



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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Slabtown Streetcars

By Richard Thompson

This is a short excerpt from OERHS member Richard Thompson's book of the same name published in 2015. It provides an interesting insight into the early and pioneering days of streetcar construction in Portland in the late 1800s, early 1900s. See page 4 for more details about the book.

The craft of streetcar building was nowhere more evident than in Slabtown. While it is true that streetcars were built elsewhere, including those produced at the Vulcan Manufacturing Company (later Columbia Car and Tool) in Southwest Portland, the East Side Railway's Milwaukie Shops, and PRL&P's Center Street Shops in Southeast Portland, until the 1910s the majority of Portland's streetcars were created in two carbarns located at opposite ends of Northwest Twenty-Third Avenue. The one at the southern end of Twenty-Third Avenue was just inside Southwest Portland, so I hope that readers will grant me poetic license when I say it was "close" to Slabtown.

The shops for Portland's two rival street railway enterprises; the City and Suburban Railway Company and the

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at oerhs.org/transfer

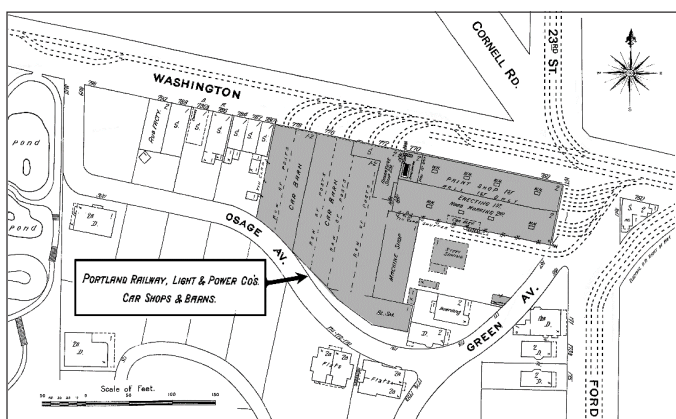


The first electric streetcar lines serving Slabtown are represented with dashed lines on this detail from the Official Map of the City of Portland, published by Habersham, Nieberding and Tarbet in 1891. Those reaching Slabtown ran along North Twenty-Second (now Northwest Twenty-Third), North S (now Northwest Savier), North Fifteenth (now Northwest Sixteenth), North Thirteenth (now Northwest Fourteenth), and North G (now Northwest Glisan) Streets.

Portland Railway Company, turned to manufacturing streetcars out of necessity. They faced a shortage of rolling stock when national car builders were unable to keep up with the growing demand.

In addition to the railway company shop, Slabtown held the distinction of housing two independent companies connected with the streetcar business. In 1883 North Pacific Manufacturing became the first company to build streetcars on the entire Pacific Coast. This pioneering effort was followed, around 1905, by the Portland Bronze and Crucible Steel Company, which opened the first steel casting plant in the West to supply wheels, gears and other metal parts for streetcars.

The Transcontinental Street Railway Company began construction of the Savier Street Carbarn between Northwest



The Washington Street Carbarn included a new shop on Ford Street (now Southwest Vista) and two older tin-clad carbarns. Shops for painting, armature winding, blacksmithing, woodworking, and machining can be seen as well as nearby stores, homes and boarding houses. Rails added to this detail from the 1908 Sanborn Insurance Map show ladder tracks on Washington Street (now West Burnside) and the siding at City Park.

Oregon Electric Railway Historical Society

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

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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 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
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 will again be open to the public in early May 2016 on Saturdays and Sundays. For the weekday projects, contact Bill Binns or Charlie Philpot.

Please come out to the museum and lend a hand. For more information, contact Bob Terkelsen at 503.399.1882.

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.

Info for New Members

By John Nagy

Members new to our organization often have a variety of questions about the OERHS, the museum and the Willamette Shore. The Board realized that we needed to do a better job of sharing this information so we recently created a "New Member Packet". This provides details on the history of the OERHS, (and the museum and WST), the board & elections, income & expenses, our relationship with the Antique Powerland Museum Association, and much more. It is designed to provide a basic overview. For additional details, members can then contact the officers or board members. This packet is now sent to new members along with their membership card. A similar packet is being developed for "New Board Members".



Car 514 at Willamette Shore Trolley for the Holiday runs.

OERHS Welcomes these New Members for 2016

- Nick Christiansen of Albany
- Christopher Heck of Portland
- Corina Laws of Lake Oswego
- Bryan White of Tigard
- Aaron Williams of Portland
- Gerald Worland of Milwaukie

Newly qualified Class 2 motormen for Willamette Shore Trolley.

By Jan Zweerts

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

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.

