



·OERHS 2016 membership payments are now due. Please visit oerhs.org to download a application, or pay for your membership by Paypal. By renewing now, you will save the OERHS postage of sending reminders later. Remember your membership dues may be considered tax deductible by the IRS. Also please consider adding donations for the Brussels cars.

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Bringing Belgium to Brooks

By John Nagy

It was one of those ghost stories that Trolley Museum Boards used to tell each other at night around a table in a darkened room. An urban legend. A myth about a rare collection of Brussels trams that had been saved by a mysterious man and spirited away to somewhere in Canada. Like Bigfoot, you kept hearing reports of them, but you never knew anyone who had actually seen them or could provide proof of their existence. Then suddenly, out of nowhere, an email arrives. They not only are real, but are in need of saving!

See this issue in color on line
at oerhs.org/transfer

Claude Sabot grew up in Belgium and loved trams. He dreamed of someday operating a collection of vintage cars for the public. To that end, he began collecting examples of almost every type that was in operation in Brussels up into the 1960s. These cars dated from 1906 vintage wooden trams to a European style PCC built in 1954. The ten cars consisted of passenger cars, trailers, and cars converted to work equipment (a street-sweeper, a troubleshooting car and material haulers). He also had a load of spare parts and even a 650 volt power supply.

When he retired to British Columbia, he brought the trams with him and began working with the local community on plans to build a heritage park where the cars could operate. Unfortunately, the final attempt at creating the project failed. As the cars would have to be moved soon from where they were stored, he was faced with quickly finding a new home for the cars or having to scrap them.

Claude realized that the OERHS and Antique Powerland were a great alternative to his original vision and so offered to sell the cars to us for a very reasonable price. We couldn't afford to purchase them so additional proposals followed until he ultimately offered the trolleys for free if we could just cover the transportation costs (less than \$5,000 per car). The Board could not support incurring the debt of a bank loan for this at this time so reluctantly had to refuse.

Greg Bonn photo



Car # 7020 is a Brussels PCC built in 1952. It is very similar to a US PCC with the exception of its narrower body (although standard track gauge).



Car # 7020 on the flatbed arriving from BC.
Greg Bonn photo



7020 being unloaded at Brooks.
Greg Bonn photo



7020 in service in Europe.

Oregon Electric Railway Historical Society

Officers

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

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Carolyn Vernon	Adam Samish
Mark Kavanagh	David Harold
Gene Fabryka	Mark Moore
William Binns	John Nagy
Bob Terkelsen	

Other Positions

Board Chairman	John Nagy
Museum Director	Greg Bonn
Newsletter Editor	Wayne Jones
Gift Shop Manager	Carolyn Vernon
Webmaster	Mark Kavanagh

Membership

If you have overlooked paying your dues for 2016 or did not realize that dues are based on a calendar year, this is your reminder that your dues are due. Memberships should be renewed on January 1st each year. New members joining after July 1st should renew on December 31st of the following year. The OERHS is a non-profit

501-C-3 corporation, the benefits of a donation should be discussed with your tax advisor.

Active	\$ 30	Sustaining	\$ 250
Family	\$ 40	Life	\$ 500
Contributing	\$ 50	Benefactor	\$1000
Supporting	\$100		

Mission Statement

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

To 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 Oregon Electric railway Museum at Brooks, Oregon and the *Willamette Shore Trolley* line between Lake Oswego and Portland.

The views expressed herein are solely those of the individual writers identified and of the editor only, and may not necessarily represent the views or policies of the Society, its Board of Trustees, Officers or Members.

Articles, photos and letters for publication are always welcome. Please email to transfer@oerhs.org or postal mail to the museum address following.

Please send any change of address, your dues and donations to Suzi Jones, Treasurer

Oregon Electric Railway Historical Society
3995 Brooklake Rd. NE
Brooks, OR 97303
Phone: 503.393.2424
www.oerhs.org

Do you want to be a Motorman?

