

Reminder to members: Please be sure your dues are up to date. 2020 dues were due Jan 1, 2020. If it has been longer than one year since you renewed, go to our website: oregontrolley.com and download an application by clicking: *Become a Member*.

In This Issue

The Last Word in Streetcars – Richard Thompson	1
Oregon Electric Railway Historical Society News.....	2
Willamette Shore Trolley Update – Dave Rowe	9
Setting Poles for Overhead Wire at the Museum – John Nagy.....	10
Work at the Museum.....	11
Yard Rebuild – Track work – John Nagy	12
Annual Meeting – Mark Kavanagh.....	14
Donation Request	15

The Last Word in Streetcars – The Broadway Cars

Richard Thompson

Recently, while re-creating a 1976 article in the Trolley Park News, this writer had occasion to peruse the 33-volume archive compiled by my late friend Bill Hayes. The subject being researched was the arrival of Portland's legendary Broadway cars and, as always, Bill's memorabilia proved a great resource. The contemporary newspaper clippings it contained were particularly useful in shedding light on the reaction to the new cars and the high expectations traction executives held for them. The streamlined Broadways were going to turn around a streetcar system in decline.

As Bill recalled, the 800-class Broadway cars were the "last word" in traction when they arrived in 1932. Fifteen of these beauties were purchased new in that year from the J. G. Brill Company in Philadelphia. In spite of the radio interference they caused when passing his home on NE Broadway, Bill loved them.



No. 813 is seen on the 23rd Avenue line in 1949, just months before the abandonment of city streetcar service. This color slide appears to have been taken on Thurman Street near NW 24th Avenue. Today car 813 is part of the Oregon Electric Museum in Brooks, where it is the last surviving Portland Traction Co. Brill Master Unit.

(Robert McVay)

Local transit riders flocked to see the new arrivals and were duly impressed with what the press described as the "latest gadgets". Their up-to-date features included leather seats, rear treadle doors, windshield wipers, brake lights and dead-man control. Cost for these streamlined trolleys was \$12,177.52 apiece and, until the advent of the PCC streetcar five years later (which Portland never got), these Brill Master Units were the most modern type of streetcar in America.

The new cars boasted "automotive styling" and a fast, smooth ride that was welcomed by transit enthusiasts. By 1932 many riders were ready for something new. They had grown weary of Portland's classic wooden streetcars, most of which were over 20 years old and equipped with hard longitudinal side-facing bench seats and high PAYE (pay as you enter) vestibules.

Yet, in spite of their refinements, the majority of Master Units were used but 18 years, a brief life for trolleys. The new trolleys were the first new cars ordered for Portland in nearly 20 years and, ironically, they would also be the last. As the curtain came down on Portland's trolley era their careers were cut short.



Car 802 is still in its original gray, cream, and green colors as it changes ends at the Mississippi Line terminus on N. Denver and Argyle streets in Kenton during the 1930s.

Hayes

Upon arrival the Broadway cars sported a new color scheme featuring a French gray body trimmed with Hunter green and ivory. Roofs were black. Pacific Northwest Public Service Company (the holding company for PEPCO and PGE from 1930-33) street railway General Manager C. B. Short felt the new livery would present an updated "smart appearance" for Portland's streetcars. The choice followed a test of several days during which the public were invited to express a preference between several combinations. Posters illustrating various color schemes were placed in a downtown florist shop window and onlookers were invited to express an opinion.

Oregon Electric Railway Historical Society

Officers

President	Eugene Fabryka
Vice President	Richard Thompson
Secretary	Mark Kavanagh
Treasurer	John Ballentine

Trustees

Carolyn Vernon	John Ballentine
Mark Kavanagh	David Harold
Gene Fabryka	Mark Moore
Richard Thompson	John Nagy
Gage Geist	

Other Positions

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 2020 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	\$ 60	Life	\$ 500
Contributing	\$ 75	Benefactor	\$ 1000
Supporting	\$100		

Mission Statement

The mission of the Oregon Electric Railway Historical Society, Inc. Is to preserve the regional heritage of electric railway transportation as a living resource for the benefit of the present and future generations. To fulfil 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: Treasurer

Oregon Electric Railway Historical Society
3995 Brooklake Rd. NE
Brooks, OR 97303
Phone: 971-701-6327
www.oregontrolley.com

Do you want to be a Volunteer?