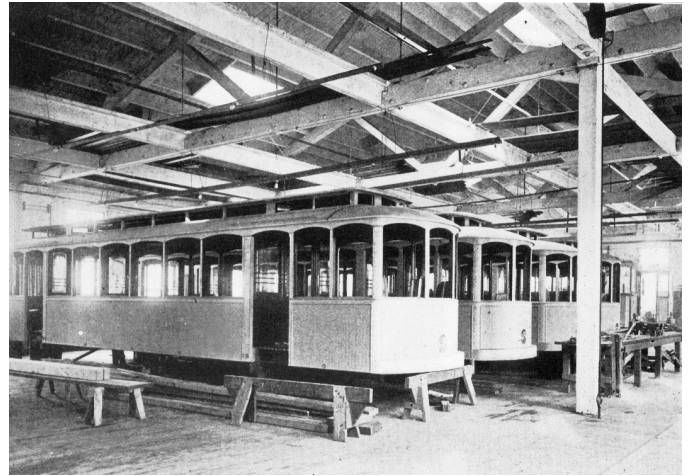
We also mail black & white copies of the newsletter to all members of record. Not as clear as the color version available at the web site but some members have stated that they prefer physical copies.

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.

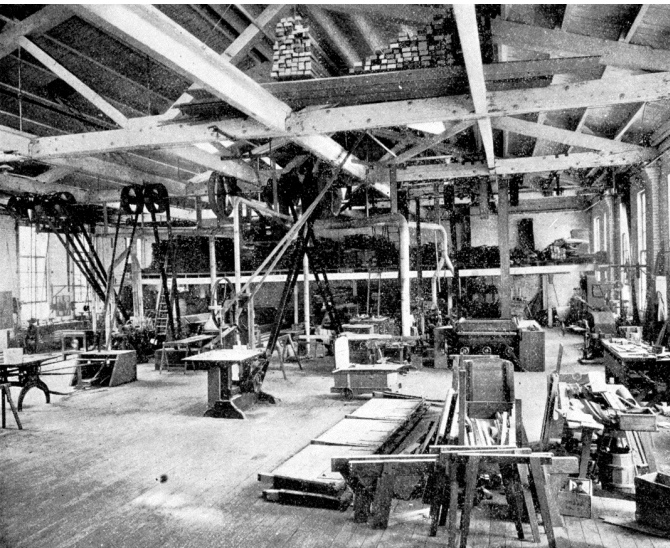
Slabtown Streetcars, continued



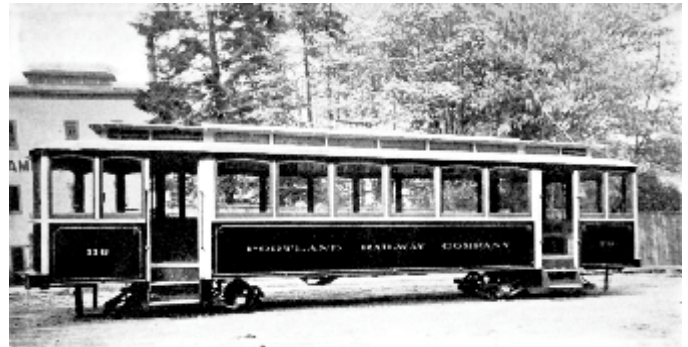
The new shop building at the Washington Street Carbarn is seen here shortly after completion by the Portland Railway Company in 1902. The carbarn complex was so named because, until 1933, the portion of Burnside Street west of Sixteenth was considered an extension of Washington Street. The facility expanded and modernized an existing carbarn, shop and powerhouse complex begun by the Multnomah Street Railway in 1892. (Street Railway Journal.)



The enlarged end platforms, or vestibules, featured on "Fuller Standard" trolleys are evident in this view of four Fullers nearing completion. The erecting and paint shops were on the first floor, and the wood working shop on the second. Car bodies were hoisted between locations in a unique 40 foot x 10 foot streetcar elevator. (Street Railway Journal.)



The 1902 shops at the Washington Street Carbarn were fully equipped. Well-lit by skylights and windows, the second floor wood working shop included a rip saw, sticker, planer, combination saw, mortiser, sander, shaper, boring machine, pattern lathe, band saw and dado saw. Two large Sprague motors supplied power for the belt drives. (Street Railway Journal.)



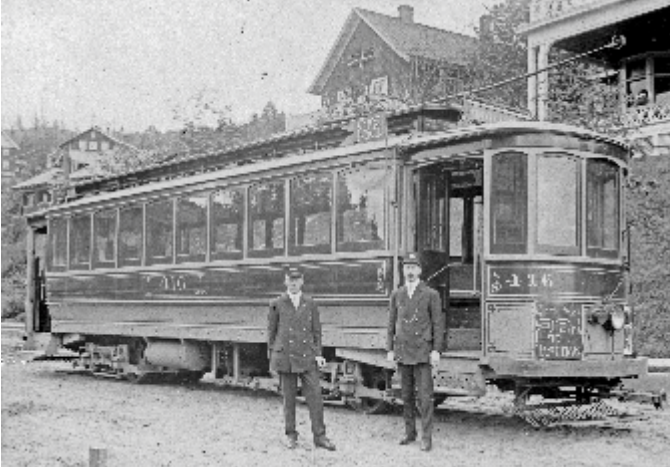
Franklin Fuller's moment of glory came in 1902 when, as President of the Portland Railway Company, he helped design a new type of locally-built streetcar. The unique three-compartment cars featured enlarged platforms, which were welcomed by smokers, who were prohibited from smoking in the main section of a streetcar by city ordinance. Fuller, himself a cigar smoker, provided a solution. (Street Railway Journal.)

