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HEADLIGHTS



HEADLIGHTS

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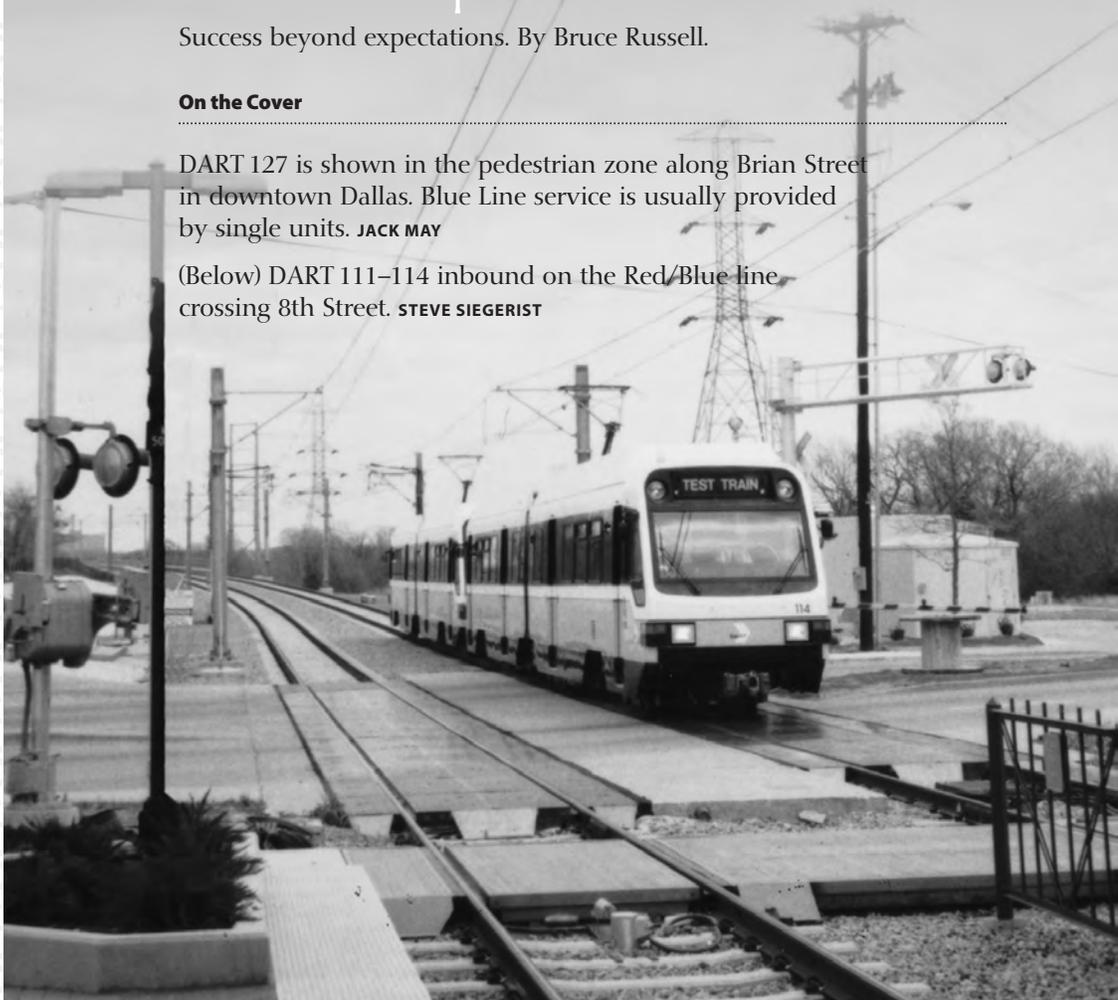
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On the Cover

DART 127 is shown in the pedestrian zone along Brian Street
in downtown Dallas. Blue Line service is usually provided
by single units. JACK MAY

(Below) DART 111-114 inbound on the Red/Blue line
crossing 8th Street. STEVE SIEGERIST



RAIL TRANSIT News

► **B&A Trail (right) will not become a light rail line.**

Banners inside Baltimore's Penn Station (far right) announce the coming of a light rail connection there.

The Charles Street bridge (bottom right) provides a good vantage point for this view of the light rail extension to Penn Station.

REPORTED BY FRANK S. MIKLOS (BALTIMORE), E. L. TENNYSON AND J. WILLIAM VIGRAS (PATCO)

BALTIMORE

The 4-mile extension of the Baltimore Central Light Rail Line to Hunt Valley, with five new stations, will open in September 1997. Extensions to Amtrak's Penn Station and to BWI International Airport will both open in November. Eighteen additional cars are on order. Weekday ridership currently averages 22,000, with over 50,000 on baseball game days. Almost half of the riders are new to mass transit.