Be a Motorman or Conductor, give tours, and restore trolleys and more great activities? Want to learn to operate a 105 year old trolley from Australia or even a locomotive? Volunteers are needed - no experience necessary - just a passion for trolleys! We can easily train you in any volunteer positions that may interest you. Please come out to the museum and lend a hand. For the weekday or Saturday projects, contact Greg Bonn at 971-344-0755. For motorman, conductor and station agent training at the museum, contact Ken Peters at kennethpeters@msn.com or 503-646-5034.

If you wish to volunteer for the Willamette Shore Trolley, call David Harold or Jan Zweerts at 503.697.7436.

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.

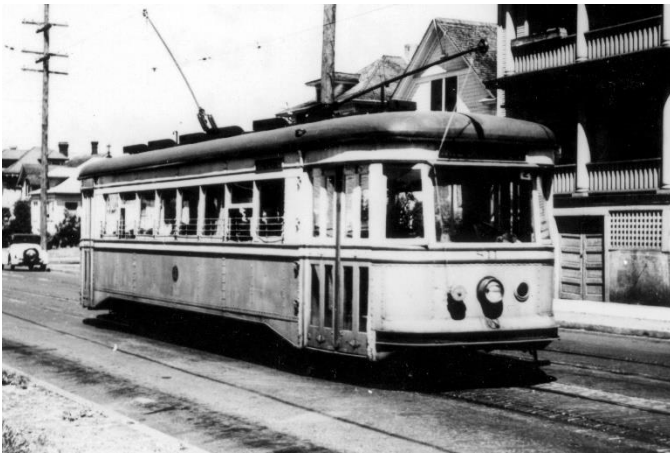
We have established a web site where you can view and download copies of The Transfer. We have set it up so it is also easy to print on your color or black & white printer if you prefer hard copy.

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 website: oregontrolley.com/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.



Mississippi Avenue car 811 is southbound on N. Albina Avenue near N. Humbolt in a picture taken in the late 1930s when the Broadway cars were used exclusively on the Broadway, Alberta and Mississippi lines.

Hayden



Broadway line car No. 808 has paused while a gentleman crosses a street in the Irvington neighborhood. Portland Traction Co. claimed the Broadway cars increased revenue by 8.7 % due to their higher speed, greater comfort, and modern appearance.

McClellan



Jack Benny's "The Meanest Man in the World" and "Margin for Error" with Otto Preminger are playing at the Orpheum Theater as No. 800 rumbles past on SW Broadway at Yamhill in 1943.

The plan was to apply the "new car dress" to all rolling stock over time, however that did not take place. Broadways would eventually be repainted in the traditional maroon and yellow that characterized local streetcars for many years. By 1948 these colors were given a snazzier look by adding scalloped dash board detailing and diamond-framed sides.

Although they were initially assigned to the Broadway, Alberta, and Mississippi lines, their nickname was derived from the highly visible Broadway line, which linked downtown's toniest shopping district with the upscale Irvington and Alameda neighborhoods in Northeast Portland. The Mississippi line was converted to bus operation in 1940 and the Broadway and Alberta runs followed in 1948. Afterwards, the Broadways were transferred to the 23rd line, one of the last three city streetcar lines in Portland. Throughout most of their careers the Broadways called the Piedmont Car barn in North Portland home. In later years they were also stored at the Ankeny Car barn.

Specifications for No.'s 800-14, the Broadways

Built	February, 1932
Class	K
Length	40' 10"
Width	8' 6 1/4"
Height	10' 5 1/8"
Weight	34,280 lbs.
Body	J. G. Brill Co., Philadelphia, all steel
Trucks	2, Brill 84E-1X
Motors	4, GE-210 (60 h.p., commutating poles)
Controllers	2, GE K-75 double end
Brakes	Westinghouse air, self-lapping
Hand brakes	Peacock, geared, staff less
Compressors	DH-16
Roll signs	Hunter 226 RB and 226 LR
Wheels	26" rolled steel
Fare boxes	Ohmer
Floor covering	Linoleum
Roof	Oregon pine
Heaters	Consolidated
Headlights	Golden Glow RR-96
Retrievers	Ohio Brass 13141
Trolley wheels	Ohio Brass 15292
Trolley base	Ohio Brass 15760
Stoplights	Oskelite S-130
Ventilators	Brill exhaust
Seats	Brill 201B reversible, 14 Cross, 4 longitudinal
Seat material	Brown leather
Capacity	36 seated, 48 with standees
Gauge	All 42" originally, 2 at 56.5" later
Speed	40 m.p.h.
Retirement	Originally 1950, 800 (4014) in 1954, 813 (4012) in 1958

Like most Brill Master Units, the Broadways featured bodies built to standard gauge dimensions. For Portland, which boasted the third largest narrow-gauge streetcar system in the nation, they were equipped with narrow-gauge trucks. Standard gauge city cars were not needed for the handful of standard gauge lines in Southeast Portland. In fact, most of the standard gauge lines would be converted to trolley bus operation after 1936.