Twenty-third and Twenty-Fourth Avenues on Savier Street in 1887. Additions to the carbarn complex, including an office, clubhouse, foundry and additional bays, were made by successor companies in 1891, 1906 and 1909. The Savier Street Carbarn closed in 1938.

The Multnomah Street Railway started work on the

Washington Street Carbarn at the intersection of West Burnside and Twenty-Third streets in November 1891. The Portland Railway Company augmented the original carbarns and powerhouse with an unusual two-story shop in 1902. PRL&P used the Washington Street location as a shop and storage facility until 1912.

Slabtown Streetcars, continued



The hilly neighborhood in the background would seem to place this picture of brand new car 416 on upper Thurman Street. It was in the first group of American Car Company closed trolleys ordered by PRL&P in 1907. Although they were not used this way in Slabtown, this series was equipped with multiple unit (MU) control allowing coupled two car trains to be operated by a single motorman.



A boy sticks his hand out the window as No. 805 heads north on Northwest Twenty-Fourth Avenue near York Street. The streamlined Brill "Broadway" car is wearing the dark red and cream paint, and winged Portland Traction Company logo, used during the final years.



No. 627, resting at Northwest Twenty-Fourth Avenue and Nicolai Streets during the 1930s, is displaying the notched metal "To Ball Game" sign that was attached to the top of regular route signs on game days. The large building in the background is probably part of the Willamette Iron and Steel Corporation, which built geared logging locomotives during the 1920s.

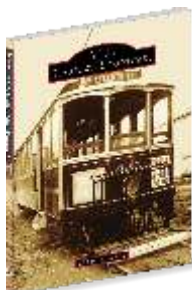


Two Twenty-Third Avenue streetcars are passing at the intersection of West Burnside Street and Twenty-Third Avenue about 1940. In the background is the sign for Henry Thiele's Restaurant, which replaced the Gambrinus Tavern in 1932. (Courtesy Mark Moore.)



Twenty-Third Avenue car 572 is seen downtown on Southwest Washington Street at Fifth Avenue in the later years. The Owl Drugstore is at right, behind a 1930 Studebaker. Note the cobblestones in the between the rails in the street. (McClellan photograph).

This is just a taste, why not own the whole book?



Slabtown Streetcars
By Richard Thompson

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Winter Work at the Museum

By Greg Bonn

The wet winter weather forced the volunteers indoors where efforts were focused on completing the ticket office woodwork and trim, including the dispatcher's desk and flooring. The dispatcher's desk was completed by Greg Bonn, John and Joyce Nagy. The design of the desk is based on a compilation of styles found while researching interior photos of railroad stations and depots throughout the US. It was finished to match the other counter tops in the office. The telephone and other appliances will be installed as they are readied. The flooring for the ticket office has been purchased and is on site for installation. Volunteers cleaned and sealed the floor and filled the saw cuts with a flexible filler. The flooring may be installed by the time this article goes to press.



The newly built dispatcher's desk.

The library floor has also been prepared for carpet and bases for the shelving and file cabinets have been fabricated. The bases will support file cabinets from being in direct contact with the concrete as well as provide a level surface for proper alignment. The bases for the book shelves will provide a level and secure platform for mounting and provide the toe kick space beneath the cabinets. The floor has been sealed and the saw cuts filled as well. The carpet should be on-site in the next two to three weeks.



Greg, Gene and Kevin installing the slatwall

Slatwall panels have been installed on the east wall of the entry hall and the north wall of the library hall to serve as gift shop sales display spaces. The process took several weeks and more than a few members were involved. Frank

Cunningham helped unload the material when it arrived at the museum. It seemed that as soon as the driver opened the doors to the trailer, the sky let loose. It took only a few minutes for both of us to get drenched, although we were able to keep the panels fairly dry. As soon as the load was secured in the shop, the rain stopped and the sun came out. John and I loaded the panels into the museum display area the following weekend where they were cut to size and spray painted. The following weekend with the help of John Nagy, Kevin Reilly, Gene Fabryka, the panels were glued and screwed in place. The screws were countersunk, filled, sanded and painted. Filler strips for the corners were cut, painted and glued in place.



Starting to stock the giftshop

Display fixtures and clear acrylic shelves and sign holders were purchased to display the gift shop merchandise that has been accumulating during the off season and is now being set up. The shop will be arranged into five areas. Apparel and logo items, Kids Korner (young books, toys and impulse items), Models, Collectibles and Books (new and used). It will be taking shape with adjustment being made as merchandise is unboxed. Our goal is to have a fully stocked (looking) gift shop ready for this year's Steam Up.