Volunteers are needed at the museum in Brooks to be trained as Motormen, Conductors, Ticket sellers and Car Barn Tour guides. Saturdays from 10am to 4pm, motorman training on Sydney 1187 and later, other cars. The Museum will again be open to the public in early May 2016 on Saturdays and Sundays. For the weekday projects, contact Bill Binns or Charlie Philpot.

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

If you wish to volunteer for the *Willamette Shore Trolley*, call Rod Cox or David Harrold at 503.697.7436 for information about the many volunteer positions that may interest you.

Annual Meeting and Banquet - November 7, 2015

John Nagy



Member Recognition

Though we try our best we did miss recognizing someone at the banquet: Bob Terkelsen. He, along with Ken Peters, Rich Neva and Bill Binns were the die-hard Sunday crew at the museum this year - Thank you. We want to remind all the volunteers to please remember to track and report your hours and mileage. It is useful for

your taxes, for us to use as a match for grants and we want to be able to recognize and applaud your contribution. Your volunteer efforts are what keeps the Society and the Museum going. And please feel free to let one of the Board know of member you feel has made a special effort so that we can show our appreciation.

How we deliver *The Transfer*

The Transfer is delivered both electronically and by postal mail. With the electronic copy, you can see all the pictures in full high-resolution color, a big improvement over the black and white appearance in the printed version.

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

If you wish, we will send you notification when the next issue is available and a link to the web site where you can view the issue or download and print a copy. Please send an email to: transfer@oerhs.org with your name (as shown on the OERHS membership list) and the email address you would like us to send the notification to. Of course, we will respect your privacy and we will only use your email address to send a single notification

that a new The Transfer is ready and a link where you can get it. We will never send promotional material or give or sell your email address to any other person or organization. You can see this issue and the previous issues by going to this web site: oerhs.org/transfer.

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

The electronic copy that you can get on the web site can be printed in full color (or black and white of course) on your printer at home if you prefer to read The Transfer the traditional way. We are also archiving back issues on the OERHS web site so in the future you will always be able to refer back to previous issues. We believe you will appreciate the higher quality pictures that this process will provide to all the interesting photos that accompany our articles.

Bringing Belgium to Brooks, continued...



Car 25 is a single-ended "works" tram. It was built in 1934 as car #1380. It was converted to work service around 1975.

Greg Bonn photo

This led to another proposal: Claude would sell one car to a museum back east and take out a loan to pay for transporting the remaining nine to Brooks. He would then work on selling up to four cars of his choice to pay off the loan and then donate the remaining five trams to the Society. This saved the cars and provided the Society the chance to obtain multiple cars for free. The Board agreed and the deal was struck. Since both parties wanted to see the trams preserved together as a collection, Claude soon offered a follow up proposal. If the Society was willing to commit to reimbursing the transportation costs within five years, he would hold off on all efforts to sell any of the cars and donate all nine trams once the money had been raised. Nine cars for \$46,000 in five years was an offer that was too good to refuse.

One by one, the trams were loaded onto a semi-trailer, rode the ferry to the mainland and then continued on to Brooks. The ninth and last car arrived only a few days before Steam Up. They are a mix of single and double ended cars. While they currently have pantographs, they originally had poles and Claude provided enough poles and pole bases to convert them back for our operation. The Society hopes to cover them with tent shelters before winter and eventually build a second car barn to get them and other equipment inside. The intent is to



Unloading each car was a multi-step painstaking operation. Here attaching the roll down ramp.

Greg Bonn photo

ultimately restore all of the cars. Their condition is being assessed, but most were operable before being put into storage so the outlook is good. A jovial, pleasant character, Claude has worked out in his mind exactly how each car should be restored down to the last detail. He is a wealth of information that will be crucial to document the history of the cars and aid in their restoration.

Our thanks go out to the members who have helped this project get off the ground: Roy Bonn, Greg Bonn, Gene and Vicki Fabryka, Mark Kavanagh, Charles Philpot, John and Joyce Nagy, Adam Samish, and Eric and Julie Sitiko. We would also like to express our deep appreciation to everyone who has donated to date to help cover the cars for winter or to raise funds towards acquiring the cars. Donations are still needed and can be made at oerhs.org/oerhs/Brussels.htm.