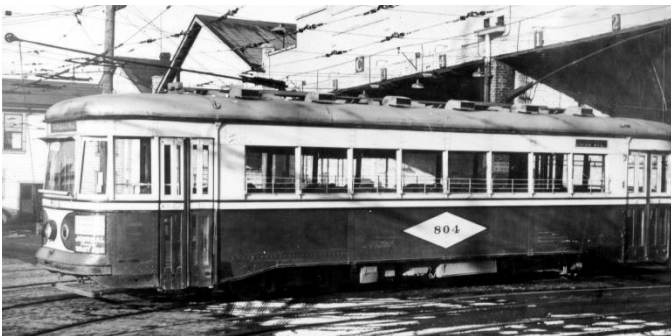
Because of their wide bodies management avoided using them on lines with tight curves. However, as the dissolution of the Portland Traction system drew near in the late 1940s the Broadways could be spotted in unfamiliar surroundings. The popular cars had been chartered for fan trips that ventured onto the Bridge Transfer, Willamette Heights and Montavilla lines.



No. 801 is working the Mississippi Avenue line as it heads southbound on N. Interstate Avenue near River Street during the 1940s. The Gotham Building is in the left background and Carlton Lumber Co. is at the right.

Hayes

Cars 800-814 would turn out to be the last new cars ordered for the Portland system. During the 1940s and '50s additions would be made to the standard gauge fleet that provided service to Oregon City and Gresham, but those cars were all acquired secondhand from other cities and were actually older than the Broadway cars, having been built between 1924 and 1930. Unlike the new Brills, they were purchased at scrap metal prices.



No. 804 is ready for a day on the Broadway Line as it rolls out of the Piedmont Car barn on N. Killingworth Street at N. Mississippi Avenue.
Charles C Snook



Car 811 is seen at the northern terminus of the Broadway Line at NE 29th Avenue and Mason Street. This 1940s color photo reveals the car as painted in Portland's maroon and cream livery.



Broadway line car 810 is being tailed by Williams Avenue line Mack trolley bus No. 141 in a scene taken at N. Williams Avenue near N. Broadway. The Williams Avenue trolley bus line began operating out of the Piedmont Car barn in February 1937.



Broadway line No. 811 is headed back to the Piedmont Car barn as it trundles through the intersection of N. Williams Avenue and N. Killingsworth Street.



No. 814 gleams in the morning sun as it heads east on SW Washington Street at the intersection with 5th Avenue. The Equitable (later Commonwealth) Building in the center background was brand new when this slide was taken around 1948.

Kenn Lantz



Alberta line No. 809 is heading west into the afternoon sun as it crosses the Steel Bridge in 1949. Note the scalloped end décor has been replaced with the streamlined "V" shape that the Broadway cars wore during their last years.

Robert McVay



The old Good Samaritan Hospital can be seen in the background as inbound car 808 hums southward on 23rd Avenue during the last two years of city streetcar service in Portland.

Hayes



Car 800 has been transferred to service on the 23rd line in a picture taken at the corner of NW 23rd Avenue and W. Burnside Street in the late 1940s.

McClellan



No. 808 is at the northern terminus of the 23rd Avenue line at NW 27th Avenue and Upshur Street during the last years. The trolley in front of the Monte Cristo Restaurant with the Montgomery Ward Distribution Center is in the background.

John F Bromley



Westbound 23rd line car 803 is about to turn from W. Burnside Street to N.W. 23rd Avenue. Over the years the Tudor style Murlark Hall building in the background housed a dance studio, hair salon, cleaners and the Christian Science Reading Room.

Hayes



Although their numbers have been reduced in recent years Northwest Portland was once home to several WWII surplus Quonset huts like the one housing Bob's fried chicken in this view of Car 812 near the northern terminus of the 23rd Avenue line on NW 27th Avenue.

Hayes



No. 804 is adjacent to Lone Fir Cemetery on the Mount Tabor line during a 1948 fan trip. The Broadway cars were not used on the Mount Tabor run.

Hayes



On what is likely another late 1940s fan trip car 804 is waiting on what appears to be the passing track on SE Taylor and 73rd Avenue on the east side of Mt. Tabor about ten blocks from the eastern terminus of the Mt. Tabor line.



The presence of a bus in this picture of No. 808 on NW 27th Avenue and Upshur Street means this may be the last day of service for the 23rd Avenue line in 1950. Montgomery Ward's looms in the right background and behind the apartment building in the left background is the roof of the old Forestry Building, which burned down in 1964.