It should be said that preparing the building for the work that has been done this winter meant removing five years of leftover construction materials from the library and other areas of the building, loading it all into numerous truck loads and moving it all to the shop where it was unloaded, sorted and put away. This feat alone was a major project feared by many, myself included, but John felt it would be a good way to utilize some fresh members and get the job done. Thank-you John, Kevin and the rest of the crew.

A 600% growth in 2 years – is that even possible? Yes, but only if each of us plan ahead.

By John Nagy

Until recently, the Baltimore Streetcar Museum (BSM) was very much like us. They had a small annual operating budget of about \$60-80,000 and only a small amount of cash reserves. Unfortunately, this severely limited their ability to grow, to keep the track and infrastructure in good condition and to perform car restoration. To put it in their own words:

“The BSM is an organization that has literally survived and thrived based on the labor and funds of a very dedicated core of volunteers. The lack of overhead from not having major capital expenses or paid staff has also given B.S.M. a flexibility to weather hard times well. Our overall financial picture, however, had also been a hindrance toward making the museum more professional, presentable and “cutting edge,” and has also hindered our ability to attract major donors, fundraise, or hire any paid professional staff. For those concerned with the long-term future of B.S.M., these concerns were alarming.”

This same description could be used for the OERHS. Like the BSM, the OERHS has maintained our financial well-being by (1) fiscal responsibility above all else (OERHS has rarely carried any debt and always strived to live within its means); (2) sweat labor to offset costs (everything from building track, buildings, installing & repairing utilities, car maintenance & restoration have been borne by the volunteers; in fact, the only major capital improvements made at the museum in the past 10 years has been the construction of the Interpretive Center and construction of the track into the showgrounds); (3) a “pass the hat” commitment from its core volunteers.

The Baltimore Streetcar Museum Board realized that this type of day to day operation was not sustainable and undertook steps to rectify the situation. Within two years, their liquid portfolio had increased by almost 600%!

How did they do it? The primary answer is that they created a program for their members to perform annual giving and bequests. In some instances, their members left a dedicated portion of the proceeds from their estate while in others, the entire estate was bequeathed to the museum. This ran the gamut of homes, vehicles, property, collections, and more.

A few years ago, one of our long time members passed away. He had a sizeable estate that he had always intended to be disbursed amongst several of the museums at Powerland. Unfortunately, he never got around to changing his will and passed away without

warning. Therefore, the estate didn't go to the groups and projects he so cared about and had spent much of his life towards.

Joyce and I are including the museum in our estate planning. We aren't wealthy but, when we can, we try to give on special projects as they come up. I know that when I pass, it will definitely be before I have finished all the projects I wanted to do. But I can at least know that I'm leaving behind the means for others to carry on and the museum can be enjoyed by future generations.

Some frequently asked questions:

I don't have a large estate or liquid assets.

Few of us do. But even a small bequest can make a large difference to the future of the Museum. Funds donated to a dedicated project can often be the tipping point or serve as the match needed to obtain a grant. If the funds are donated to the endowment, they build up the principle and allow for greater annual disbursements. In some cases, donations of artifacts, books, photos and other similar materials can be used to complete the museum's archives or, if duplicated in the existing museum collection, be sold to fund other projects or to increase the museum's endowment fund. In some cases vehicles and other similar items are donated as a fundraiser.

What would you do with the funds?

This isn't to allow the Board to go on a spending spree, rather, it provides the means for us to meet operations, perform maintenance and provide the match for grants for capital expenses. Grant funds are always difficult to come by and are almost never available to be used to pay the day to day expenses. These include insurance, monthly utility bills, maintenance, etc.. New expenses come up all the time. For example, we just added a Comcast cable connection to the Interpretive Ctr. This was needed to provide a phone and fire alarm connection and will enable us to take credit card payment. This bill alone comes to about \$1200/year.

What kind of major capital improvements are being considered?

- Fund an Operating Endowment
- Complete the mainline loop
- Build Car barn #2
- Rebuild the mainline & yards
- Build the Restoration Shop

What if I want to make a specific donation now instead of a bequest?

You may feel that the future is too variable so would rather make a donation now. The OERHS has donation features on our website for donating electronically or

you can always send a check. You may also choose to give for specific project or activity or spread out a donation over several years.

How do I set up a bequest?

In order to make a bequest, you should speak with your attorney. Your attorney can help you include a bequest to Oregon Electric Railway Historical Society in your estate plan. You can choose to designate that a bequest be used for a general or specific purpose so you have the peace of mind knowing that your gift will be used as intended. Bequests are often exempt from federal estate taxes. *If you have a taxable estate, the estate tax charitable deduction may offset or eliminate estate taxes, resulting in a larger inheritance for your heirs.*

What Types of Bequests are there?

