



Reminder to members: Please be sure your dues are up to date. 2010 dues were due Jan 1, 2010.

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New Trails in Gresham Bring Back Memories of Earlier Rail Lines.

by Lou Bowerman

In 2007, Gresham finished Phase I of the Gresham-Fairview paved Trail that runs roughly 1.25 miles between Northeast Halsey Street at 201st and Northwest Burnside Road. Now Phase II and III will add an additional 2 miles of new trail between Burnside Street and the Springwater Trail at Linnemann Station, approximately 190th and Powell Loop. What is significant about this new stretch is that it will run on what was known as the Troutdale spur that left the main line to Gresham and Boring at Linnemann Station and headed North to Troutdale.



Removal of blackberry brush uncovered these rails between S.E. Division St to Ruby Junction in Gresham. It was part of the old streetcar tracks from Linnemann's Junction to Troutdale.

Ultimately, the trail will extend from Halsey to Marine Drive at Interlachen Lane and serve as a popular link between two popular trails Springwater trail and the 40-Mile Loop. This new 12-foot-wide, 5.2-mile trail will link parks, natural areas, businesses and neighborhoods to schools.

Other trails to be linked will be the MAX Trail, Salish Ponds Trail and the I-84 Multi-Use Trail and the Columbia Slough Trail.

Just North of Linnemann Station, a bridge will be built over Powell Blvd making it safe for hikers and bike riders. We are talking 3.3 miles from Halsey south to the Springwater Trail where you will have a multiuse trail. For those hikers and bike riders, the beauty from the trail will take in Johnson Creek,

Fairview Creek, Grant Butte, Southwest Community Park and enjoy great views of Mt St. Helens, Mt Hood, the Columbia River Slough and the Columbia River itself. So, there is a lot of beauty for all.



Linnemann Junction sign and Gresham Fairview Sign

Oregon Electric Railway Historical Society

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President	Charles Philpot
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Newsletter Editor	Wayne Jones
Webmaster	Mark Kavanagh
WST Station Master	Rod Cox
WST Operations	Hal Rosene
WST Depot	Lake Oswego

Membership

If you have overlooked paying your dues for 2010 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 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. Operator of the *Willamette Shore Trolley* line between Lake Oswego and Portland and a demonstration trolley line at the railway museum in Brooks.

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@waynejones.net or postal mail to the museum address following.

Please send any change of address, your dues and donations to Bill Binns, Treasurer

Oregon Electrical Railway Historical Society
3995 Brooklake Rd. NE
Brooks, OR 97303
Phone: 503.393.2424
www.oregonelectricrailway.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 later, other cars. The Museum will again be open the public in early May 2010 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 Rod Cox or Hal Rosene at 503.697.7436 for information about the many volunteer positions that may interest you.

OERHS awarded \$75,000 Grant by Murdock Charitable Trust.

Charles Philpot, Board Chair, has received notice from the *Murdock Charitable Trust* that OERHS has been awarded a grant of \$75,000 for the new interpretive center! This grant is to go towards construction and is contingent upon OERHS raising the remaining \$ 24,500 by March, 2012.

The proposal made to Murdock included a finished

building and a professional dressing for the museum room. Since the \$75,000 is to be used for construction, the remaining funds will be used for museum room design.

So the bottom line is that OERHS must raise an additional \$24,500 before it will receive the \$75,000 grant.

Philpot will continue to identify potential sources of funds to complete the project. Any offers of help would be greatly appreciated. In the meantime construction supported by existing funds will continue.

Update on the WST

Charles Philpot

Following the mechanical failure of car 813 it was determined that several major repairs are required before this car can be returned to service.

Support for this expensive work has been secured with assistance of the Consortium: *City of Lake Oswego* and *Portland Streetcar*. Additionally, the Board is supporting efforts lead by

Eric Sitiko to obtain additional streetcars for WST. One objective is to remove 813 from commercial service.

Various options have been explored including a proposal to obtain streetcars from Seattle. Our targets include resuming WST operations in time for the Christmas runs. We are also using a 3-5 year time frame for continuing operations of WST as an OERHS program. Options for heritage streetcars beyond 5 years are also being discussed.