Hayes

After the Council Crest, Willamette Heights and 23rd Avenue lines were discontinued in 1950 two Broadway cars avoided the rip track. Cars 800 and 813 were re-gauged for use on the standard gauge interurban lines to Bellrose and Oregon City. No. 800 was renumbered 4014 and sister 813 became 4012. This repurposing was only partially successful. No. 4014 was remodeled by extending the axles on narrow gauge trucks. The result was a rough-riding car that was described as "too slow." It was taken out of service in 1954 and scrapped. In contrast, No. 4012 was fitted with standard gauge trucks salvaged from Kuhlman built car 4005, which had been retired after an accident. As a result, No. 4012 soldiered on until the final cessation of Portland Traction

Company service in February 1958. Today, renumbered to its original 813, it is the only surviving Portland Master Unit. Restored to its city car glory at the OERHS museum in Brooks, No. 813 is once again the "last word" in streetcars.



It's all over as 23rd line No. 808 and Council Crest line No. 506 meet at SW 2nd Avenue and Morrison Street during the early morning hours of February 26, 1950, last day of city streetcar service. Next day's headlines proclaimed, "This Was the Day the Trolley Passed Away."



The switch is being set for former car 800 (renumbered 4014 when re-gauged for interurban service) as it heads out for service on the Oregon City line on a cold 1950s morning. (photo colorized by the author)

Tom Stanley



No. 4012 is inbound on the Oregon City line as it passes through Oak Grove on July 11, 1957 seven months before all streetcar service in Portland came to an end. This car has been restored today to its youthful glory as city car No. 813 at the OERHS museum in Brooks, OR.

(Edward S Miller Morning Sun Books Collection)

**The following articles
appeared in the Sunday
Oregonian, May 1932**

**NEW STREET CARS DUE
HERE MAY 1**

**\$250,000 Order Placed for 15
Carriers.**

**SAFETY, COMFORT
FEATURED**

**Upholstered Leather Seat
Faces Toward Front.**

CONTROL IS AUTOMATIC

**First Batch of Latest One-
Man Type Trams Given
Approval by City Authorities.**

Fifteen new street cars at a cost of \$250,000 were ordered last night by Franklin T. Griffith, president of the Pacific Northwest Public Service company, and will be in service about May 1.

The order was sent after a conference with the city council which approved the expenditure unanimously. The order is the first under the provisions of the service at



Franklin T. Griffith

cost franchise, on which the voters will pass May 20, and which calls for the expenditure of \$2,000,000 on new equipment within four years.

The new cars are the latest word, Mr. Griffith, and C. B. Short, general manager of transportation, told the council. They have automatic controls, dome lights, front and rear exits, leather seats and rear stop lights, and passengers will face the front instead of looking into each other's faces across the aisle.

Popular Color Planned.

They will be of a new color scheme. Just what that scheme is has not been determined and Mr. Short suggested that the public may be called into conference to determine it. One thing has been decided, said Mr. Short, and that is that the

present red and yellow cars are doomed. Even the old cars, as they pass through the company's shops and are rebuilt with new devices after the new cars get in service, will take on the new color scheme.

The new cars are one-man cars. They carry 41 persons in the upholstered seats instead of the 32 to 38 now carried. They carry the passenger faster and more comfortably by far than any other car on the market, said Mr. Short, who said that the whole consideration of the company in the order was to give the passenger comfort and speed.

Safety Device Featured.

The order was placed by telegraph with the J. G. Brill Company of Philadelphia, the largest manufacturer of street cars in the world. Among the features will be the "dead-man's control," by which the car will be stopped automatically in case the motorman faints. The seats, which have 50 springs in the bottom and back, are 36 inches wide instead of 30. The aisles are wider, and 20 dome lights, half on each side, are so placed as to be directly over the seats so the passengers may read as the car runs. Faster pick-up and stopping facilities are also included.

One of the features is that the passenger will control the car at the rear if he gets off that way. He will step on a treadle which will open the rear door, and as long as he is on the steps the car can't be started.

The cars will have steel bodies and will have two trucks with 26-inch wheels instead of 33-inch. This gets the car lower to the ground and eliminates the necessity for a step inside of the car. The new cars will ride easier and there will be electric heaters under the seats and at the ends of the car.

Vestibules Are Eliminated.

There will be no vestibules in the new cars and when the passenger gets into the car he will go directly to the seat. The cars will be 41 feet long and will weigh 35,000 pounds, which is lighter than some of the present cars and heavier than others, but what street car executives have found to be the best

from the standpoint of comfort to the passenger.