Car 25 starting down the ramp.

Greg Bonn photo



Preparing to unload car 25.

Greg Bonn photo



And almost off the ramp.

Greg Bonn photo

Bringing Belgium to Brooks, continued...



Car # 19 is a "works" double-ended car. It was built in 1934 as car # 1052. It was converted into a work car #38 in 1970. It was then converted again in 1981 to #19. It last served as a street sweeper.

Greg Bonn photo



#19 being prepared to be unloaded.

Greg Bonn photo



And #19 outside the car barn.

Greg Bonn photo



Car 26 is a single-ended "works" tram. It was built in 1934 as car #1085. It was converted to work service around 1975.

Greg Bonn photo



#26 next to Brooks Depot.

Photo from Greg Bonn



A side view of #31.

Greg Bonn photo



#31 next to the sawmill at Brooks.

Greg Bonn photo

Bringing Belgium to Brooks, *continued...*



Car # 1247 was built in 1937 and is a single-ended tram, it last ran in 1972.

Greg Bonn photo



#1048 being prepared for unloading.

Greg Bonn photo



Car # 34 is a double-ended "works" tram. It was built in 1934 as car # 1290 and converted to work service in 1971.

Greg Bonn photo



#1247 in its previous life.

Claude Sabot photo



Car 2190 with #34 next behind.

Mark Kavanagh photo



Car # 2190 is a trailer tram. It ran in Brussels, Grand Cypress Resort in Florida and is currently labeled for the Steel Town Trolley of Pueblo, Colorado.

Greg Bonn photo



Cars 19, 7020, and 1052.

Mark Kavanagh photo

New MAX Orange Line to Milwaukie Opens

By Lou Bowerman

The Orange Line came to Portland/Milwaukie Saturday, Sept. 12th, 2015 and is the sixth project since MAX began serving our community 30 years ago. Hard to believe!

In the late 1800's, this area started a fledgling streetcar system pulled by horses or mules and expanded to be one of the best streetcar cities around. Then by the 1940's the luster of the streetcar started to diminish with the onslaught of the automobile and eventually the diesel bus, which wasn't restricted by rails and could go everywhere. The automobile provided more flexibility to Americans and freedom. By the 1950's, rail transit had stiff competition from cars and eventually collapsed. The last to go in the Portland area was the interurban which had its legs cut off when the city fathers decided to prevent interurban cars from traveling into downtown Portland over the Hawthorne Bridge. The route was replaced by an old bus at S.E. Hawthorne and the right-a-way where passengers could wait in the shelter for either a city bus or the trolley. Thus the end of the interurban which had run east to Bellrose and south to Oregon City. Before this, interurbans ran East of Gresham and South thru the Willamette Valley. How things change. Now, we have not only MAX (Metropolitan Area Express), but the Portland Streetcar which encircles S.W. Portland with S.E. Portland via the Broadway Bridge and the new Tilikum Bridge over the Willamette River.

It was on September 5, 1986 that the first light rail line opened. Known as the Blue line, it traveled 15 miles from Gresham to downtown Portland (S.E. 10th between



A festive time at Milwaukie SE Park Avenue Station on opening day September 12, 2015.

Lou Bowerman photo

Morrison and Yamhill) where it looped back to the Eastside. The cost for this project was \$214 million. The next MAX project was the extension of the MAX Blue Line from downtown Portland West to Hillsboro. A major challenge: boring two tunnels thru the West Hills which turned out to be costly but yet, completed on time and on budget. Also, under the West Hills a MAX Zoo Station was built with an elevator from the station to the zoo entrance. This line was 18 miles long and opened on Sept. 12, 1998 at a cost of \$963 million. The Airport MAX Red Line opened on Sept. 10th, 2001 and ran from downtown Portland East to Gateway ending at the Portland International Airport (5.5 miles) and costing \$125 million. On the Westside, it runs from downtown Portland to the Beaverton Transit Center. Opening on May 1, 2004, the Interstate Yellow Line became the fourth MAX route. It ran from downtown Portland



SE Park Ave MAX station--the end of the Orange Line in Milwaukie with three trains ready to roll: a Siemens type 4 Yellow Line train, a new Siemens type 5 "First Ride" Orange Line train, and another type 4 Yellow Line train.