Maryland Governor Parris Glendening announced that the 15-mile Baltimore & Annapolis Railroad Trail cannot be used for



VICINITY/MAPBLAST

the abandoned rail alignment would have been the most practical routing for the extension, the least expensive to build, the least disruptive to the surrounding community and have the highest potential ridership.

The former Baltimore & Annapolis Railroad right-of-way was converted to a trail when freight service beyond Glen Burnie was abandoned.

Four options are now being studied for the extension of light rail beyond the Cromwell Station. Two would follow Georgia Avenue and one follows Eighth Avenue. The fourth option would be to not extend the line at all. One of the Georgia Avenue proposals requires the demolition of 14 houses, a move which has drawn immediate opposition from residents. The Eighth Avenue option would cost an additional \$10 million, but would serve fewer people.

While the Georgia Avenue and Eighth Avenue alignments enable the light rail

line to penetrate further into Glen Burnie, they preclude the MTA's plans for future expansion to Marley Station or – as some observers speculated – to Annapolis, the state capital. Linking Annapolis with the new light rail extensions to BWI Airport and the Amtrak station in Baltimore would create an interurban light rail line capable of carrying several million annual riders. Such a long-range prospect seemed possible because a new highway bridge constructed over the Severin River was designed with provision for the future operation of light rail trains.



RAYMOND L. FOLEY



RAYMOND L. FOLEY

▲ **Newly installed tracks of the light rail extension to Penn Station can be seen in this view taken on March 28, 1997.**

an expansion of the Baltimore light rail system. Baltimore's MTA was seeking the former B&A right-of-way to extend the light rail line further into Glen Burnie and possibly to Marley Station next to one of the region's largest shopping malls. MTA studies asserted that

Unfortunately for the MTA, nearly 1.5 million Maryland citizens and visitors walk, jog and cycle along this paved trail annually. There are several races run on the trail by the Annapolis Striders, including the B&A Trail Marathon in March.



RAYMOND L. FOLEY

► Car 846 is shown in Milwaukee in 1955 shortly before the end of trolley service in that city.

▼ Car 846 today. Volunteers from Trolley Car '86 Inc. are working to restore the car to operating condition.

APPLETON, WISCONSIN

A non-profit organization known as Trolley Car '86 Inc. is working to restore former Milwaukee trolley No. 846 for operation in Appleton. The group's goal is to make the car operational in time for the Wisconsin Sesquicentennial to be celebrated during the summer of 1998.

Trolley service began in Appleton on August 18, 1886. It was the first hydro-electric powered trolley system in the United States, and possibly the world. Unfortunately, none of Appleton's original trolleys exist, so the group chose a Milwaukee trolley for its restoration efforts. Car 846 was rescued from the swamps of Kentucky where it sat in derelict condition following its retirement from service in the mid-1950s. The group also owns



TROLLEY CAR '86 INC.

Milwaukee trolley No. 978 and a 1946 International Harvester catenary line truck. Both of these units will be restored when the work on car 846 is completed.

COLORADO SPRINGS

Voters have approved a franchise for the Colorado Springs and Manitou Springs Traction Company to

build a streetcar line on Colorado Avenue. Several SEPTA PCC cars are on hand, plus one to-be-restored original car of Colorado Springs. Funding, however, is not complete.

DENVER

Ground was broken and contracts were let to extend the Metropolitan Area Connection light rail line eight miles south to Englewood and Littleton along the Santa Fe right-of-way. RTD voted to ask the electorate to approve funding of at least two or three light rail lines to Lakewood and Federal Center, to Denver Tech Center and to Aurora and the new International Airport, about 45 miles in all. The election has been dubbed "Guide the Ride".

LOS ANGELES

Los Angeles light rail now carries 102,000 weekday riders: 46,500 on the Blue line, 37,500 on the Red subway line and 18,000 on the Green Century Freeway line.

Service is fast and efficient, averaging 37 mph including stops. Only 20 cars are needed to carry Green Line riders.

NEW YORK

Approval has been given for a detailed study of utility relocation needed to permit restoration of surface rail transit on 42nd Street. Private enterprise has bid for the opportunity to build and operate this crosstown light rail line. Based on the current \$1.50 subway/bus fare and the short length of the 2-mile route, the proposed line is expected to be not only profitable, but faster than bus service as well.

The elimination of streetcars on 42nd Street 50 years ago brought the defunct Third Avenue Transit System into bankruptcy, from which it never fully recovered.



TROLLEY CAR '86 INC.

SOUTHERN NEW JERSEY

PATCO has continued its program of rehabilitation and improvements. Of particular interest is the "E" mid-life overhaul of the 75 Budd-built 1968 transit cars. The program began in 1981 and has been ongoing, with about six cars done each year.

