broadway Blvd and the Hollywood area.

All of these route choices are currently served by modern buses. Unlike the streetcar, that run on fixed rails in the



Two streetcars, one the A-loop and the other the B-loop, pass each other at the east side of the Tilikum Crossing

Continued on page 3...

Oregon Electric Railway Historical Society

Officers

President	Charles Philpot
Vice President	Eugene Fabryka
Secretary	Mark Kavanagh
Treasurer	Suzi Jones

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Carolyn Vernon	Adam Samish
Mark Kavanagh	David Harold
Gene Fabryka	Mark Moore
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Board Chairman	John Nagy
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 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 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
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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.

Selling Tickets and Gift Shop Items Is About to Get Even Easier – David Harold

Suzi Jones, Carolyn Vernon, Greg Bonn and I have been working to improve and simplify the process for selling tickets and gift shop items at both the Museum and the WST. Easy to use Station Agent Guides have been created and continue to be refined. In addition, we are about to convert to using a bar code scanner for all sales. No longer will you need to look up the price of item or type in which type of ticket - just scan the barcode. This will not only make it a lot easier to handle the station, it will also speed up the process of serving customers and facilitate the bookkeeping.

Some items will not be barcoded, since stickers won't work. We are also making "cheat sheets" for those items and tickets. These will be kept by the front counter for ease of access, without having to look them up on the tablet.

We have moved to Square Register for our credit card transactions. 97% or last year's transactions were by credit card. It will slow us down a bit until we get used to the new procedures. But in the long run, it will be very beneficial for both the OERHS and WST.

There are many features that we can use to track sales, monitor inventory, respond to customer's comments they leave on Square.com. Someday, we might even be able to do online ticket sales.

This is all a work in progress, with many changes to be done on the fly. We are tweaking the hardware and changing the online inventory as we go. Let me know if you have any comments or concerns.



Get Well Charlie

OERHS President Charlie Philpot has been working to recover from a major illness since January. We are happy to report that he has successfully completed months of intensive therapy and is now back at home. We all wish Charlie good wishes on his continuing recovery and hope to see him soon!

Newly qualified Class 2 motormen for Willamette Shore Trolley.

By Jan Zweerts

Liz White, spouse of Bryan White from whom she caught the trolley bug, is in the final stages of becoming a Class 2 Motorman.

Corina Laws 3/31,
Bryan White 4/30,
Chris Heck 5/3

Class 2 motormen will need to mentor for a season with Class 1 motormen to learn our daily routines on the WST.

Welcome New Members

Stuart Adams of Lake Oswego

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.

What does the future hold for the Portland Streetcar? ...continued from Page 1



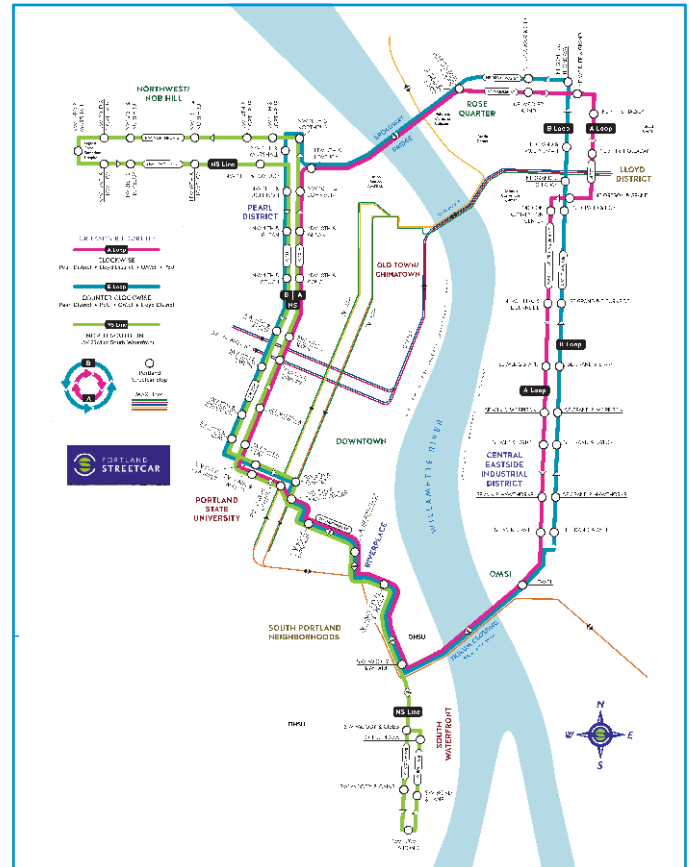
A-Loop streetcar headed west across the Tilikum Crossing