How we deliver *The Transfer*

The *Transfer* is delivered electronically. This means you can see all the pictures in full high-resolution color, a big improvement over the black and white appearance in the previous printed version. This also saves your Society the printing and mailing costs so we can focus our limited funds on restoration and other museum activities.

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@waynejones.net 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.

The electronic copy that you will get 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. Starting now, we will also begin 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.

New Trails in Gresham Bring Back Memories of Earlier Rail Lines. *continued from page 1*



Linnemann Junction now... Troutdale right-a-way curves to left and Gresham/Boring straight ahead



Troutdale right-a-way looking South from S.E. Division toward Linnemann Junction



Right-a-way from Linnemann Junction to Troutdale



Linnemann Junction Station now



Halsey to Burnside



Artist's illustration of a pedestrian safety bridge over Powell Boulevard for the new Gresham/Fairview trail from Linnemann Junction Station and Springwater Trail. Courtesy of the City of Gresham

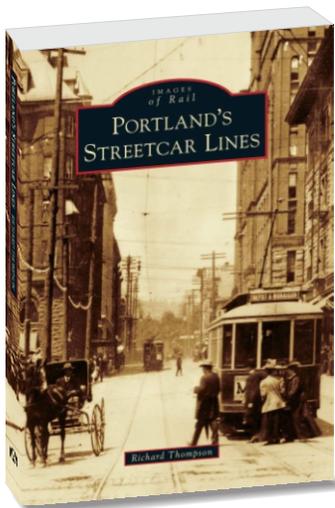
OERHS Annual Meeting and Banquet, November 13th, 2010



*Richard Thompson presenting vintage photos from his new book *Portland Streetcar Lines* at the Annual OERHS Meeting and Banquet.*

OERHS member and author Richard Thompson was the featured guest at the recent Annual Meeting and Banquet. Richard presented his new book *Portland Streetcar Lines*, his third book on historic Oregon and Portland transit. His presentation included several vintage photos from his large collection showing Portland streetcars in the early 1900s with an interesting story attached to each one.

New Book on Portland Streetcar Lines now available.



Portland's Streetcar Lines
Author: **Richard Thompson**

ISBN: 9780738581262

128 Pages

Publisher: Arcadia Publishing

Portland's Streetcar Lines focuses on the history of Portland's classic streetcar lines from the first horsecar in 1872 through the last city lines in 1950. Each chapter is introduced by a regional line map and a detailed caption listing the start and end dates for all the lines in that part of town. The book is organized geographically, with a chapter for each of Portland's zones; Southwest, Northwest, North, Northeast and Southeast. Lines within each chapter are presented from oldest to newest.

This is different from my first book, *Portland's Streetcars*, which was organized chronologically and focused on the various

traction companies and the types of streetcars they used. The new book talks more about the neighborhoods that the carlines served.

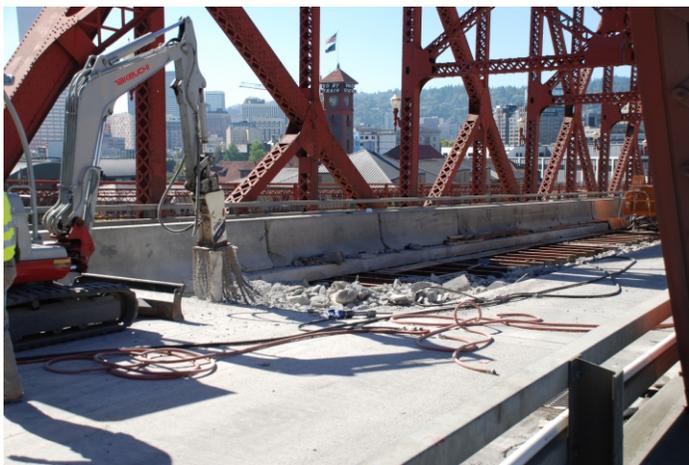
Portland's Streetcar Lines focuses on the history of the 40+ classic city streetcar lines from 1872-1950. It is illustrated with nearly 200 photos from my collection. Unlike "Portland's Streetcars" this volume focuses on the lines themselves and the neighborhoods they helped develop rather than the traction companies,

Portland Transit Update

By Roy Bonn

SE Loop Line

Portland Streetcar construction continues with sewer and utility work currently taking place in various locations on SE MLK Blvd. In NW Portland, construction activity is occurring on NW 10th & NW 11th from Johnson to Northrup, NW Lovejoy from 9th to 12th Avenues and on Northrup from 10th to 11th Avenues with completion scheduled for November 4th, 2010. Construction on the Broadway Bridge is scheduled for completion on June 30th, 2011. Operations on the loop to OMSI should begin in 2012.



