

**SUBWAY "FACTS" SHEET**

**Reviewed: February, 1991**

**Track:**

1 mile of track. 1400' under city streets. Operates from Riverfront parking (2900 cars - 4 loading stations) to inside basement of Tandy Center. Free park and ride. Open to public. Operations 5:30 a.m. - 10:30 p.m. Mon. - Fri. And 8:00 a.m. - 10:30 p.m. Saturday. 11:30 a.m. - 7:00 p.m. Sunday.

**Travel Time**

Round trip: 12 minutes. Cars depart each 3:00 minutes during rush hour, each 6:00 minutes with tow car operation. Car speed approximately 15mph.

**Vehicles:**

8 operational subway cars. Each car seats approximately 44 passengers. Approximately 100 maximum load.

**Accessible for mobility impaired:**

**Schedule; Weekdays; Typical:**

5:30 a.m. - 7:00 a.m.:	1 car
7:00 a.m. - 8:30 a.m.	4 cars
8:30 a.m. - 4:30 a.m.	2 cars
4:30 p.m. - 6:00 p.m.	4 cars
6:00 p.m. - 10:30 p.m.	1 car

**Passenger Count; Typical:**

5:30 a.m. - 7:00 a.m.:	60
7:00 a.m. - 8:00 a.m.:	900
8:00 a.m. - 9:00 a.m.:	800
9:00 a.m. - 4:00 a.m.:	400/hr
4:30 p.m. - 6:00 p.m.:	1400
6:00 p.m. - 8:00 p.m.:	250/hr
8:00 p.m. - 10:30 p.m.:	Fewer

**Schedule; Saturdays; Typical:**

8:00 a.m. - 10:30 p.m.: 1 or 2 cars

**Passenger Count; Saturdays; Typical:**

Approximately 4300 total

Approximately 165,000 passengers per month.  
Approximately 1,980,000 passengers annually.

**Personnel: 21**

- 1 Manager
- 1 Departmental Supervisor
- 5 Mechanics
- 5 Full time drivers
- 5 Part time drivers
- 4 General labor

**Subway Cars**

Jim Lincecum Department Manager  
Bobby Tillman Department Supervisor

5 Mechanics  
10 Drivers (2 short - now doing overtime)  
(5 part-time)

**Closed**

7:00 - 9:00 a.m. 4 cars  
9:00 - 4:30 2 cars  
4:30 - 6:00 4 cars  
6:00 - 10:30 1 car  
Saturdays 1 or 2 cars

Thanksgiving  
Christmas

Approximately 165,000 passengers/month

Weekdays	6,500	Saturdays	4,300	Sunday	2,000
7:00 - 8:00	Approx.	900			
8:00 - 9:00	Approx.	700			
9:00 - 4:00	Approx.	400/hr			
4:30 - 6:00	Approx.	1400			
6:00 - 8:00	Approx.	250/hr			
8:00 - 10:30	Fewer				

Cars have 44 seats/maximum load approximately 100

1 mile of track  
1400 feet underground

Round trip :12 minutes

Cars depart approximately every 3:00 min/rush hour  
Cars depart approximately every 6:00 min/other hours

Maximum car speed approximately 15-20 mph

4 parking lot stations  
2900 parking spaces

The mile-long subway connecting Tandy Center in downtown Fort Worth with a 23-acre parking lot along the Trinity River is heralded by Tandy Corporation as the only privately owned Subway in the world.

The system was built and is being operated without the assistance of any level of government. In fact, both parking and the ride on the subway are offered free of charge, with Tandy expecting to benefit from the thousands of workers, shoppers and visitors who ride the system daily and must exit at Tandy Center, a high-rise shopping and office complex that occupies eight downtown city blocks.

The size of the system also sets it apart from other operations. Because the system extends only one mile, the operator is not required to adhere to a strict speed or station dwell time. Only two cars are in operation most of the time, with the number of vehicles increased to three or four between 7:00 a.m. and 8:30 a.m. and 4:30 p.m. to 6:00 p.m. Hours of operation are established to serve downtown workers as well as visitors to Tandy Center. Beginning at 5:30 a.m., the system operates until 10:30 p.m. Monday through Friday and from 8:00 a.m. until 10:30 p.m. on Saturday, Sunday 11:30 a.m. to 7:00 p.m.