A bequest is when a supporter of your nonprofit makes a charitable gift to your organization by naming the organization as a beneficiary in their wills. Below are some of the ways donors make bequests:

- 1. Specific Bequest** - The donor designates a specific dollar amount, specific percentage, or specific property to the nonprofit.
- 2. Percentage Bequest** - Involves leaving a specific percentage of your overall estate to charity. For example, you may wish to leave 10% of your estate to Oregon Electric Railway Historical Society.
- 3. Residual Bequest** – The donor's estate will pay all debts, taxes, expenses, and specific bequests. The remaining amount—the residue—will be transferred to the nonprofit.
- 4. Contingent Bequest** – A donor decides to give the designated nonprofit all or a portion of their estate only under certain circumstances. For example, naming the nonprofit as a beneficiary of the estate only if there are no surviving close family members. Childless couples sometimes provide for the entire estate to go to the surviving spouse, or if the spouse does not survive, to one or several nonprofits.
- 5. Gift of Life Insurance** – This is a gift some donors give when they find that they no longer need their life insurance coverage that was purchased years ago to provide for children or other family members. The donor is allowed to claim a charitable deduction for approximately the policy's cash surrender value, and the proceeds are completely removed from their estate.
- 6. Restricted Bequests**

If you are considering a bequest but would like to ensure that your bequest will be used for a specific purpose, please let us know. We would be happy to work with you and your attorney to help you identify ways to give and meet your charitable objectives. We will also work with you and your attorney to craft language to

accomplish your goals. If you are making a restricted bequest, we recommend that your attorney include the following provision to give Oregon Electric Railway Historical Society flexibility should it no longer be possible for us to use your gift as you originally intended:

“If, in the judgment of the Board of Directors of Oregon Electric Railway Historical Society, it shall become impossible for Oregon Electric Railway Historical Society to use this bequest to accomplish the specific purposes of this bequest, Oregon Electric Railway Historical Society may use the income and principal of this gift for such purpose or purposes as the Board determines is most closely related to the restricted purpose of my bequest.”

What if my situation changes?

A bequest is generally a revocable gift, which means it can be changed or modified at any time.

Contact Us

Please contact us if you have any questions about how to make a bequest to Oregon Electric Railway Historical Society or to request any additional information that might be helpful to you and your attorney as you consider making a bequest to us. If you have included a bequest for Oregon Electric Railway Historical Society in your estate plan, please contact us to let us know. We would like to thank you and recognize you for your gift.

In the past 20 years we:

- Moved the museum to Brooks;
- Built a car barn, a light maintenance shop, a powerhouse and Interpretive Center;
- Constructed over a mile of track and overhead;
- Resumed operation of the Willamette Shore Trolley

These are incredible accomplishments that have been achieved mostly by volunteers. As the OERHS approaches its 60th anniversary, the opportunities for the future are bright. It is ironic that though the Museum has achieved so many goals, we still need to achieve financial stability. Whether you support the museum as a volunteer or through donations, it still comes down to “Our members are our greatest asset!” OERHS volunteers, either at the OERM or the WST have given thousands of hours of expertise and labor. Help us provide for the future; remember OERHS in your estate planning – you too could leave an enduring legacy for future generations to come to know, love and appreciate streetcars as much as we do and continue to protect and preserve our priceless collection.

Pacific Northwest Transit Update

By: Roy Bonn

Seattle was named the fastest growing city in the United States last year. There are numerous cranes being employed in the construction of high rise office and apartment buildings, especially in the South Lake Union area. Amazon and other large companies are hiring and occupying additional buildings, all of which are increasing the rush hour gridlock that lasts several hours in the morning and again in the afternoon. With this in mind Sound Transit is placing a proposal (ST3) on the November ballot, which would replace the expiring ST2. This would increase tax contributions to a new amount of fifty billion dollars over the next twenty-five years to build additional light rail and streetcar lines in the Seattle area and other improvements to public transportation facilities. Among the extensions planning to be built are the line light rail line north to Everett from Lynnwood utilizing the old interurban right-of-way and extending the light rail lines south from DesMoines to Tacoma. New lines included in the proposal are a line to West Seattle and a line to Ballard and further north. Additional streetcar lines include connecting the Broadway line to the South Lake Union Line and then back up the hill to the Broadway line making a circle line. Also extending the streetcar line to UW and extending the streetcar line in Tacoma. Other possible lines are also being considered.

The light rail extension to UW was placed into operation and ridership reached 67,000 one day with

high passenger counts continuing with three car trains being operated during the morning and afternoon hours. The extension from SeaTac to Angle Lake at South 200th is scheduled for this fall. Preliminary work is underway with the DesMoines extension and on the Lynnwood extension. Construction of the Tacoma streetcar line is underway with free rides being offered on the present line until the extension is placed in service. Construction of the East Link line to Redmond began at the south portal of the tunnel that will be dug under Bellevue starting with removal of the buildings that were located on the proposed right-of-way.