The principal task of an "E" mid-life overhaul is complete rewiring of the car (600-volt cables had been replaced in the 1970s) with all wires marked from end to end, and all terminations at terminal boards (replacing end-to-end splices). All carborne equipment is then overhauled to "like new" condition. Electronic train control boxes are replaced with new units identical to those in the 1980 Vickers cars. WABCO D3 air compressorers are replaced with new D4s. All work is done entirely in-house except the basic overhaul of traction motors which are sent out to qualified shops.

As of May 1997, 65 cars have been completed and four are in process. There are no immediate plans to overhaul the 1980 Vickers cars. A regular program of preventive maintenance and component overhaul has kept them in a state of good repair. They have no major reliability problems that would be addressed by an overhaul program.

OTTAWA

In 1975 Ottawa, the federal capital of Canada, instituted a policy of market pricing for automobile parking. To accomplish this, user-side subsidies were applied. Employers bought bus tickets for their employees at a sharp discount, permitting commuters to avoid the impact of high bus fares. Transit ridership boomed as motorists refused to pay for parking and switched to buses. By 1987 transit ridership was up to 370,300 trips per weekday, almost 50% higher than before market pricing began. For the full year of 1987, over 115 million passengers were carried on OCTranspo (Ottawa-Carleton Transportation Authority) buses, including transfer passengers.

Despite the investment of nearly \$450 million (Canadian) in this "world's greatest busway" (excluding the cost of buses and garages), ridership is now declining at a rate of about a million passengers a year. By contrast, where light rail transit has been introduced, ridership has boomed along with revenue. In Calgary, Sacramento and San Diego, metropolitan transit use is up 41% from 1987-93, the same years quoted for Ottawa above. Costs are down from the 42¢ per passenger-mile in the United States as a whole, to 36¢ per passenger-mile in those light rail-served cities, a reduction of 14% in 1993.

PORTLAND

Two new, low-floor articulated light rail cars have made their first trip through the Portland's West Side subway tunnel so that they may be trained with the original East Side (Gresham) MAX cars to provide easier, quicker access to the disabled. The low-floor cars are quartered in the new Elmonica shops west of Beaverton toward Hillsboro, while the original cars are kept at Ruby Junction in Gresham, 30 miles away. Portland's MAX weekday patronage is now about 28,000 with only 23 cars scheduled. Additional cars are badly needed.

SACRAMENTO

Light rail ridership grew to 28,100 per weekday, a gain of 6% over 1996, an all-time record. Construction commenced on the 2.7-mile Mather Field extension of the Folsom Boulevard line east of Butterfield station. The City of Folsom, 22 miles east of the state capital and well outside the Regional Transit District, elected to set up a light rail service to Sacramento and will contract with RT Metro to operate the service as part of the existing light rail system.

SALT LAKE CITY

The Utah Transit Authority was pleased this spring when multi-million dollar bids for construction work on its Sandy light rail line came in almost 10% below estimate. The 15-mile line is on former Union Pacific right-of-way to Provo, parallel to the long-gone Salt Lake & Utah (interurban) Railroad.

SAN FRANCISCO

MAY 14 – The Bay Area Rapid Transit District (BART) opened a 14-mile extension of the Castro and Livermore Valley line serving Dublin and Pleasanton. BART ridership is at an all-time high of about 270,000 weekday passengers and growing, up 5% in one year and 8% since the new stations were added. The revenue-to-cost ratio has increased to 60%, well above the industry average of 33%. BART now serves 39 stations along 95 miles of line.

SAN JOSE

Electric rail transit in San Jose experienced its greatest expansion in many years this spring, starting with Santa Clara Valley Transit Authority's Tasman extension about one mile to Champion Court, on the way to Mountain View, 7 miles to the west. Champion is the 34th rail station in the valley. Light rail ridership in April 1997 averaged 23,500 per weekday, up 19% over April 1996. ☺

RAIL BOOK *Reviews*

THE INSULL CHICAGO INTERURBANS: CA&E, CNS&M, CSS7SB

by Gordon E. Lloyd, 1996
Morning Sun Books
11 Sussex Court
Edison, N.J. 08820
8" x 11" hard cover, 128 pp., \$50

Although he has not exhausted traditional railroad subjects, with this volume publisher Robert Yanosey is broadening his coverage to include electric railways. To begin, he has picked the trio of Chicago area interurbans, at one time controlled by famous utility magnate Samuel Insull, whose empire collapsed in the Great Depression. They are the Chicago, Aurora and Elgin, the Chicago, North Shore and Milwaukee, and the Chicago, South Shore and South Bend, which still runs. The book is essentially a selection of photos from the collection of Gordon E. Lloyd, who took most of the shots, although there are a number scattered throughout from some of his friends.