SW Moody Rebuilding

Construction is expected to begin in January, 2011 with a completion date of February 2012. Moody will be raised 14 feet with construction starting at SW Sheridan St. south to SW Gibbs St., a total of 3200 linear feet. The grade will not exceed 2%. The street will become 3 lanes with a double track streetcar line replacing the single track now located west of Moody. This project must be completed prior to construction of the bridge for the Portland-Milwaukie Light Rail line extension and streetcar extension to close the Eastside Loop.



Several photos this page of installation of rail on the Broadway Bridge

Lake Oswego Streetcar line

Upon the completion of the *Draft Environmental Impact Statement*, the decision reached was the *Street Car* alternative. Consideration is being given to double track the entire Moody Avenue line and eliminate the loop on Bond Ave. Mayor Sam Adams has requested \$163 million from the Feds for the project.

The tentative schedule for the extension to Lake Oswego is as follows:

- 2011 Begin preliminary engineering and final Environmental Impact Statement.
- 2012 Final Design
- 2013 Construction to begin.
- 2014 Streetcar service to Lake Oswego begins.

The line will be extended to a Terminus to be located near Albertsons store on State Street and will have 300 parking spaces.

Trimet MAX Milwaukie line construction may be delayed due to a shortfall in funding. The Trimet board will be continuing to discuss this matter at their November board meeting. The Federal participation for the project has been decreased from 60% to 50% which is in line with other projects around the country. However, the total shortfall is \$140 million which will require taking a close look for areas where costs could be cut. The project budget must be resolved by June 2011 in order to keep the project on schedule for a 2015 opening date.

Photos by Wayne Jones

Portland Transit Update continued...



Photo by Lou Bowerman, all others by Wayne Jones

Additional pictures of construction on the Broadway Bridge, Broadway Blvd. and Lovejoy St. past the bridge, and Martin Luther King Blvd.

Transit Updates-Seattle

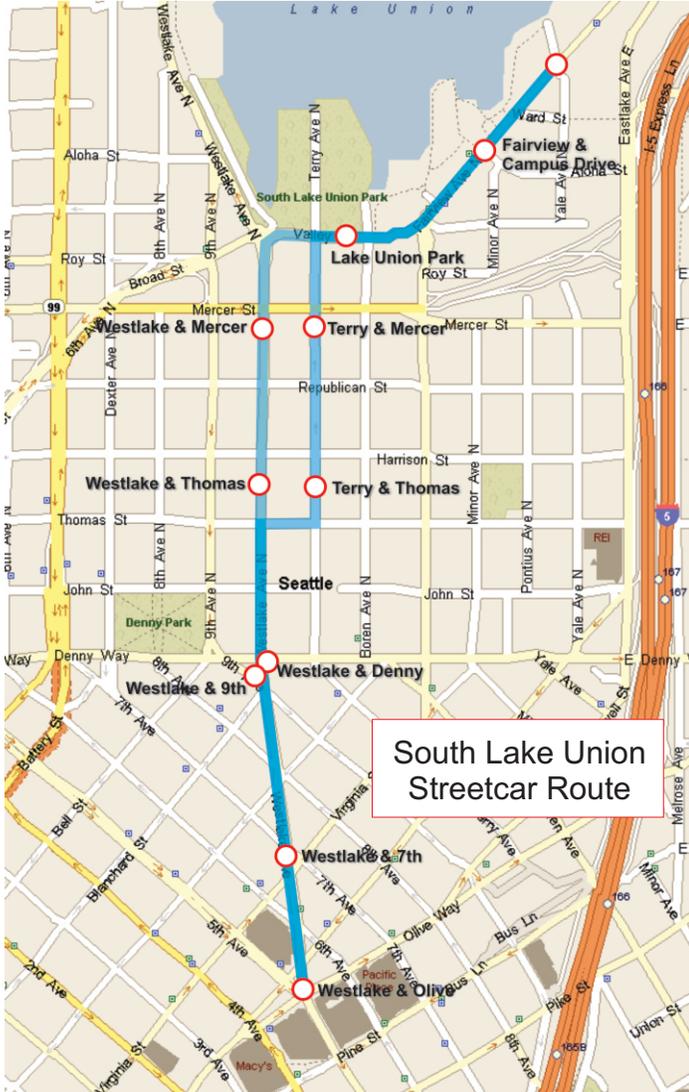
Roy Bonn

Sound Transit purchased 35 Kinkisharyo light rail cars for operation on the Central Link line between Westlake Center in downtown Seattle and SeaTac Airport. An additional 27 cars have now been ordered for the 3.1 mile extension of the University Link light rail line to the University of Washington.