During those hours of operation, the Tandy Subway offers the downtown Fort Worth visitors a pleasant, 6-minute ride from the farthest of four loading platforms to the bay where passengers are discarded inside Tandy Center. Vehicle speed is approximately 15 miles per hour. When four cars are in operation, the tiny system maintains headways of approximately 3 minutes.

Although the system has been in continuous operation since 1963, the vehicles which shuttle passengers back and forth from Tandy Center today hardly resemble the bullet-shaped electric trolley cars purchased second-hand from Capital Transit Company of Washington, D.C., to start the system. Manufactured by the St. Louis Car Company in 1945-46, five of the PCC (President's Conference Committee) streetcars were purchased in 1962 for \$10,000 by two Fort Worth merchants, Marvin and Obie Leonard, who wanted to provide subway service to their downtown store from the mile-distant parking lot which they had leased. The two brothers considered the provision of such service to be one means of competing with suburban shopping malls around Fort Worth.

Over the next year, the Leonard brothers invested approximately one million dollars in the subway system, including the modernizing of the five trolley cars and construction of a 1,400-foot tunnel from the edge of the parking lot, beneath two of Fort Worth's main streets, to the lower level of Leonards downtown store. Workers laid a double, standard-gauge railroad track through the 21-foot-wide tunnel so that cars could pass each other coming and going. Overall length of the track was approximately one mile, including the 1,400 feet inside the tunnel.

In 1965, eight additional cars of approximately the same vintage as the original fleet were purchased by Leonards from Capital Transit Company of Washington, D.C.. Like the first cars, this second fleet was manufactured by the St. Louis Car Company.

The "M & O" (Marvin and Obie) Subway along with the Leonard brothers department store, was purchased by the Tandy Corporation in 1967, but it was not until 1974 that Tandy Corporation in 1967, but it was not until 1974 that Tandy officials decided to renovate the system and intergrate it into the plans for the development of Tandy Center. Plans for renovation included extensive remodeling of the 44-foot-long, 8-foot-wide trolley cars, the intent being to approximate the design of the Bay Area Rapid Transit vehicles currently in operation in the San Francisco Bay area.

The first step in the transformation was to strip each vehicle down to the frame. The old seats and interior and exterior walls were discarded as were the flooring and ceiling. The mechanical workings of the cars were also removed and either reworked in the subway's own shop, farmed out for restoration, or replaced. The 600 -volt d.c. motors were shipped to a local electrical shop where they were rewired, rewound and thoroughly cleaned. The steel wheels were sent nicks, bumps, and bulges, insuring perfect roundness for a smooth ride. Following the mechanical improvements, the cars were ready for body reconstruction.

The old cars provided little in the way of visibility and had a driver's location at only one end.

Remodeling for the Tandy Subway provided a drive capability at each end, so that the driver walks to the other end of the vehicle and reverses directions at the completion of a one-way trip. Gone are the front-facing seats, and in their places are 18-inche-deep seats extending along both facing windows of yesteryear are tinted panes which stretch from one end of the vehicle to the other.

Change in design is the doors which open for entering and exiting passengers. While old featured one door at each end, an additional 4-foot-one-inch-wide middle door now offers accessibility for the mobility impaired. In that regard, the floor of the vehicle has been designed to interface with the platform at each station so that the floor heights are the same.

To improve the visual appeal and passenger comfort, air conditioning, heating and wall and ceiling coverings of textured vinyl have been installed.

The subway car fleet now consists of eight refurbished vehicles. The other vehicles which were previously acquired have been dismantled for parts and otherwise disposed of.

Each car seats 44 people comfortably, and has maximum capacity of approximately 100, enabling the system to move up to 2000 people per hour when four vehicles are in operation.

In addition to remodeling the cars, the Tandy Corporation also renovated the route along which the subway travels. The mile-long roadbed and track were leveled and the curves widened to improve safety and performance. The underground terminal in Tandy Center was also expanded to provide three loading platforms.

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