The cars will be equipped with four 35-horsepower motors of the latest design. They will be able to make 35 to 40 miles an hour, if they have a chance, but on the average the company expects to get 15 per cent more speed than from the present cars, which average from 10 to 12 miles an hour.

The stop-light feature on the rear is new on the Pacific coast and there are not more than two cities in the country which have them, said Mr. Short. Battleship linoleum of the best grade will be used on the floors. There will be lights to tell the operator when car's rear door opens and closes and there will be mirrors to give him a view inside of the car without turning around. There will be fare boxes that coins may be dropped without delay.

Motorman's View Aided.

There will be a sun visor and slanted glass on the front to eliminate the glare of headlights into the car and there will be a rain swipe to keep the vision clear for the motorman. The same personnel will be used to operate the new cars as are now employed. Steps will fold inward so that when the car is in motion there will be none sticking out into the street.

Although one-man cars, they have double trucks and be full size, not at all like the little one-man cars now in operation here.

Mr. Short declared that the Washington, D. C. traction company has just ordered a batch of similar cars and that they are highly popular in the east. He said that the companies which had cars of a similar design had not had platform accidents for two or three years.

It is probable that they will be placed on one line where they may be demonstrated to the public, but line has not yet been definitely selected.

1932 STREETCARS ARRIVE FROM EAST.

**Four New Type Carriers
Unloaded from Steamer.**

OTHERS TO COME LATER

**Cars Built in Philadelphia
Remind One of Up-to Minute
Automobile Construction.**

the seating capacity on some of the present cars, such as on the Broadway and Rose City lines, was 36 to 38 persons, so the new design offers more space. There will be six more cars to reach the harbor May 12 on the steamer San Simeon, while the following Quaker line unit will bring two and the next in the line will have the last three cars.

Atlantic Steamship company, the Quaker line; Leo F. Sauer, assistant traffic manager; "Nig" Williams and others were in evidence.

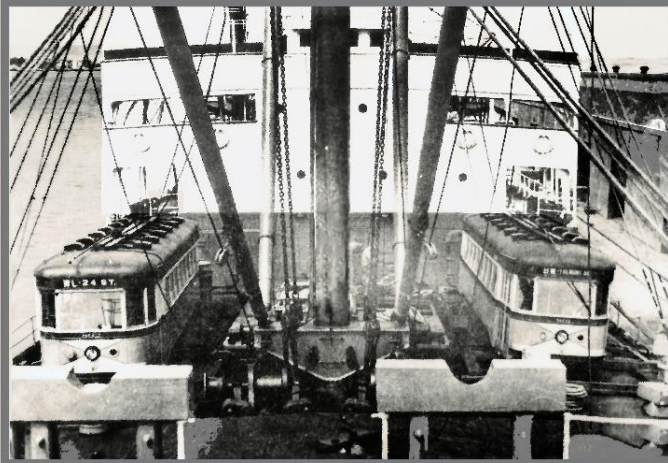
Mr. Short explained that one of the new cars would be loaded with 15,000 of sand and operated over each of the city lines as a test, the entire narrow-gauge system being covered so as to check curves and clearances. The cars are to be assigned to different lines so opportunity will be afforded residents of the various districts to ride on and gain an idea of their operation, comfort and space. In the interior illuminating scheme there are nine lights on each side of the car, and the arrangement is said to do away with shadows.

Safety Device Noted.

They are of the four-motor type. While passengers board at one end there are both front and rear exits. An automatic device prevents the car starting while a door is open, and they cannot be opened while the car is in motion.

The Brill Company of Philadelphia is the builder of the new cars, and they are said to have attracted much attention from street railway officials because of their general arrangement and modern equipment.

Here's Newest Thing in Streetcars – All for Portland



Franklin T. Griffith, president of the PEP Co., Friday placed an order with Philadelphia manufacturers for 15 new streetcars, representing an investment of \$250,000 for use on local lines. Griffith is hopeful, he said, that the equipment will be here and ready to go by May 1. Each of the new cars has a capacity of 41 passengers; are modern, one-man, automatic, front-entrance, rear-exit, cross-seat, drop-your-own-fare type – quite the last word in street railway rolling stock.