Lou Bowerman photo



SE Park Ave station with Siemens LRVs type 4 on the left and type 2 on the right.

Lou Bowerman photo

New MAX Orange Line to Milwaukie Opens, *continued...*

Transit Mall to the Expo Center and covered 5.8 miles. Construction costs were \$350 million. Next came discussion of a line running from the Gateway Transit Center to the Clackamas Town Center to the South in Clackamas County. This line would parallel I-205 South and would be called the Green Line. It opened on September 12, 2005 and covers 10.1 miles including 1.8 miles into downtown Portland.

The Blue, Red and Green and Yellow lines all travel into the downtown core area on the Steel Bridge over the Willamette River. The Orange Line also crosses the Willamette River into Clackamas County farther to the South on the new Tilikum Crossing passing OMSI on the east side of the river. Whether Portland builds any more MAX Lines is up in the air. The Federal Government now only funds 50% of the cost compared to 60% previously. Bus lanes are now being considered to carry traffic as an option and the first to be looked at is in East County via Powell Blvd from downtown Portland to S.E. 82nd, then North to S.E. Division St, then East to Gresham. That may be the next story in Portland mass transit.



One of the many elevated flyovers on the Orange Line to Milwaukie. This one is located at S.E. Tacoma St in Milwaukie. Tacoma runs from McLoughlin Blvd in Milwaukie to I-205 in East county.

Lou Bowerman photo



OMSI-SE Water station at the eastern side of Tilikum Crossing. Type 2 LRV headed south to Milwaukie and Type 4 headed across the Tilikum Crossing to downtown Portland.

Lou Bowerman photo



Tilikum Crossing lit up at night.

Lou Bowerman photo



Tilikum Crossing looking West. Three types of transit share the same tracks and lanes: MAX LRV type 2 on the left, Portland Streetcar #025 A-Loop headed west in the center, and TriMet line 17 headed east on the right.

Lou Bowerman photos

A Transit Fan Field Trip

By Wayne Jones

Richard Thompson and I decided we had to explore the new Tilikum Crossing Transit Bridge. And there were other new transit items to check out as well: The new MAX Orange line, the new MAX Series 5 cars, and the new expanded Portland Streetcar loop route. We were also overdue on riding the Westside Express Service (WES) so we decided to plan a trip, a wide 5-hour loop, to take in all of these.



WES Beaverton Transit Center station at the northern end of the line.

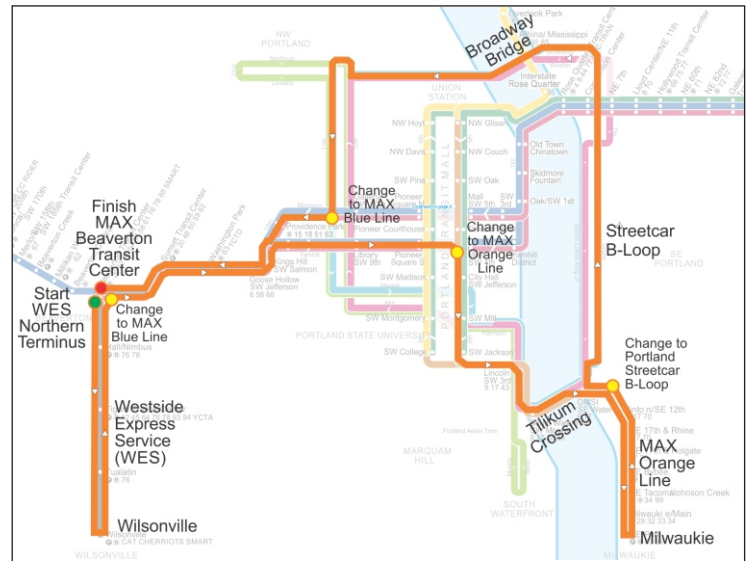
Wayne Jones photo

We started bright and early at the Beaverton Transit Center WES platform just before 8 am to catch the 7:58 to Wilsonville, arriving at 8:25. WES uses DMUs (diesel multiple units) from the now defunct Colorado Railcar in one or two-car trains. During our trip, eagle-eyed Richard spotted an old Oregon Electric substation at the long since abandoned Tonquin Station. After a brief stop at the Wilsonville Transit stop we headed back on the last morning northbound train that left at 8:51 and to Beaverton Transit Center. Here we caught a MAX blue line train to the transit mall in downtown Portland to wait for a south bound MAX