The original NP line south over the hill from Tacoma between Lakewood and Nisqually Junction is being rebuilt to allow Amtrak trains to operate over the line. This will save about 15 minutes compared to the Point Defiance line along the Sound. Sound Transit plans to extend the commuter trains from Lakewood to DuPont and will increase the number of commuter trains on the south line. Construction is well along and it should open in 2017. Amtrak plans to add two additional round trips between Portland and Seattle at that time.

New low floor electric trolley coaches will replace the present Gillig trolley coaches purchased 20 years ago which in turn had replaced earlier AM General coaches.

OERHS Receives Donations of Furnishings

By John Nagy

A few weeks ago the OERHS received a generous donation of some sorely needed office furnishings. Clackamas County Surplus offers a range of used furnishings to non-profit organizations. John & Joyce Nagy, Greg Bonn and Gene Fabryka took time off of work and met with Mr. Tom Averett of the County. He went through the available materials with us and allowed us to make a selection. We then loaded the items into our vehicles and trailers (it took three loads!) and transported most of them to the museum soon after. We received:

- (9) file cabinets
- (14) small size trashcans
- (2) recycle bins
- (1) 8' conference table
- (29) chairs (office and stackable)
- (2) projector screens
- (2) 6 foot adjustable height tables

The chairs had been stored in a warehouse and were a bit dusty so Joyce, Bill Binns, Peter Kloosterman and I vacuumed and shampooed them. Most of these materials will be used in the Interpretive Center but some may find their way to the WST (if there is room). We need to purchase and install the flooring in the archive room first so please consider making a donation towards the flooring (see the wish list below). Thanks again to Tom and Clackamas County and the "OERHS Hauling Team"!

OERHS Wish List

The OERHS is looking for the following items

- A queen size bed frame and box spring (we already have the mattress) for one of the bedrooms in the 2nd floor of the Interpretive Ctr
- Queen size sheet and pillow case sets for the same
- Donations towards flooring for the ticket office (Approx \$325)
- Donations towards the flooring for the Library/Archives room (Approx \$900)
- Flat File Cabinets (for maps/blueprints, etc, or donations towards)

Dallas, Transit Mecca of Texas

Part 1 of 3

By: Mark Kavanagh

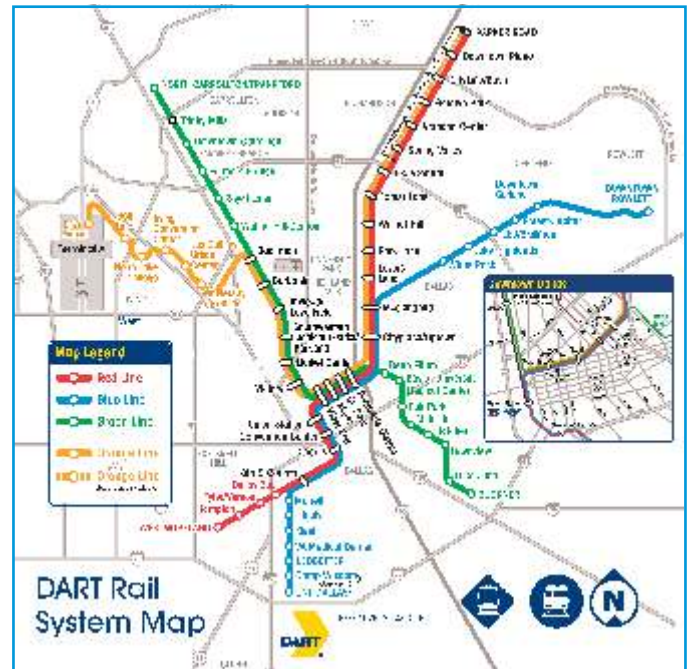


DART train at downtown Pearl Station in 2015

When one thinks of Dallas Texas, they often think of big oil, big cars, big highways and big hats. But one thing that Dallas does have—and most would never notice—is its big transit! It is so big it will take 3 articles to cover all the transit in the Big “D”.

Part One looks at the largest light rail system in terms of mileage in the United States. It is referred to as DART (Dallas Area Rapid Transit). Part 2 of the series will look at the McKinney Avenue Trolley, the new Dallas Streetcar, and the now defunct Fort Worth Subway. The third and final part of this series will cover the two commuter rail systems: Trinity Railway Express and the Denton A-Train. It will also look at the Las Colinas Urban transit and DFW Airport's Skylink train. That's our outline, now let's talk briefly about Dallas's transit history and then follow on with the development of DART.

Dallas did have a first generation streetcar system. In 1872 the system started with mule-drawn cars. By



DART Rail System Map showing all four lines as they exist March 2016

around 1890, electric streetcars started to make their appearance. At the system's peak in the 1930's, there were 300 streetcars plying the streets of Dallas. However, by 1956, the last clang of the trolley was made on the Oak Cliff line.