roadway which has its own challenges; buses have greater flexibility in movement.

Tri-Met, which owns the current bus system, also provides drivers for the Portland Streetcar.

To be successful, the streetcar must show that it is “making speed and reliability better rather than worse, compared to the bus lines that are currently serving the area now” according to Jarret Walker, a Portland-based public transportation consultant. Walker further states “if the streetcar plan fails that test, then it is likely to make travel times and reliability worse while consuming money that could have been spent on making them better”. This is the challenge.

With the addition of our new Tilikum Crossing bridge in September, the Eastside was opened up to the Portland Streetcar from the Pearl District to the Lloyd Center on the Eastside via



Portland Streetcar Route Map

Portland Streetcar web site portlandstreetcar.org

the Broadway Bridge South to OMSI and back downtown via the expanding S.W. Waterfront development area along the Willamette River.

Across the country, new streetcar systems have gone on line in Washington D.C., Kansas City, Missouri and others under construction in Detroit and Cincinnati.

According to Portland Mayor Charlie Hales, “what’s going on here is a revolution from where we started out with streetcars to where we might be headed”.

Stay tuned.

Landscaping and Parking Improvements for the Lake Oswego Depot

— David Harold

The City of Lake Oswego has completed a major project to renovate the grounds around the station.

The entire parking lot was torn out and completely replaced. It has seven regular and one handicap parking spots. Two big bus turnout parking spaces on the street. All new landscaping with irrigation and electrical outlets for lights during the holidays. There is a ramp from the lot to the new spacious patio, and a ramp up to the Depot porch. Making us

fully ADA compliant.

The lot and patio area are done beautifully in hand placed paving stones. We have benches for sitting, by the Depot and by the flagpole. We also have a brand new flag, which is fully lit at night. Plus, we have new exterior lighting on the Depot.

As part of this project they also painted the Depot. It is a Barn Red with Black trim, and a big white Cross Buck on the side door.

All in all, it is a marvelous change and a site to see.

Improvements include: paving stone walkways and parking areas, bus parking, and painting of the station exterior.

Tri-Met goes Hi Tech with advertising on their buses and trains.

By Louis H. Bowerman



You have probably noticed that something is different with Tri-Met buses and MAX trains of late.

That change comes in the form of different style of advertising. No longer are we limited to using the old standard rectangular signs on the side of busses, but now we have LARGE decals that are either on the side of buses or cover the complete side of a MAX car which are done in full color and has a dramatic affect to viewers.

Above and below show examples of the new graphics advertising



The decal advertising begins as clear rolls of decal material and are fed into a format printer that handles a roll that is five feet wide. Once printed, they are taken to the site and applied to the vehicle from top to bottom and applied with a squeegee.

Some of the advertising is dramatic and of high quality which totally out does the old standard advertising.

All photos Louis Bowerman



The three pictures below show the previous rectangular advertising holders and vehicle graphics



Position Changes at the Willamette Shore Trolley

— John Nagy

This year has seen many changes in the staffing at the WST. After many years of invaluable service, Rod Cox and Hal Rosene both stepped down from their positions at the WST. Rod worked long hours and had a variety of tasks as the General Manager of the WST and determined he needed to make a change. However, instead of sitting back to enjoy his retirement like most folks, Rod immediately moved in to a new position as Maintenance of Way Superintendent. Member David Harold graciously accepted the position of General Manager. David has already been instrumental in many

aspects of the WST so will be able to make a smooth transition to his new role.