Construction continues on the University Link extension and is scheduled for completion in 2016. Excavation of the Capitol Hill Station site should be complete in late October when a 10 foot thick concrete foundation will be poured. The tunnel boring machine will be brought in, assembled and boring begins on the first tunnel west to Pine Street. Construction of the U/W station will begin in early 2011.

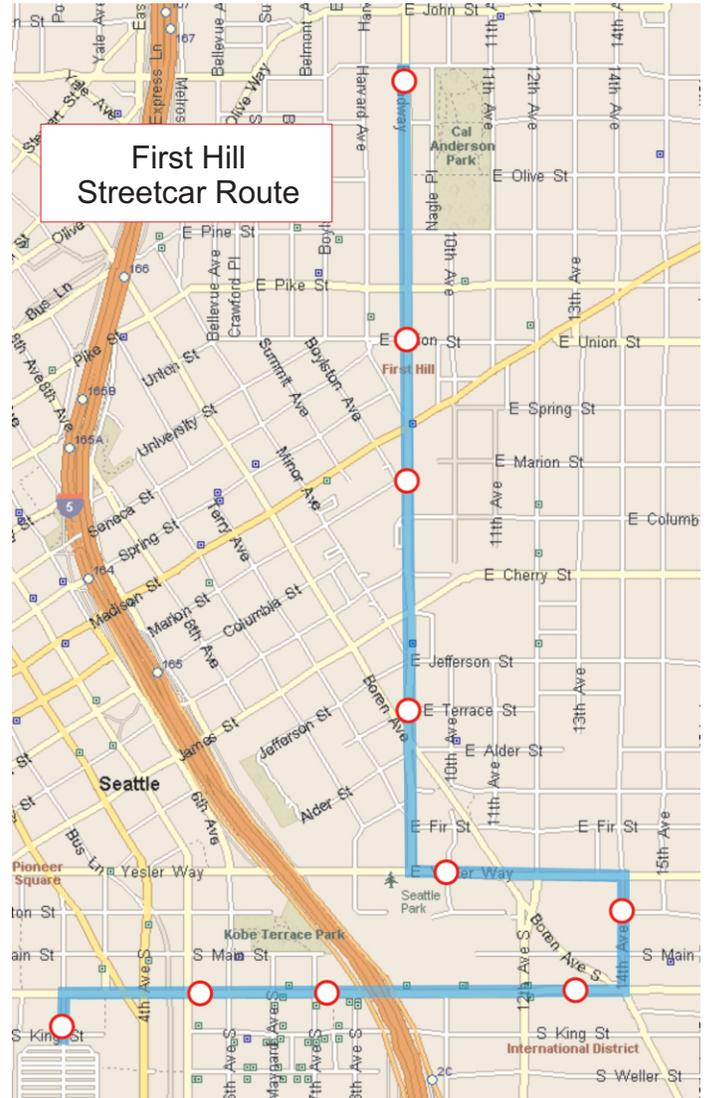
The 2.0 mile Airport Link extension from SeaTac Airport south to 200th Avenue is delayed due to a shortfall from lower sales tax receipts dedicated to transit expansion. Engineering work is continuing on the 200th Avenue station and line that is planned on an aerial concept.

Second Quarter, 2010 ridership on the Central Link has reached an average of 21,766 on weekdays. Ridership on Sound Transit buses and commuter trains has not changed appreciatively so light rail passengers are considered to be new to public transit.



South Lake Union Streetcar ridership reached an average of 2200 weekday passengers which is about double the original projections. The South Lake Union area is the process of being re-developed with offices, retail shops, apartments and condos attracting new passengers with the majority riding during the rush hour.