Dallas was also a hub of interurban lines. The first interurban railway in Texas opened in 1901 between Sherman and Denison. By 1909, this line was extended 65 miles to reach Dallas. At the interurban's peak, they stretched out over 226 miles as far north as Sherman, south to Waco, southeast to Corsicana, and west to Fort Worth and Cleburne. The interurban lines merged under



Mockingbird station, an open cut station where the Blue Line splits off of the Red and Orange to the north, and the south trains plunge into the subway tunnel.



All photos by Mark Kavanagh

Dallas DART, continued

the umbrella of Texas Electric by 1917, until service ended in 1948

By the late 1970's, plans were a-foot to return rail-based transit to the Dallas region. Dallas had big aspirations in 1983 for a system stretching 160 miles. By 1984 DART had choose Light Rail as its solution. By the 1988 bond vote the system had been pruned down to 90 miles and ground was broken in 1990. The first portion of the system (20 miles) opened in 1996. Dallasites embraced light rail quickly. The System started running from Pearl Street to Westmoreland (Red Line) or Illinois (Blue Line).

In 1997, the first extension opened extending the Red Line north to Park Lane station via an underground tunnel under a Freeway, US75. The Blue Line was extended south to Ledbetter in that same year. The next change occurred in 2000, no extensions, but the underground station, Cityplace opened under the freeway. The first and only subway station in Dallas.

With ridership doing well, many more extensions have occurred over the years to the current 90 mile system. There are now 4 lines, with the Orange and Green joining the mix. Let's break down the system a bit. First, all four lines run on the same tracks thru downtown Dallas between West End and Pearl Stations. This is a bit of an operational bottleneck as each line operates every 15 minutes during peak and 20 minutes off peak. So trains are operating every 3.5~5 minutes thru this stretch. West End is a night club/restaurant district and other tourist destinations. Akard Station is where the DART store is. At St Paul Station, there is a



Green Line train at Buckner terminal station.



Uptown station

transfer to the McKinney Streetcar and the museum district. Pearl Station is in the Art District. Let's now break down the individual lines.

The Red Line, as previously mentioned, is one of the two original lines. Its southern terminal has not changed at Westmoreland. It runs on private Right-of-way. It joins the Blue Line at 8th and Corinth, soon after it crosses the Trinity River and the track leads to the south (and the main) Maintenance Facility. It goes by the Convention Center and Union Station. At Union Station, there are transfers to the Trinity Railway Express, Amtrak and the new Dallas Streetcar. After Union Station it goes by the infamous Grassy Knoll and is soon joined by the Orange and Green Line thru Downtown. At Pearl, the Green Line peels off and the Red, along with Orange and Blue plunges into the subway under the freeway. At the one subway station, Cityplace/Uptown,



Cityplace/Uptown station. The only underground station in Dallas. It is similar to the Portland Washington Park station on MAX. Above ground is the McKinney Ave Streetcar.

Dallas DART, continued

there is a transfer available to the McKinney Streetcar. After leaving the subway at Mockingbird, the Blue Line peels off. From here the line is on viaduct for a portion, but mostly on surface. It uses, or is parallel to, the old Texas Electric Interurban Line here to Plano. At the Downtown Plano stop the old TE Plano station is still there, now a museum complete with a TE Interurban parked outside. The line ends at Parker Road.

The Blue Line was also an original line for DART. Its southern terminal is Ledbetter. The line from here to where it joins the Red Line is mostly on the old Texas Electric right-of-way. At the Illinois Station, the former TE Monroe shop is nearby, and is currently DART Police Headquarters. Inside is parked a Dallas Railway and Terminal Streetcar. From 8th & Cornith to Mockingbird it follows the Red Line as mentioned above. From Mockingbird it heads northwest to Garland and Rowlett, Texas on a high speed private RoW.

The Green Line starts in the northeast at North Carrollton, a very lonely station with a Park-n-Ride. At its next station, Trinity Mills, there is a transfer for the Denton A-Train Commuter Rail. The Green Line continues to head south joining the Orange Line at Bachman. The two lines skirt Love Field and Southwest Airlines Headquarters. To reach Love Field, one must transfer to a shuttle bus. At Victory Station, a transfer is available to the Trinity Railway Express. Now it joins the Red and Blue for is jaunt through Downtown. At Pearl Station, it splits off to go thru Deep Elum neighborhood and it winds its way to Fair Park, right to the same gates to which the long gone streetcars would take visitors to the Texas State Fair. Even today, this Green line becomes so busy during the State Fair that different service patterns emerge. After paralleling the fairgrounds it continues mostly westward before coming to the end of the line at Buckner.



Fair Park, entrance to the Texas State Fair. This is the same gate streetcars used during their heyday



Orange Line at Las Colinas Urban Center



Blue Line at Rowlett Terminal



Green Line at Trinity Mills, where you can transfer to the Denton A-Train, seen in this photo.

Dallas DART, continued

The Orange Line is the newest line of the system. It starts out at DFW Airport right by Terminal A. From there, it runs on private RoW going by the Irving Convention Center and Las Colinas Urban Center. At Las Colinas, you can transfer to the Las Colinas Area Personal Transit. The line goes by Univ. of Dallas before joining the Green Line at Bachman. It then follows the Green Line thru downtown, and switches to follow the Red Line which it follows all the way to its terminus at Parker Road.