Hal Rosene has been a major influence on the operations of the WST but last winter he too decided it was time to pass the reins. Not daunted by the task (at least not much), Jan Zweerts has stepped up as the new Superintendent of Operations. Dave Rowe will continue his excellent work as Superintendent of Maintenance but with the addition of having the M.O.W. Superintendent position go through him. This will help prioritize the maintenance needs and will streamline the accounting.

Our deepest gratitude goes out to Rod and Hal for all their years of service and thanks go to David, Dave and Jan for taking the helm (or in the case the controller!)

Training and Operations News

— Jan Zweerts

Jan Zweerts re-posted all the public runs from July 14 to the end of August. This was necessary after a failure to protect the Saturday Public runs a couple of weeks ago. Lack of volunteers signing up drove this decision. I suspect the WST will need about 100 volunteers on the board each doing about 3-5 job starts per volunteer per season to protect the runs that two trolleys will produce.

Redoing the math I have posted 66 positions with a three-man crew of volunteers or at a minimum two-man crew

there are 44 positions. The board shows 28 volunteers of Class I, 2 and Depot Agents which when divided between 66 positions equals 2.4 job starts per volunteer (JSPV). At the two-man minimum crew size 1.6 JSPV are needed. These numbers are drastically different than the 132 positions I had tried to post earlier in the month and the necessity of having 5 JSPV.

I was able to reduce the number of volunteer job starts by making Friday only 2 runs at Noon and 2 PM and Saturday, Sunday 3 runs at 10 AM, Noon, 2 PM, one shift. I know some of you will not be unable to work from 9:00 AM until 3:30 PM on Saturday and Sunday and I suggest you sign up on the Friday runs that are shorter from 11 AM till 3:30 PM. I started the on duty times earlier to give volunteers more time to starting up the Depot and Trolley in a more leisurely way. Make Haste Slowly.

The OERHS has a new website!

— Mark Kavanagh

Towards the end of 2015 the motorman website, for both the Willamette Shore Trolley and the Museum, became a challenge for Kevin Murphy due to changes on the server at our web host provider. This basically made that portion of the website unusable. It did not affect the public view of the website, but not having an interactive motorman sign-up page is not a way to run an operation. Kevin and Mark Kavanagh worked to find a new solution, in this case to find a new webhost. Mark decided at the same time to add an easier to remember domain name for the public. So oregontrolley.com was born. By moving to the new webhost, the motorman sign-in pages were back and operational with Kevin's hard work. As a side benefit, the cost of the website will go down starting next year. And there are more features. The biggest of these being that this new provider includes tools to configure the website to be mobile friendly. For example, it can rescale automatically depending what size screen the user is viewing the website with on their browser, a desktop, a tablet or their smartphone. The old website could not do that. There was a steep learning curve by Mark as he has only done off-line html coding work before. There are many other features and tools the webhost provides that we are starting to explore. Even the possibility of online ticketing for special events. Right now we just have a calendar to start with. Soon we will be adding a storefront to make it easier to buy/renew memberships on-line than it is now. Another feature will be the car roster. On each

of the cars in the car barn there will be a QR-code. Using your smartphone, you can scan that code, and it will take you straight to the mobile-friendly webpage about that car in further detail.

All your need to know is <http://oregontrolley.com>, It will take you to the Willamette Shore Trolley (<http://wst.oregontrolley.com>) the Museum (<http://museum.oregontrolley.com>) and very soon for the organization (<http://oerhs.oregontrolley.com>)

If you are concerned, our current domain name (OERHS.ORG) and URL <http://oerhs.org> will not go away, it will eventually just point to <http://oregontrolley.com>.