After a short introduction, Lloyd gives an uncritical sketch of Insull's life, accomplishments, and downfall, which he blames on "the vindictiveness of the New York bankers." The body of the book consists of three sections, each devoted to one of the carriers, in the order listed in title. All begin with a short introduction and shots of the passenger, freight and work equipment on the rosters, followed by line-side scenes of considerable variety. Since Lloyd did not use color before 1950, most of the views date from that point. Captions provide detail and the author's personal comments. Reproduction is excellent.

▲ No. 108 at South Bend, Indiana, June 28, 1970.

▼ South Shore at Michigan City, Indiana, July 5, 1971.



Although very extensive, Lloyd's coverage was not complete; there are no shots of the CA7E on the "L" structure, for example. Certain trains such as specials are seen more than once, although in different locations. Everyone will have his favorites, but this reviewer thought the South Shore coverage was the best, perhaps because Lloyd worked near the line and because it still exists, thus offering greater opportunities for photographers. There are a few small maps, and an interesting chart showing the relationships among the three interurbans.

All told, *Insull* is an enjoyable look at a once vast traction empire, through the lens of a skilled photographer and his friends. ☺



◀ Three scenes from June 7, 1962 (from top):

Silverliner No. 775 approaching prime right-of-way (PRW), Harrison St., Milwaukee.

No. 775 northbound on South 5th St., one block north of Mitchell Ave., Milw.

North Shore Electroliner No. 801, Chicago.

▶ With the Baltimore Streetcar Museum, Balt. is one of the few cities with a collection of ORIGINAL streetcars representing all periods of its transit history.

(top) Newly-restored Peter Witt no. 6119 pauses in front of the visitor center.

(middle) No. 7407, the last PCC to run in Balt., outside the car barn.

(bottom) Trolleys 1050 and 264 on the outer loop of the museum line.

THE BEST WAY TO GO: THE HISTORY OF THE BALTIMORE TRANSIT COMPANY

by Father Kevin A. Mueller, 1997

Privately printed; available from The Baltimore Streetcar Museum, P. O. Box 4881

Baltimore, Maryland 21211

8" x 11" soft cover, 152 pp., \$15

In recent years several books have appeared on the topic of Baltimore's urban transportation system. Yet another one is this offering on the Baltimore Transit Company, from its formation in 1935 to its sales to a public authority in 1970.

Chronologically organized, *The Best Way to Go* presents a brief background on predecessor United Railways and Electric Company, which failed financially in 1935. Reorganized as BTC, the new company had 50 streetcar lines, six short "jerkwater" routes, 16 bus routes and two amusement parks. A study commissioned by United Railways & Electric (UR&E) had recommended a modernization program which would retain trolleys on the heavy lines, and convert the remaining ones to trackless trolleys, if they were of medium density, or to buses. About eleven lines would remain rail. The rest of the book recounts how this plan was followed in ensuing years.



A few lines were abandoned in the 1930s, but more significant was the purchase of PCC cars beginning in 1936. The first 27 cars were built by St. Louis Car Company; all subsequent orders were placed with Pullman-Standard. Trackless trolleys appeared in 1938 and new buses were purchased as well. Municipal pressure resulted in the removal of track from busy Howard Street in 1941. The company struggled through the war, but by 1945 National City Lines had purchased enough stock to gain control. The new management wasted no time in revealing its true interests, paying the city \$401,000 in disputed taxes in order to be relieved of its streetcar franchises, despite a court ruling that the company was exempt from the taxes. "Modernization" began in 1945, based on the earlier study, except that NCL favored motor buses rather than trackless trolleys. Because of heavy volume and the limited capacity of buses, streetcars would remain on high density routes. But falling ridership, improvements in bus technology, and municipal pressure would doom even those lines. Gradually, through the 1940s and 1950s, trolley and trackless lines were converted to buses until the last two routes were abandoned in 1965. Labor disputes, constant fare increases, disputes with public authorities and an increasingly disinterested management led to the sale of the Metropolitan Transit Authority in 1970 for \$11.1 million.

Father Mueller has done his research well, and *The Best Way to Go* is filled with detailed information on financial aspects, equipment, route modifications, and other problems faced by BTC. He is particularly good in describing the relationship of National City Lines to the local firm. He is an adequate writer but occasionally redundant and choppy in his sentences. There are numerous photographs scattered throughout, including a number of the rubber-tired fleet, but size varies from 2" x 3" to half a page, with the best being a series taken by Edward S. Miller around 1950 grouped between pages 66 and 92. Reproduction is fair and some shots lack sharpness.

There is a short bibliography but no index, and the book could use good maps. Timetable maps reprinted here are so small they are almost unreadable. Layout is uninspired, which is not unusual in privately printed works, but in the almost complete absence of commercial traction publishers, we should be grateful it has appeared at all.