A streetcar plaza is under construction at the Westlake Center terminus between on Westlake Ave. from Olive to Stewart streets. The augmented terminus will feature a second streetcar platform, a shelter with bicycle parking and food vendors. It will no longer feel like you are being dropped off in the middle of the street as the street will be closed and become an outdoor plaza. In the world of Seattle's public transportation, the only thing more satisfying than the ease of a streetcar ride is the seamless transfer from the streetcar to the light rail station at Westlake Center. Construction is expected to be completed by thanksgiving, 2010.



Seattle Metro First Hill Streetcar Line.

On May 3, 2010, the Seattle City Council approved a project route and construction schedule for the 3 mile line south from the Capitol Hill light rail station on Broadway Ave. and Denny Way. The line will be built south from Denny on Broadway to Yesler, east to 14th Ave, south to Jackson St, west to 2nd Ave. at Pioneer Square, north to Main St., east to 5th Ave. south to Jackson St. for the return. Two blocks on Main St. will be on the Waterfront Streetcar Line. Construction is scheduled to begin in mid 2011 and be completed in 2014. The streetcar will connect with the Sounder commuter trains, the Light Rail line and Amtrak from the International district station near King Street Station. Either 6 or 7 streetcars will be purchased for the line. The call for bids will be issued in January 2011. The line to the maintenance facility will depart from Jackson St. south on 8th Avenue to Dearborn, just west of I-5.

Spotlight on Members: Lou Bowerman

We will be spotlighting an individual OERHS member in each issue of The Transfer, with a focus on their memory of Oregon Electric and Portland transit. Lou Bowerman grew up in Portland and has many interesting memories of travels on many of the lines in the 40s and 50s. We asked Lou to share some of these experiences with us.



Lou Bowerman pictured in front of the Muni LRV at the OERHS Museum in Brooks.

I was born during WWII in Portland Oregon. I grew up in what is now known as the Alberta district and is located in N.E. Portland. This was a small community of corner grocery stores, a tavern, movie theater, bakery and was known as a middle class neighborhood. Back then you knew your neighbors and had a close community. Today, that often cannot be said about the communities that we live in.

The Alberta district was served by the Alberta streetcar (AB) of the Portland Traction Company which traveled East and West between Union Avenue on the West to about 30th Avenue on the East. The line then turned North and dead-ended at Ainsworth for the return back to Portland City Center. Heading downtown, the car turned South onto Union Avenue from Alberta and headed toward the Steel Bridge ending on S.W. 3rd Avenue.

My mom, believe it or not, was the one who got me hooked on streetcars. We rode them all the time to downtown

Portland to go shopping and one of our stops was Montgomery Ward's in Northwest Portland. We transferred to the 23rd Avenue car and headed to Ward's which was another fun trip. It stopped a block short of Ward's and we would walk the rest of the way to the store. No shopping malls then.

One of my favorite things to do with my mom was to catch the Alberta streetcar (AB) on N.E. 18th and Alberta and travel downtown to S.W. Third and Washington St. where we would get off and walk down to 1st and Alder to the interurban station on the corner. We would go in and purchase our ticket and wait for it to arrive. It was an exciting wait.

It seemed to me you could hear it coming for blocks, the squealing and the click clack of the wheels on the rails. Then you could see it turning toward you onto Alder Street and soon it was there, a big car full of passengers. We would wait until all the passengers got off, then we would board the car that was heading to Oregon City. It wasn't very attractive, but it had a distinction about it that was exciting to a kid. I remember going to the back of the car and sitting in the motorman's chair pretending that I was running the car. We would head out to Oregon City via Golf Junction which split off from tracks going to Boring. We would head South on a right-of-way which eventually went to Milwaukie across a curving trestle over Johnson Creek, then parallel to McLaughlin Blvd where we would wait on a side track for a North-bound car to pass us and then head toward Oak Grove. Here double tracks ran down the center of town, eventually crossing the Clackamas River over a metal bridge ending in downtown Oregon City and dead-heading at a paper company at the end of Main street. There, the motorman would get off and turn the trolley poles to head back to Portland. We would sit and eat our lunch and walk around a little before heading back. The seats were cool, because you could reverse them by gripping a handle at the top of them and pull and the back of the seats would reverse so that passengers could face the front of the car as it returned to Portland.