As far as the equipment used on DART, the system started with a two section high floor LRV's from Kinki-Sharyo of Japan. Later DART retrofitted all the LRVs with a low floor center section to eliminate the need to have lifts/ramps for ADA access. With the center sections added, DART could no longer run 3-car trains due to some platform lengths. DART is working to extend the platforms to bring back 3-car trains on the



Orange Line at Dallas-Fort Worth Airport



Red Line at Downtown Plano station



Orange Line also at Dallas-Fort Worth Airport



DART train entering Pearl Station soon after system opening in 1996. Taken during my cross-country RV trip, stopped in Dallas specifically to see the new system.



Red Line at Parker Road Station

Dallas DART, continued

busy lines. The trains have ability to travel up to 65 MPH, which with the long distance between stations, high speed is important!

DART is not done with expansion. The next major project is to provide a second corridor thru downtown to end the 4 line bottle neck. There is also discussion for other expansion, but some might be BRT in lieu of rail. DART is a huge system, as such its ridership per mile is lower than some systems, but it does reach way out into the suburbs and small cities.

I would highly recommend visiting Dallas just for DART. But I think old fashion trolley aficionados may be even more interested in the McKinney Line, which will be featured in the next edition. Keep the pole on the wire until the next edition of the newsletter to learn more.



DART central shops and yards



Train at West End station in 2015



DART central shops inside



DART central shops and yards



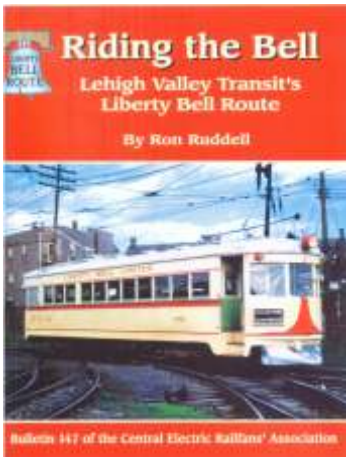
Fair Park, entrance to the Texas State Fair.



Former TE Interurban in front of the former Plano depot and substation for the TE, now the Plano Interurban Museum

All photos Mark Kavanagh

Recent Books on Transit



Riding the Bell Lehigh Valley Transit's Liberty Bell Route

by Ron Ruddell

2015 Hard Bound, 224 pages.
Bulletin 147 of the Central Electric Railfan's Association
P.O.Box 503, Chicago, IL 60690-0503
ISBN 978091538473

*Jewett car 802 Lehigh
Valley Transit August 1912*

Howard P Sell Collection



*Lightweight car north bound
Quakertown siding circa 1950*

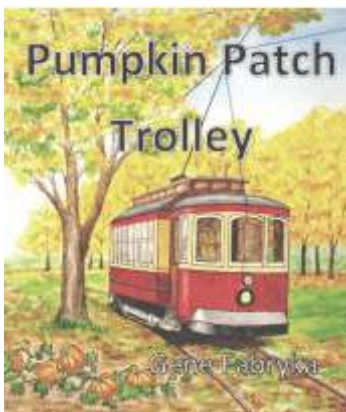
Randolphe L Kulp

The Liberty Bell Limited was a classic Pennsylvania interurban line that carried passengers between Philadelphia and Allentown until abandonment on September 7, 1951.

The name Liberty Bell Route was used because it followed closely the route of the Liberty Bell during the Revolutionary War on the move from Philadelphia to Northampton, PA to keep it from the British occupation troops in Philadelphia. This 8.5" x 11" volume is filled with top quality photos, many in color, since the line lasted into the 1950's there is ample history of the origins and development of Lehigh Valley Transit. There are a number of track maps and terminal areas plus a diagram of signal system on the line. This is the one of

the best and most complete books about a particular route in my experience. The track maps show the route through towns and through the country side with the sidings and with a route signal diagram tells the reader where many photos were taken because of signal numbering. I highly recommend this book since I was able to ride a few times and got a first-hand view of operations.

Reviewed by Bill Binns, Oregon Electric Railway Historical Society, Manager, Museum Trolley Operation



The Pumpkin Patch Trolley

By Gene Fabryka.

32 pages, paperback.

Published in partnership with the Oregon Electric Railway Historical Society

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Pumpkin Patch Trolley is a middle school spooky historical Halloween book for kids, written and illustrated by OERHS Board of Trustees Member Gene Fabryka.

This story, written for children, centers around Greg and Joan, who ride a museum trolley to a pumpkin patch. When they think they've missed the last trolley back to the station, another one appears to pick them up.

Once they're on the trolley, they're invited to a Halloween party. They eventually discover that they've been transported back to the 1930s and must find a way to get back home.

Fabryka spent four years writing and illustrating the book. He published it himself earlier this year.