Big crane

The weight of the cars was reported as 17 tons. The Albina crane of the O. W. R. & N., which has a capacity of 50 tons, picked each from the deck of the San Clemente, swung it across the dock and lowered it gently onto a flatcar to be moved to the shops of the street car system at Seventeenth and Center streets, to be "touched up"

Fitted 'With windshield swipe, stoplight, rear view mirror for the operator, seats filled with springs, speedy "pickup" and brakes with quick response, the 1932 street car models of the Portland Traction company, the first four of which of an order for 15 were landed yesterday from the deck of the Quaker line steamer San Clemente, were spoken of by some who witnessed their delivery as having improvements that were reminders of up-to-the-minute automobile features.

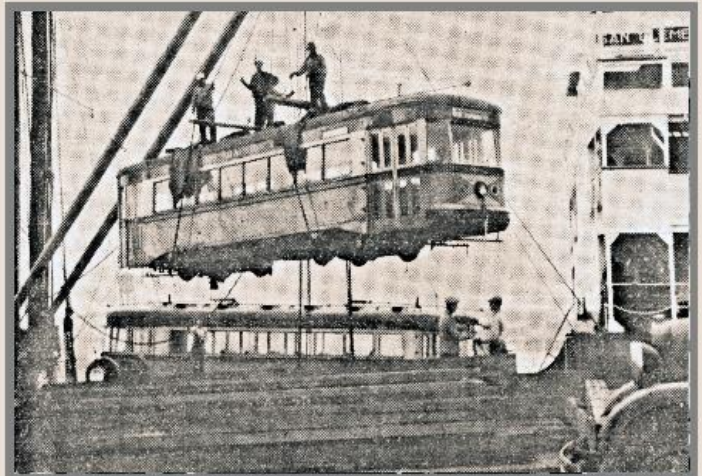
Low slung bodies, wide windows, automatic safeguards for passengers boarding and leaving the cars, an interior lighting system that has eradicated shadows, fenders that are said to have proved dependable and a generally comfortable and attractive appearance are additional points.

The type is a one-man car and in the matter of comfortable seats the "skipper" has not been overlooked. Seats for passengers face the front end the capacity is 41 persons. C. B. Short, manager of the Portland Traction company, who with other executives of the corporation viewed the unloading activities, remarked that

before making initial appearance on city lines. The cars are finished in French gray, hunter green and ivory, and while they appeared spick and span after the long trip from Philadelphia, there are certain attentions to be given them in preparation for going into service.

Two of the cars were on the forward deck of the San Clemente and two others aft. J. B. Gilkey of the Portland Stevedoring company and men of his organization were on hand early to attend to the unloading details, while W. T. Sexton, vice-president of the Pacific-

It'll Be on the Tracks By and By



They had to get it that high to take it off the ship but they didn't drop it. It's one of the new street cars for Portland, four of which arrived today on the steamer San Clemente of the Quaker line of Portland from Philadelphia. More are to come and they're all very snappy.

Willamette Shore Trolley Update

Trolley Dave Rowe

The Battery Project on Trolley 514 is progressing. The goal is to design the new system on the trolley to be reliable and easier to maintain as possible.



These are some of the brackets and mounts designed by Dave Rowe and Kevin Reilly for the Battery Project. The challenge was to make all the components for battery propulsion system fit in the 8 feet space between the trucks. The equipment included five High voltage inverters, EMI filter, isolation transformer, two radiators, two fans, three coolant pumps, plus the 80KWH battery.



One of the terminal boards to be mounted under a seat. There will be over 150 wires to control the system



Dave Rowe running one of the many conduit runs under the trolley.



Radiator with the fan on top before designing the holder and shroud.



The radiator fan shroud has a screen to catch the cotton wood seed.



Three coolant pumps are mounted near the two radiators



The EMI Filter has a protective housing to protect from objects hitting from under the trolley.



The Battery Charger has to be mounted on its side.

Setting Poles for Overhead Wire at the Museum

By John Nagy

One of the great features of our museum is the overhead power system. This provides the opportunity to demonstrate for the public how the cars originally operated and avoids the need to push/pull a generator. To construct it, volunteers repurposed overhead wire and hardware from the old museum. This included installing used poles (all we could afford at the time).

The system has worked well but 20+ years later, many of the poles are in need of replacement. Not only is there rot, but such poles are attractive to woodpeckers. They drill large holes in them which have reached the degree that we could no longer trust them to hold the tension needed to keep the overhead in position and at height. To rectify this, twenty-five new 35' long poles were purchased and delivered last year. Though they cost \$500 each, they should provide a much longer life than used poles (which are getting increasing hard to obtain due to liability concerns).