Once back in Portland, we would wait for the Bellrose car to arrive. It was a big wooden car. I remember thinking how huge it was. It was even hard for me to board the car since the steps were so high off the ground. I remember getting on board with my mom and just looking at the beauty of the interior which was all wood. There were small light bulbs in the ceiling on either side of the isle and the motorman sat on a stool up front. I sat next to the window and it seemed to me that the car was 50 feet off the ground; I could see everything.

After all the passengers boarded, the interurban started up with a clang on the foot bell and a toot of the air horn. I did not

Continued on page 9...

Lou Bowerman, continued

think it was going to make it around the corner onto 1st Avenue heading South because the car was so long and I remember hearing the wheels squealing as it negotiated the curve of the track. Once around the corner, we glided South through downtown Portland. It seemed we had command of the street just because of our size.

We eventually went East across the Hawthorne Bridge and then turned right onto the private right-of-way which headed South past the car barns and switching yards. The hand straps in the ceiling were all swaying in unison back and forth as the car swayed back and forth. It felt as if we were going 100 mph. I looked out the window at the countryside as we rode past Oaks Park on our right and eventually Golf Junction. Here instead of turning south, we continued to head east. I saw a freight train on a parallel track being pulled by an electric steeplecab that was heading back toward Portland with refrigerator cars and lumber flat cars. Once we passed it, we continued East on a long trestle (which later burned down) over McLaughlin Blvd just South of Tacoma Street. We continued between some hills on either side coming out by Johnson Creek Blvd. We eventually stopped at Bell Station located at S.E. Bell Ave and Johnson Creek Blvd, which is a grocery store and now a historic landmark, where passengers got off to buy groceries or go to their homes.

There were a lot of lumber mills out in that area and a lot of good farm land, not like it is today where housing seems to cover everything. We kept heading East across Foster Road by the old Foster Drive-in, which was ultimately torn down for warehouses. We eventually ended up at S.E. 136th between Powell Blvd and Foster Road known as Bellrose Station, a two story grocery store just to the South of the tracks. It is still there today. The rails continued east toward Gresham and Boring though we never went there. I could only dream about what continued ahead and imagining what it was like to continue on to Linnemans Junction where the tracks forked to Troutdale and

Gresham/Boring. I could look East down the tracks and see Mt Hood sitting majestically on the Cascade Range. Mom and I would get off and go to the store to get a pop while the motorman would be reversing the poles for the trip back to Portland.

I remember the Hollywood cars when they arrived and the Broadway cars which replaced some of the older stock on the line. I noticed that on the Broadway cars the poles had to be elevated on a platform to reach the overhead.

Also, I remember heading back home and seeing my first diesel motor bus on the corner of Alberta and Union Ave and I knew that spelled the end of the streetcar in Portland as we knew it. Later, trackless trolleys appeared on the streets.

I also remember when the city closed the Hawthorne Bridge to interurbans by removing the tracks. This also meant the end of the interurban transportation in Portland. A lot of the old cars were burnt which made me sick. It was an upsetting time for sure. An era was coming to an end before my very eyes and I didn't want it to.

Another one of my great joys was riding the Council Crest streetcar West to Vista Avenue, up that gigantic hill and over the Vista Avenue Bridge and on up into the West Hills to the very top of Council Crest where you could see the city down below and Mt. Hood to the East. What a tourist attraction that ride would be today if only it had been preserved. But city fathers thought everything needed to be asphalted over.

In conclusion, I am thankful that I lived in those times and had those experiences. It was a calmer time to live and what is ironic is that now some 60 years later, the streetcar is making a comeback which I never thought would happen and, while it may not be the same, it is none the less exciting times.

Oregon Public Broadcasting program on Portland Streetcars.



SW 3rd Ave, Portland. Courtesy: City of Portland Archives

OPB TV will be airing a show that should be of interest to all OERHS members called Streetcar City on February 28, 2011 at 9:00 PM. Part of the Oregon Experience series, the show traces the history of Portland's extensive streetcar system from the early 1900s to present day. Producer Kami Horton interviewed OERHS member Roy Bonn and others while preparing material for this program. Check the OPB web site for additional information and be sure to mark your calendar for this not-to-miss show.

opb.org/programs/oregonexperience

OPB TV February 28, 2011, 9:00 PM