Inside WES Colorado Railcar train with Richard Thompson photographing the photographer.

Wayne Jones photo



Map of the wide loop we took encompassing three modes of transit.

Orange Line train. We were fortunate that the next one to arrive was one of the new Siemens Series 5 cars. On the Orange Line, we headed south towards Milwaukie through the PSU campus and across the new Tilikum Crossing. We decided to get off here to watch the transit traffic on the bridge and at the Westside platforms. This bridge is unique with no automobile traffic, only pedestrians, MAX trains, streetcars, and TriMet busses. The platforms have four separate lanes for MAX and streetcars but both of these join to share the same tracks and overhead on the bridge itself. We boarded another MAX Orange Line train to continue our journey to Milwaukie. On our ride south of the Tilikum Crossing, we were impressed with how often the right of way changes elevation—it almost felt like an amusement park roller coaster. The high points afforded an excellent view as we whisked along to the end of the line at SE Park. A brief layover at SE Park and we headed back northbound on the orange line to the OMSI/SE Water stop at the east side of the Tilikum Crossing. Here we transferred to the Portland



Portland Transit Mall with MAX LRV type 5 Orange Line approaching.

Wayne Jones photo

A Transit Fan Field Trip, *continued...*

Streetcar B Loop and headed north on Grand to Broadway, across the Broadway Bridge and west to 10th where we headed south. At the Galleria, we switched to a MAX blue line to head back to our starting point at Beaverton Transit Center. We had accomplished all that we had set out to see, the new Portland transit lines, new equipment and recently opened Tilikum Crossing.



Original Oregon Electric Tonquin Substation along side WES line. Above shows an aerial view.

Photo at left Greg Bonn



Portland Streetcar North-South line at SW Moody & Meade North stop headed towards the Pearl District.

Richard Thompson photo



Portland Streetcar B-Loop train just arriving at South Waterfront/SW Moody station.

Wayne Jones photo



MAX LRV type 4 Orange Line approaching as a Portland Streetcar A-Loop train leaves.

Wayne Jones photo



Portland Streetcar A-Loop coming off Tilikum Crossing on the left and A-Loop headed across the bridge on the right.

Wayne Jones photo



MAX Orange Line from Milwaukie leaving Tilikum Crossing about to stop at S. Waterfront/SW Moody station.

Wayne Jones photo

Pacific Northwest Transit Updates

Willamette Shore Trolley Updates

By Dave Rowe



Passenger service was extended to Powers Marine Park in September 2015, making the run from Lake Oswego a 6-mile round trip.

Modifications were made to the motors on VT 514 by wiring in series instead of parallel. This configuration

Trolley 514 in the newly restored WST Long Trestle in May.

Dave Rowe photo



Trolley 514 at Powers Marine Park in first test run across the WST long trestle.

Dave Rowe photo

gives 8 wheel drive, improving traction during slippery rail conditions and also provides improved fuel economy from the power generator. An LED head light was also added to improve safety in the tunnel.

This summer operation was highly successful. One day, a tour bus had come down from Seattle with 55 senior citizens to enjoy rides on the trolley. Several charters, excursions and weekend service were given throughout the summer.

The Willamette Shore Trolley is planned to be extended to Portland South Waterfront by 2017.