Father Mueller is commended for his efforts, which fill in the gaps in Michael Farrell's previous study on the early years of Baltimore. With its very reasonable price, the book is a real bargain. It probably will not remain in print long, so those with an interest in urban transportation are urged to get a copy now. ☺

REVIEWS BY JAMES N. J. HENWOOD
PHOTOGRAPHS BY ARTHUR LONTO

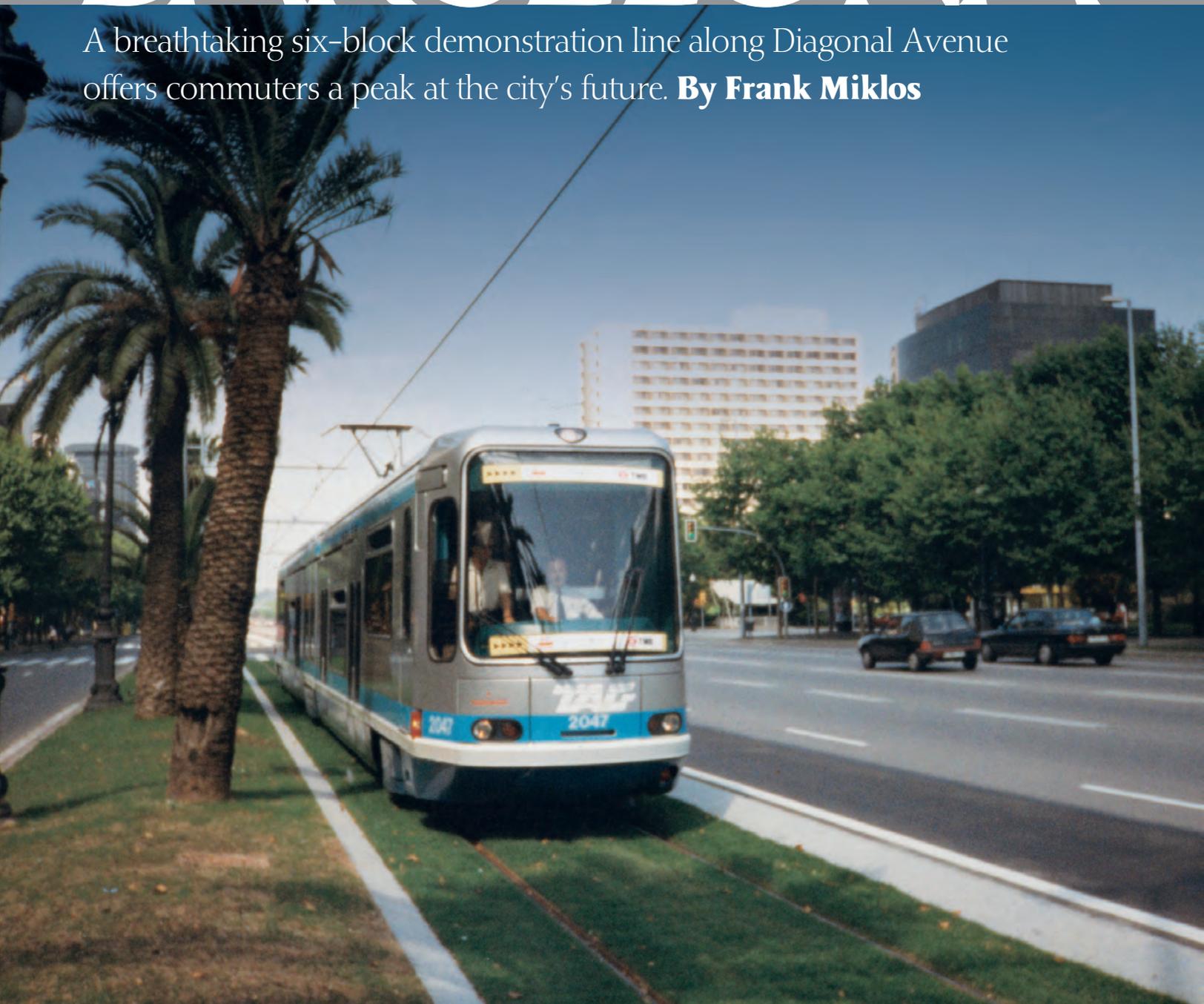
WHEN BARCELONA ELIMINATED ITS TRAM SYSTEM in the 1970s, there were many who felt that the transit system was making a big mistake. The trams operated over miles of wide boulevards where tracks could have been segregated from other traffic to provide a high speed light rail service. Since then, there have been

numerous plans for their reintroduction on some of the city's busiest corridors. One of these is Diagonal Avenue, which is a focal point for the development of large office buildings and shopping malls. In an effort to gain support for the project, a demonstration line was constructed along a six block section of that thoroughfare.