Restoration & Maintenance

– Dave Rowe

Work on the WST Trolleys and the Right of Way have been keeping us busy. Car 514 was rewired to full series which allows more efficient generator operation and 8 wheel drive produces greater traction. Kevin Reilly is working on the next modification which will enable one truck to be cut-out if one traction motor fails. The generator has been running well but continues to experience a problem with diesel getting into the oil. We've been meticulously working our way through the fuel system and determined that the problem is a seal in Main Fuel pump. Arrangements are underway to remove the pump and have it repaired. Car 513 is jacked up in order to remove two defective traction motors. They are currently at Reed Electric in NW Portland undergoing repair. Both motors should be returned by mid-August. The trolley was lifted with jacks borrowed from Portland Streetcar. Twenty-four windows that were removed from VT 513 have now been varnished with 3 coats of Cetol Marine Varnish ready to be reinstalled. The other 32 fixed windows are stripped in place. A second generator is planned for VT 513 if a grant can be found to enable both trolleys to run on the line at the same time.

With the Sellwood Bridge project nearing completion, work will soon begin on

reinstalling the missing section of track on the WST line. This provides a great opportunity to install a passing siding for the line. Rod Cox, Gerald Fox, David Harold, and I along with other volunteers have led the effort to make the passing track a reality. To date we have found the parts for one switch and will remove the unused WST switch and ties near Bancroft Station. The planned passing track is walking distance for Sellwood riders. A Sellwood Station may be in the future. Once the tracks are back in place the north trolley stop at Bancroft will be a one block walk to a Portland Streetcar station and a six block walk to the Portland Aerial Tram. Funds are now available for crossing upgrades at Riverwood and Boundary Street. Also

\$100,000.00 is available to replace the bad ties along the WST ROW. All ROW work is scheduled to be completed by Spring of 2017.



Removing bad motors from VT 513 Steve Mills and Kevin Reilly assisted Trolley Dave in removing two defective motors from VT 513 inside the WST Trolley Barn. The four Macton jacks.

Kevin Reilly working on a modification on VT 513. This modification will allow the trolley to still operate if any of the four traction motors fail.



Civil War Comes to Powerland

By John Nagy

Over the July 4th weekend, Antique Powerland hosted a historical reenactment of the American Civil War. This large group of volunteers came as soldiers of the Union and Confederate armies, their families, merchants and tradesmen. Encampments were set up for both sides and two battles, complete with cavalry and artillery, were fought each day. Demonstrations of life in the camps included blacksmithing, tinsmithing, mercantile, weaving, dentistry and more. Another popular attraction was a speech at the crossroads by President Lincoln. Wearing wool uniforms or five layer dresses and corsets can be a challenge in the full sun but luckily the weather stayed comfortable. Just for fun, on the 3rd day the Confederates commandeered the trolley to deliver troops for a surprise attack. Later that same day the Union used it to bring troops to parade and drill for the audience. This was the first time for this event at Powerland and the participants felt it was a great success. The hope is to make it an annual occurrence. Many thanks to Bill



A company preparing to march off to battle

Binns, Suzi Jones, Steve Mills, Rich Neva, Ken Peters, Nick Christiansen and Bob Terkelsen for staffing this great event.



One of the Union companies firing during the battle



Off duty soldiers taking a rest at the new Wolf Iron Works building



A long shot of the encampment

Spring Work at the Museum

– Greg Bonn



1187 at Hopmere Station

Work on the Interpretive Center continues to progress. Since the last newsletter the flooring in both the ticket office and the library has been laid, a corner computer desk built with wall cabinets above it. File cabinets, tables, chairs and other office equipment have been moved to the library and set. Book shelves and cabinets have yet to be built. A pair of “Hopmere” station signs have been fabricated and installed on the ends of the building with the help of John Nagy, Vicki Fabryka and Frank Cunningham.