Seattle *By Roy Bonn*

Sound Transit - Streetcars

The 2.5 mile Broadway line, which had been sitting unused since completion in 2014, revived October 15th when testing of the first two streetcars resumed. The streetcars must complete 310 miles of operation with no major problems to be accepted from the manufacture. The delays have been caused by a variety of problems and a software glitch. Water damage was found in the inverter on all seven cars manufactured in the Czech Republic. One of the streetcars was purchased by the South Lake Union Streetcar Line. The inverter on car 6 was sent to Switzerland for repairs while the other six cars were found to be satisfactory after being dried out. Other problems that surfaced was in the braking system between the inter-action of the regenerative and air brakes systems causing rough stops. The original goal was to begin streetcar service in late 2014, the latest estimate is now early 2016. In reading the news about the delays in streetcar deliveries, nearly all companies manufacturing streetcars for North American operation have been experiencing late deliveries so United Streetcar wasn't the only one who had that problem.

The downtown Seattle streetcar connector will connect with the Broadway line at Pioneer Square on the south and with the South Lake Union Streetcar line at Westlake Center to the north. Selection of the streetcar stops are under review and preliminary engineering and

design work is underway. Construction is scheduled to begin in 2016 and operations are projected to begin in 2018. Future extensions of the streetcar system is planned but not funded at this time.

The Tacoma link streetcar line 2.4 mile extension and the double tracking of the present single track line in downtown Tacoma has received approval and funding. Preliminary engineering has been completed and will go into final design stage. The extension will serve Martin Luther King Blvd. to South 19th Street and connect to the present line in the Stadium District at South 9th Street. Six new streetcars will be purchased to serve the line.

Tacoma Link Streetcar Extension work began Monday November 2 with drilling geotechnical borings for the project. Borings will be made at eleven locations to help Sound Transit better understand the underground conditions along the proposed alignment.

Sound Transit- Light Rail

Sound Transit is dramatically expanding the regions Link Light Rail system to the north, the south and to the east. The expansion was approved by the voters in 2008 to extend the present 16 mile system to over 50 miles and triple the fleet of light rail cars.

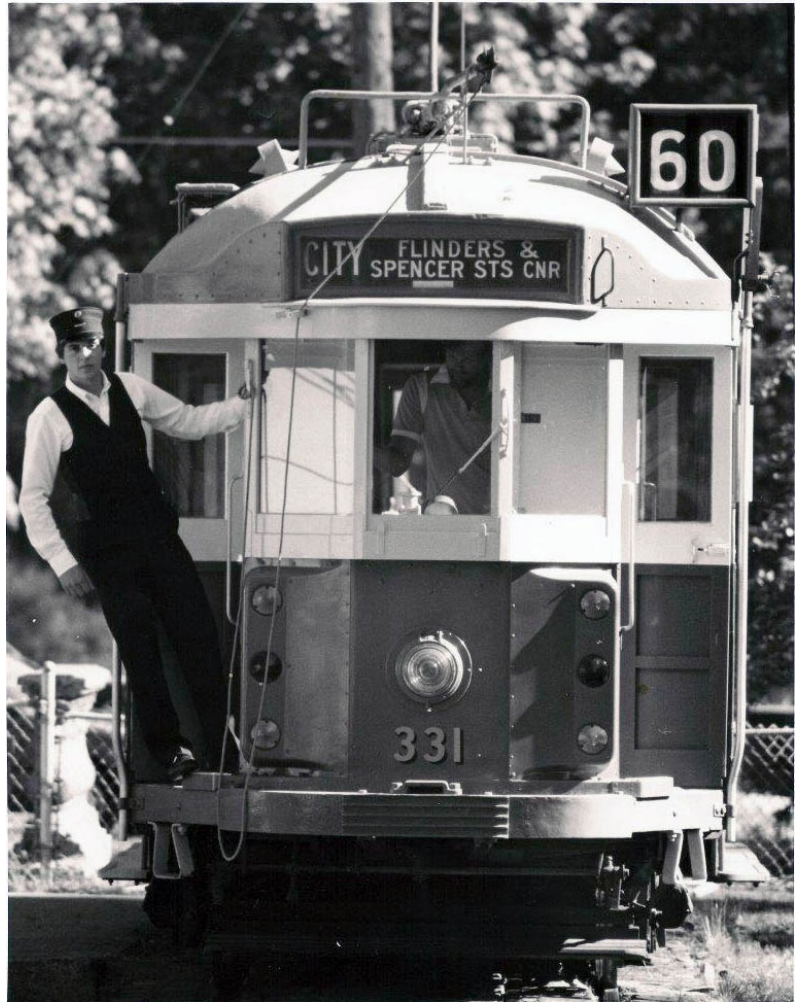
Spotlight on Members: John Nagy

We spotlight an individual OERHS member in each issue of The Transfer, with a focus on their memory of Oregon Electric and Portland transit.