A low-floor car borrowed from Grenoble was operated over the temporary tramway, which opened on June 8, 1997. The public was invited to take free rides and get a preview of what the proposed light rail service would be like. Barcelona is to be commended for taking such an elaborate, hands-on approach to allaying the fears of citizens

BARCELONA

A breathtaking six-block demonstration line along Diagonal Avenue offers commuters a peak at the city's future. **By Frank Miklos**





who might cringe at the thought of a rail line running through their neighborhood, rather than relying on creative marketing and artist renderings.

Even though Barcelona has an extensive subway and underground suburban railway system, the surface bus system is forced to compete with automobiles on streets that are heavily congested. Today the Tibidabo streetcar, which links a large amusement park with a subway station, is the city's only surviving surface rail line. Operating a fleet of vintage rail cars, it is popular with tourists and local citizens.

At one time the Barcelona tram system had a varied fleet of vehicles ranging from single-truck open bench cars to double deckers. In the mid-1960s the Barcelona transit system purchased more than 100 PCC cars from Washington, D.C. Although the DC Transit system was known for its excellent maintenance, the PCCs were extensively rebuilt prior to entering service in Barcelona. The arrival of the PCCs enabled Barcelona to retire its oldest equipment and give the system a fleet of mostly modern post-war cars. The PCCs seemed at home in Barcelona where many thoroughfares radiated away from large plazas with statues and monuments in a setting similar to their former home in Washington, D.C. ☺

Mardi Gras. (left) A short section of girder rail was laid in grass next to a row of palm trees in the center divider of Diagonal Avenue. This creates a pleasing New Orleans flair. Girder rail set in pavement (right) makes up the rest of the line. **RICHARD O. FERRET**



Opening Day. Passing the 1-Il·la shopping mall (above) on opening day. At left, modern office towers create a fitting backdrop for the sleek, low-floor LRV as crowds of curious on-lookers gathered for a free test ride at the terminus of the six-block route. The curb is slightly raised to accommodate the temporary track.

RICHARD O. FERRET



McKinney Avenue Transit Authority

BRUCE J. RUSSELL

The *other* Dallas transit authority. **By Bruce J. Russell**



DALLAS IS ONE of the few cities which boasts a second transit authority. In addition to DART there is the McKinney Avenue Transit Authority (MATA) which has been operating a heritage streetcar route continuously for more than eight years. Staffed entirely by volunteers, the agency's sole purpose is the restoration and operation of antique trolley cars.

Trolley cars ran on McKinney Avenue from 1890 until 1956. This double-track line on the periphery of downtown witnessed a wide variety of cars including Dallas's rare double-ended

PCCs. After buses replaced trolleys, the wires were removed and most of the trackage was paved over except for a section that was set in red brick paving.

In the late 1970s McKinney Avenue began a revival with restaurants, shops and upscale condominiums locating there. A group of people who liked streetcars began asking if it wouldn't be nice if trolleys could once again run over the "quaint old tracks." They had in mind the restoration of a portion of McKinney

"Rosie" (above) No. 122 was built in 1906 by the J. G. Brill Co. of Philadelphia for shipment to Porto, Portugal, where it ran until 1980. It was then acquired by San Francisco before being bought by MATA. Rosie's appearance has been improved by relocation of the resistor grids from the roof ends to beneath the floor.

Avenue as a functioning trolley route whose main customers would be tourists. There was never any intention of competing with regular bus service. They envisioned an operating streetcar museum at a central location with a representative fleet of running streetcars which would become part of the local scene.

Two men of extraordinary vision, Edward Landrum and Philip Cobb, organized the ambitious scheme and obtained permission from

the city to fix the tracks and erect overhead wire. Insurance issues had to be addressed and opposition from property owners along McKinney Avenue overcome. Luckily, when the full scope of the project was laid out, most modified their stance. Restaurateurs and cafe owners viewed the antique streetcars not as rolling junk but as a means of bringing customers to their establishments. In addition, the Dallas Convention & Visitors' Bureau threw its full support behind what came to be known as the McKinney Avenue Transit Authority. To them the quaint "oldies" were another item which could be listed in colorful tourist brochures.

To pay for the project Mr. Cobb and Mr. Landrum raised \$3 million in private sector dollars while the city obtained \$2 million in UMTA grants from the federal government. Asphalt and concrete were removed from the tracks where necessary. New rail was installed at the ends of what was to be a 2 mile line. On the southern portion, the two tracks merge into one which turns off McKinney Avenue and extends for three blocks on St. Paul Street. Here the double-ended cars reverse ends and switch trolley poles. On the northern segment a balloon loop was constructed requiring laying of new rail on adjoining side streets. Last year money was appropriated to extend the line south into the West End historic and entertainment district, and east to the City Place office and shopping complex. Both of these points are also served by the new Dallas light rail system. Easy transferring between the old trolleys and the sleek new LRVs will be possible. The extensions will more than double the length of the line.