Additional signs for tickets are also being created with the goal of being ready by Steam Up. A home remodel project resulted in the donation of a complete set of oak kitchen cabinets, oven and cooktop for the 2nd floor caretaker's quarters. These were transported to the museum by my brother-in-law John and his son and my brother Jim and will be installed this winter.

Grounds maintenance and mowing continue to be major efforts. Bob Franklin, Gene Fabryka, Adam Samish and John Nagy have been trimming the trees in our “city park” area (between the car barn and powerhouse) and have been clearing the scrub trees and vegetation from along the right-of-way. Thanks to APMA Member Evan

Burroughs for providing the mini-track hoe and the chipper. Another round of this work is scheduled for this fall. Ron, Nick and I have been working hard to try to keep up with the mowing and spraying the last few months. As of the start of July, member Steve Mills has been coming to the museum a couple days a week in order to mow and string trim the weeds, this will greatly help keep the grounds in great shape.

In addition to rebuilding the windows of the Oporto car, member Pete Manuele has resumed the restoration of the PRL&P snow sweeper 1455 (aka “The Broom”). Constructing new doors and windows has begun and the rebuilding of the south end of the car is targeted for this winter.

Ron Vandehey has been checking track gauge and installing rods to help keep the track from becoming “loose”. Additional work on the yard switches have been scheduled with some of the repairs possibly occurring before the end of July.

The portable gas welder/generator has been repaired with the replacement of the carburetor. It is now ready for repairing and rebuilding the yard switch points. The two smaller generators have also been serviced to be ready for use.



The new signs ready waiting to be installed



Interior of the library/archives



West side of Hopmere station displaying the new sign

Dallas, Transit Mecca of Texas

Part 2 of 3

By: Mark Kavanagh

Just a quick note, this article was written soon after the shootings in Dallas, one of the 5 officers fatally shot was a Dallas DART transit officer. The first DART officer killed in the line of duty. Reading posts on the DART website and Facebook page, this hit the DART community understandably very hard. I visited DART shop last September and talked with many of shop folks and managers, they do act as a team and as a family. This 3-part part series on Dallas, Transit Meccas of Texas is now in tribute to DART Police Officer Brent Thompson, his wife, 4 daughters and 2 sons.

In Part 1 of this series we looked at the vast light rail system in Dallas known as DART. Now we will look at 3 very different streetcar systems of the Dallas region, the McKinney Avenue Trolley, the new Dallas Streetcar and sadly the defunct Fort Worth Subway.

McKinney Avenue Transit Authority

As briefly mentioned in part 1, Dallas did have streetcars and interurbans. But as with most American cities streetcar lines were abandoned in favor of the automobile and Dallas was no exception. The last Dallas Streetcar rang its bell in 1956. During the 1980's streetcar rails were exposed on McKinney Ave in the Dallas Uptown neighborhood. Suddenly there was an interest to bring streetcars back to at least McKinney Avenue.

In 1989 Trolley service returned to the Big-D with car # 122, Rosie, a single Truck Brill car from Porto Portugal (like the OERHS Car 210) doing the honors. Actually Rosie came thru the old Trolley Park via Gales Creek Enterprises, went to San Francisco before going to Dallas, but I digress...

The McKinney Streetcar first started just linking the edge of the arts district with McKinney Ave in Uptown. The



McKinney Avenue Transit Authority System Map downtown Dallas

McKinney Avenue Transit Authority web site mata.org

line was later extended northward further into Uptown including a turntable at the transfer point to the DART Light Rail at the Cityplace/Uptown Station. The latest extension was on the south end making a loop into downtown Dallas making a short one block connection to DART Light Rail by St. Paul Station.