One of the few opportunities that the Covid situation has provided is a chance to have more time available to rebuild and refurbish our infrastructure. In September Greg Bonn, Gene & Vicky Fabryka, John Nagy, Evan Burroughs and Frank Cunningham began the pole replacement project. After Greg identified the locations, Evan and John used an auger to drill 28 holes, two of which were for ground anchors. Over the next few days, the former PGE Flume speeder was coupled to a flatcar to haul loads of poles around the track to the right locations. A rented extendable boom forklift was then used to lift the poles off the trailer and into the holes. The same forklift was attached to a platform to lift Greg up where he could remove the hardware from a few old poles that were then ready to be removed.



Evan Burroughs drilling a pole hole next to an old pole.

The project has gone well with all the poles set and about half have been backfilled. The rest will be backfilled soon, allowing the winter to compact the soil. Next spring, the hardware and wire will be transferred to the new poles and the work to tighten and reposition the overhead will begin. We didn't get to run for the public this year but that hasn't stopped us from making improvements to get us ready to return to

operation. More work is to come so consider volunteering to help complete it!



Frank Cunningham of Brooks Historical Society lending a hand by rigging a pole for lifting.



Greg and Gene lifting a pole.



Greg setting a pole into the hole.



Greg removing hardware from an old pole so it can be removed.

Work at the Museum

Even though the museum is currently not open, there are a variety of tasks that still need to be accomplished.

Tree Removal

A major project was the removal of four 60+ foot cottonwood trees. A project like this can easily cost over \$5000.00 but luckily for us, President Gene Fabryka has a lot of experience felling trees. Since we had to rent an extendable boom forklift to set the poles, we wanted to maximize the rental to work on multiple other projects, including the tree removal. John Nagy ran the forklift to raise Gene up the trees so he could de-limb them. The next day the trees were successfully dropped without any damage to the overhead wire (or ourselves!) The wind and rain amazingly cooperated long enough to let us get the job done. Gene and Vicky worked hard to get the limbs piled up for chipping which occurred two weeks later.



Gene limbing the trees.



We also had multiple dirt piles that needed to be removed. Pictured are Evan Burroughs on the mini trackhoe with Gene running the truck and trailer.



Cut a hinge, cut part way through and push the tree over



Another project that was made much easier the extendable forklift was cleaning the gutters on Hopmere Station as well as the building that houses the Willamette Valley Model Railroad Museum. Pictured are John Nagy on the platform and Gene running the forklift.

The Yard Rebuild is Underway – We Need Your Help!

By John Nagy

Phase I of the Getting the Yard Back on Track project has begun. We first removed the switches for tracks 2 & 3 and 3 & 4. Next, we cleared the area and built wooden forms for grade beams. These will be filled with concrete and rebar to allow us to set the rail correct elevation and to bend and assemble it into position, attaching it to the grade beams with anchors. Once that is complete, we will form up for the bulk of the concrete work which will be between the grade beams and over the top of them – bringing the finished surface to the top of the rail head. The end result will be a permanent yard that is easier to use, more reliable and provide a street running type surface.



Gene setting rebar in the grade beam forms



Rebar in the forms, ready for wire tying

Why are we doing this now?

If you operate at our museum, you will know that it is often a challenge to put our trolleys away for the night into the carbarn. The switch yard originally had to be built with the materials and funds we had available at the time. These were salvaged from other railroads and had already seen a lot of wear. Over time, they have deteriorated to the point where we now need 2 to 3 people to monitor the cars as they go through the switch points and frogs in the yard. Often times, a car will pick a point or a frog, or a tie will have decomposed to the stage where it will no longer hold gauge, causing the car to derail. The situation has been on our radar for a while but, as with any non-profit, there are always more projects than funds.

The COVID shutdown allows for the track to be out of service but presents the issue that no income is coming in. Nevertheless, the Board recognizes that the situation is hard on the track, the trolleys, and poses a potential risk to volunteers who have to rerail the cars. We have therefore decided to begin renovating the switches and make the yard robust and reliable for the long term. Instead of using ties, we will encase the rails in concrete level with the rail height. This is very common at yards for carbarns and like MAX or Portland Streetcar, makes it easier to handle if a car does happen to derail in the future.



Gene and Vicky wire tying the rebar

To better stretch our resources, the project will be done in phases. Phase 1 is now in progress. We will also be adding a switch for the future restoration shop near the mainline turnout. Future phases will address the remaining yard switches and the curve. These improvements should easily last 50-75 years with minor maintenance and will allow operators to move cars in and out of the barn with confidence.

We decided to work on Phase 1 now, as the project will take some time and starting in the summer allowed us sufficient good weather to get this work underway so we can operate again in 2021. With these key switches out of service, we are unable to move any cars in or out of the car barn.