The McKinney Avenue Transit Authority has a sizable fleet of vintage vehicles from Dallas and three foreign

countries. Those which are presently restored and operable are housed in a facility located on Bowen Street a block from the northern end of the line. It was formerly a garage for trucks and contained inspection pits built into the floor. With rail in place they were perfect for examining the undersides of trolley cars. This structure also houses the organization's offices and electrical substation. Power is purchased from Texas Utilities and converted to 600 volts DC. Since only a few vehicles can be housed here, others are stored elsewhere.

Two streetcars are original Dallas models. Car no. 186 is a 1913 Stone & Webster double-trucker. Nicknamed

Birney was fabricated from scratch in MATA's shops using Melbourne motors.

Two other members of the McKinney fleet arrived fully intact. Nicknamed Matilda, the first is car 369, a double-truck giant from Australia. This W-2 class car was built in 1925 by James Moore, Ltd. for the Melbourne & Metropolitan Tramway Board. The second is a single-truck car 122 from Porto, Portugal. Nicknamed Crescent Rose/Rosie, it was built by J. G. Brill Company in 1906. Imported to the United States in 1980, Rosie ran for three years in San Francisco before finding its way to Texas. Both of these "foreigners" ran in their respective cities until just before



BRUCE J. RUSSELL

Meals on Wheels. Currently under restoration is this former Northern Texas Traction interurban. When finished, it will be a dinner trolley offering gourmet meals.

Green Dragon, it ran until 1954. When it was retired the trucks and electrical gear were sold for scrap. Prior to being restored, Green Dragon was discovered in 1979 being used as a hay barn. The other Dallas car is a single-truck Birney safety car no. 636, built in 1920. Nicknamed Petunia, it graced the streets of Dallas until 1947 when the 600-class Birneys were replaced by PCC cars. Petunia was made into a summer cottage after it was retired. Trucks and electrical gear for both cars were obtained from old Melbourne, Australia, cars. The truck for the

they were brought to American shores.

Because the two large double-truck trolleys consume more electricity than their smaller cousins, they are only operated when there is sufficient patronage, which is usually on weekends. And while volunteers do the necessary maintenance, each vehicle does have a corporate sponsor who provides some financial support.

The group owns additional streetcars that are in storage and not being used at the present time. They are: Dallas City Consolidated Street Railway horsecar no. 39; Dallas Railway Stone & Webster 183 and 189, 10 window; Dallas Railway Stone & Webster 323, 13

window; Dallas Railway 749 Peter Witt under restoration at Gomaco; Denison & Sherman steam dummy no. 4; and Toronto Transit Commission PCC cars 4613 and 4614.

The PCCs will be pressed into service when the McKinney Avenue line is extended, probably in 1999. Once service to the West End entertainment district commences ridership is expected to soar and the additional capacity of the PCCs will be needed. A southern balloon loop will also need to be laid to enable running of the single-ended PCCs.

Under active restoration in the car-barn is a former Northern Texas Traction interurban which will become a restaurant trolley patterned after Melbourne, Australia's highly successful dinner tram. Gourmet meals complete with vintage wine will be served as it slowly makes its way from West End to City Place and returns. Elegance will be the watchword, with a hefty fare to boot. (This shouldn't be a problem for rich Dallas citizens like J. R. Ewing and others.) The remaining cars in storage will eventually return to use. If the group is successful in procuring

a larger barn, the cars will be restored and maintained there. A potential site is currently being studied.

Some 54 non-paid men and women form the nucleus of the McKinney Avenue Transit Authority. They operate the cars, collect the fares, do maintenance and rehabilitation work, and handle public relations. The fact that this endeavor has lasted for so many years and is about to expand is testimony to their dedication. Membership costs \$25 a year and is open to anyone. ☺

"Green Dragon" (right) Pride of the McKinney fleet is this standard Stone & Webster "turtleback" type, restored to "as new" condition. It was built for Dallas in 1913 by St. Lewis Car Co. and ran in regular service until 1954. Before being rescued by MATA in 1979, no. 186 had been used as a hay barn for 22 years.

"Petunia." (below) Known as a Birney Safety Car, no. 636 was built in 1920 for the Dallas Consolidated Electric Street Railway by J. G. Brill of Philadelphia and was in service until retired in 1947. When it was discovered in 1980, Petunia was being used as a house.