The fleet of the McKinney line is very diverse. In addition to Car # 122 "Rosie" McKinney has the following cars on their active roster:

- Car 186 "Green Dragon". A 1913 Dallas car built by St. Louis Car company, originally retired from service in 1956
- Car 369 "Matilda". A 1925 Melbourne, Australia car, W2 class car retired from Melbourne in 1986.
- Car 636 "Petunia". A 1920 Dallas Birney car built by J.G. Brill Company. Retired from service in 1947
- Car 754 "Betty". A 1926 Dallas car built by American Car Company. It was originally a Peter Witt Center Entrance Car, but was rebuilt for one-man operation. The car was retired in 1956
- Car 7169 "Emma" Interesting PCC history. Built in 1949



Matilda on the Turntable at Cityplace/Uptown

All photos by Mark Kavanagh

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



Petunia is passing Betty on McKinney Avenue by Allen.

for Johnstown, PA. Ended service in Johnstown in 1960 and then sent to Brussels. The PCC body was too wide for Brussels, so a new narrower body was fitted to the original trucks and controls. The car was retired from Brussels in 2012 and shipped to Dallas.

McKinney has other cars that are off site awaiting restoration.

The McKinney Line on the DART maps is called the M-Line and currently no fares are charged. Service runs 7-days a week. Monday-Thursday from 7am-10pm (~17 min headway), Friday from 7am to Midnight (17 min headway), Saturday from 10am to Midnight (~17 min headway) and Sunday/Holidays from 10am to 10pm (~22 min headway).

I highly recommend riding this line, there are a variety of restaurants along the route, along with museums. Feel free to stop by the car barn if there is someone there, they may take you around. The variety of equipment running makes for great photography, and the turntable at Cityplace is a real treat!

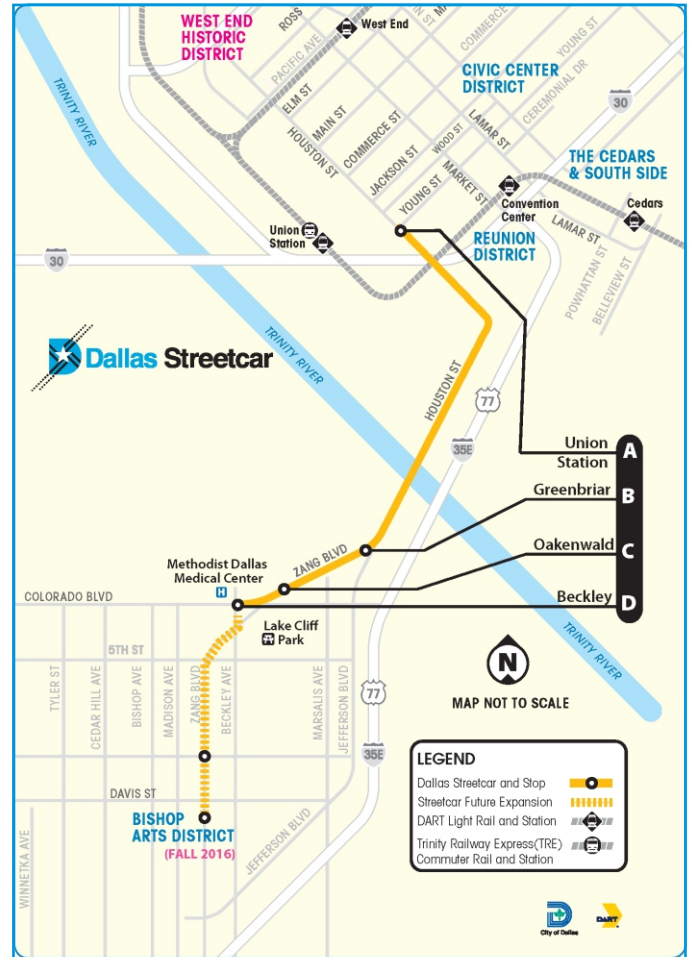
Dallas Streetcar

The Dallas Streetcar is a “modern” streetcar linking the edge of downtown Dallas with Oak Cliff. It opened in 2015. It starts across the street from Union Station. It then crosses the Trinity River on the Houston Street Viaduct via single track. From there it become double track winding its way Greenbrier and Oakenwald stops before coming to the current Beckley single track terminus. One of the oddities of this line is the viaduct. Due to the historical nature of the viaduct, overhead wire was prohibited, which led to a challenge for the streetcar.