Of course, this incurs costs that were not budgeted, and we currently do not have income due to virus constraints. *But you can still help make it happen by making a donation!* The estimated project cost is \$11,000 for Phase I. The board members have donated their own monies to offer a challenge match. That means for every dollar contributed, it will be doubled, up to \$3,500. That means with a match we will have \$7,000 of the \$11,000 needed.

A capital project like this is a legacy project like building a car barn or an interpretive center. It is a crucial component of an operating museum so please consider donating today. Remember, your donation may be considered tax-deductible. Please use the donation form found in this newsletter or check out the donation page at:

<http://oerhs.oregontrrolley.com/donate/>

If you are interested in volunteer to assist in the project, please contact Greg Bonn or John Nagy.



Concrete for new switches



Finishing the concrete pour



Concrete truck arrives and sets up next to the grade beam forms.



All done -- at least the concrete

OERHS 2020 Annual Meeting

The Board of Trustees has decided to have the 2020 Annual Meeting virtually using Zoom videoconference.

Date: Saturday, November 14th, 2020

Time: 1 pm - 3 pm

Zoom Link: [Click Here](#)

You can call in:

- Phone # 1-253-215-8782
- Meeting ID: 856 3738 6206
- Passcode: 864400

The Agenda includes

- Status update and reports from the Board to the membership
- Announcing the results of the Annual Election (see below for more information)
- Presentation on the Oregon Electric Railway through photographs

It is recommended to download the Zoom app for your computer or smartphone for the best experience, alternately, we recommend using the Google Chrome internet browser. We look forward to seeing your faces!!

Annual elections

If you are eligible to vote based on the OERHS bylaws, you will be receiving a letter and ballot via mail. The elections will be done by mail this year. Please mail the completed ballots to the museum by Nov. 7th. (1995 Brooklake Road, Brooks, OR 97303)

The election will include going for officers and three trustees. There is also a proposal to update the bylaws to meet with current times, as the current bylaws date from 1993. The proposed bylaws are included in the mailing.

We need a certain minimum number of eligible voting members to vote in order to adopt the new bylaws so PLEASE VOTE!

Membership Renewals

OERHS members are based on a calendar year. Please renew your membership for 2021. Your membership is more important now than ever. Please help save the society postage by renewing today. You may renew online here, or download the membership application to mail it in.

Thank You for your membership. We hope you are safe and healthy. See you all at the annual meeting!

Mark Kavanagh, OERHS Secretary - mark@oerhs.org

OREGON ELECTRIC RAILWAY MUSEUM

BACK ON TRACK

BUILDING A ROBUST YARD

Our switchyard is aging and unreliable. Help us build a dependable, long lasting yard!

Your donation will be matched by the Board up to a total of \$3,500.

Give now so we can be back in operation by Spring of 2021!

\$3,500 CHALLENGE MATCH TO REACH OUR PHASE 1 GOAL OF \$11,000

MAKE YOUR CONTRIBUTION TODAY AT OREGONTROLLEY.COM

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

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

Did You Know?

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

Donation Opportunities

Endowment Fund	<u>Items</u>	<u>Description</u>	<u>Amount</u>
	Endowment Fund	Helps create an endowment fund to support operations, staff (future) and general projects	\$ _____
Board Fund	Unrestricted Funds	Allows Board to allocate funds as needed (Projects, events, car acquisition, etc.)	\$ _____
Capital Projects	Phase 1 Yard Project	Build a permanent switch yard (~11k)	\$ _____
	Carbarn #2	Build the 2 nd carbarn (will also be the temporary restoration shop) – (~\$450k)	\$ _____
	Mainline Loop	Complete the loop for multiple car operation and operate single-ended cars. Adding ~ 2000 additional feet will complete the loop. (~\$45k)	\$ _____
	Interpretive Center	Flooring, archives, displays, and exterior landscaping (sidewalks, platforms, etc.)	\$ _____
	Buy A Tie	\$55 buys us a new fir tie to replace worn out ones (we need about 2000 of them so every single tie is a great help)	\$ _____
Restoration Projects	Buy Concrete	~\$120/yd ³ for track, curbs, platforms, etc.	\$ _____
	PRL&P #1067	Help refurbish the running gear we obtained the NWRM to restore this car	\$ _____
	Car Restoration	All our cars need love & care and many are awaiting restoration. Donate to the car fund or specify a car. Some of the projects underway are: 813 (Broadway car), 1159 (PCC), 1455 (snowsweeper) & locos 254 & 401	\$ _____ Car: _____
Specific Items: (Donate items or \$)	Uniform Parts	Hats, pants, vests & jackets for volunteers	\$ _____
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!