BRUCE J. RUSSELL

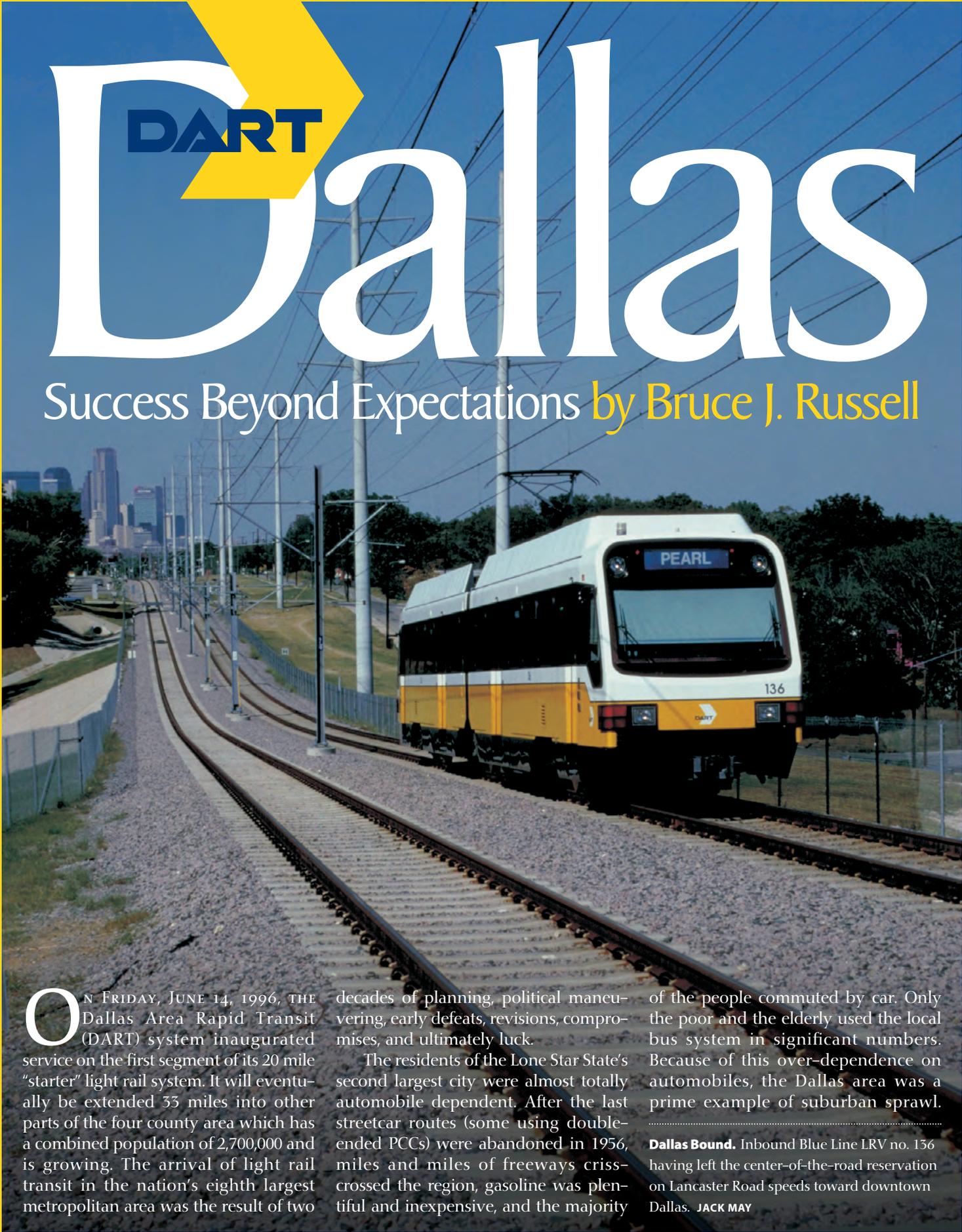


JACK MAY

"Matilda." (right) The largest operable trolley in the McKinney fleet is this 1925 vintage ex-Melbourne, Australia, Class W-2 car built by James Moore Ltd. Because of high electricity consumption, no. 369 runs only at certain times.



BRUCE J. RUSSELL



DART Dallas

Success Beyond Expectations by Bruce J. Russell

ON FRIDAY, JUNE 14, 1996, THE Dallas Area Rapid Transit (DART) system inaugurated service on the first segment of its 20 mile "starter" light rail system. It will eventually be extended 33 miles into other parts of the four county area which has a combined population of 2,700,000 and is growing. The arrival of light rail transit in the nation's eighth largest metropolitan area was the result of two

decades of planning, political maneuvering, early defeats, revisions, compromises, and ultimately luck.

The residents of the Lone Star State's second largest city were almost totally automobile dependent. After the last streetcar routes (some using double-ended PCCs) were abandoned in 1956, miles and miles of freeways crisscrossed the region, gasoline was plentiful and inexpensive, and the majority

of the people commuted by car. Only the poor and the elderly used the local bus system in significant numbers. Because of this over-dependence on automobiles, the Dallas area was a prime example of suburban sprawl.

Dallas Bound. Inbound Blue Line LRV no. 136 having left the center-of-the-road reservation on Lancaster Road speeds toward downtown Dallas. JACK MAY