Enter Brookville's Liberty Streetcar. Dallas sent out



Emma inside the car barn



Dallas Streetcar System Map



Dallas Streetcar at Beckley

proposals for modern streetcar with off-wire capabilities. Brookville, from Pennsylvania got the winning bid. The initial order called for 2 low-floor modern streetcars with battery packs to allow for off wire running, to cross the viaduct.

The streetcar maintains a track connection by Union Station to DART Light Rail system and the Light Rail Shops. All storage and maintenance of the Streetcars is done at the

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



Dallas Streetcar near Union Station

DART shops. The current line is 1.6 miles long. Currently the line runs 7 days a week with 30 minute headways from 9:30am until midnight, with no fares charged.

The Streetcar is expected to be extended southwards from its current Beckley terminal to the Bishop Arts District adding 2 more stops sometime later this year (2016). There are plans for a northern extension of the streetcar into downtown Dallas, and possibly linking it to the McKinney Streetcar. But at this point no timeline has been established.

Since you're in Dallas anyway to check out DART and the McKinney Line, you have to check out the Streetcar. It is rather quick ride over the viaduct and back, and once extended to the Bishop Arts District, there are shops and restaurants to visit there.

Fort Worth Subway

The only fully privately financed operated subway in the US, believe it or not, was in Texas, in Fort Worth to be exact. This subway opened in 1963 as the Leonard's M&O Subway. Leonard's was a major downtown department store in Fort Worth. M&O were the initials of the owner's brothers, Marvin and Obie. Leonard's built the subway as a means to have large parking lot along the Trinity River and have a rail line to bring shoppers from their cars right to the basement of their

department store. This was to compete with the developing suburban department stores. They purchased used PCCs from Washington DC, and re-stylized them for their purpose. It cost the store \$1 million to build and equip the 3 block subway, with one underground stop, and 4 parking lot stops, with about the line stretching out about 0.7 miles.

Tandy Corporation soon bought the Department Store and Subway in 1967, and built Tandy Center which included a shopping mall. The Subway continued operation. The Subway became known as the Tandy Subway. The PCCs were heavily remodeled into more boxy appearance. But they did soldier on, bringing workers and shoppers from the parking lots along the Trinity River to Tandy Center with no fares charged. By the mid-1990's Tandy Center shopping mall started to decline. In 2002, Tandy Corporation pulled the plug on the subway, and shut it down.

As far as what is around today, the tunnel remains under the streets of Fort Worth, but the portal and parking lots have been obliterated by Tarrant County College Campus. One PCC(#1) has been restored to the M&O PCC appearance and is on display inside One City Place in downtown Fort Worth. McKinney Avenue Transit Authority owns one of the Tandy versions, nickname "Winnie" but it is in storage at the Dallas DART Light Rail Shops, as it was not a reliable car. Another group owns 3 more of the Tandy cars, status unknown. Sadly that is all you can see of this line.

Stay tuned for the next newsletter for the third and final part of this series focusing the commuter lines of Dallas, plus some other odd transit lines in Dallas region, but until then: keep the pole on the wire.



Tandy Subway at the terminal underground



Tandy Subway coming out of the subway

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	\$ _____
	Uniform Parts	A stock of hats, pants, vests & jackets for volunteers	\$ _____
General Fund	General Fund	Supports Operational Budget (Utilities, phone, internet, insurance, etc.)	\$ _____
Endowment Fund	Endowment	Helps create an endowment to support Operations and Unrestricted 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	\$ _____
	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.	\$ _____
	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!