At 48, Board Chair John Nagy has already had a long history with the OERHS.

An Oregon native, as a kid his uncles were into planes and trains and often brought him with to see “cool old stuff”. In 1987, one of his uncles went out to the Trolley Park to become a member and took John along. Though he had never even heard of the museum before, he fell in love with the operation and with trolleys in general. He was hooked and went back the following weekend to join up. His first car to operate was 503 but others soon followed as fast as he could get someone to train him. From that point on he went out to the museum just about every Saturday and has continued to do so ever since.

At the museum he met a lot of great members who were happy to have an extra pair of hands. Gene Fabryka and his wife Vicki were restoring the Sydney car at the time and soon had him repainting the trolley poles; Gene's restoration strategy was “start at the top and work your way down!” Summers were spent manning the gift shop, operating the cars and tent camping at the museum (nothing inflates an air mattress faster than the compressor of a 25 ton locomotive). His favorite was working with Jack Norton to pick up passengers at the campground in the evening using the open car, bring them down to the museum



John on Melbourne car #331



John re-railing car 1187

Mark Kavanagh photo

building to watch a film and then take them back to the camp after dark using the PCC. Winters were for restoring and repairing the cars - where else do you get to run a locomotive in the snow?

His first position with the Society was gift shop manager and then was elected to the Board. Since then he has held every position in the Society. Despite not having a mechanical or woodworking background, he was willing to lend a hand to whatever project was being worked on and has always enjoyed the variety of tasks available. His co-workers and family were often amazed at how he chose to spend his weekends and vacations. He says it is hard to explain to most people why you would ever volunteer to build track in 90 degree temperatures, jack up a trolley car in the rain to prepare it for moving or work on a restoration project in an unheated building at the foot of the Coast Range with 3' feet of snow on the ground.

John Nagy, *continued*

His wedding even included photos of John and his wife Joyce washing the PCC car and restoring the 35-ton locomotive, (John knew she was a keeper!)

John was 20 and brushing the Willamette Shore when he heard about an opening at the City of Milwaukie Public Works. He got the job and later moved on to become a Surface Water Technician for Clackamas County. There he works on protecting and improving water quality. Not long after he started at the city, he asked his coworkers about stories he had heard growing up of an old trolley car tucked away in a local neighborhood. They knew about a “railroad car” alongside a house and led him to it. John introduced himself to the owners, Dave and Ginny Stabenow, who soon donated it (Portland express interurban #1191) to the museum and became members themselves.

While John enjoyed running the streetcars for the public, he was drawn to the work equipment. He began working on the 35 ton steeplecab and soon after was contacted by the original donor who wanted to know if we wanted the other locomotives he had. He was soon off to Great Falls, Montana with Greg Bonn and Mike Parker to assess their condition and bring back sorely needed spare parts. They drove in a small work van that only had two seats so John sat in the back in an old round-legged lawn chair. Greg said that at one point he turned around to say something and saw John was asleep with his arms outstretched to the sides of the van so that he would not tip over on the curves. He later made a second trip with his wife and Greg to prepare and load the locomotives for shipping to Oregon.

Another memorable road trip was taking a weeks' vacation along with Greg and Gene to San Francisco. There they spent a week of 16+ hour days splitting apart the Boeing Vertol LRV car, scavenging spare parts and loading the car on two semi-trailers to bring it to the Museum.

As in any organization, there was a dark period at the OERHS when John seriously considered leaving. But he says that what kept him here was that he would miss working with the great friends he had made. Besides, there were still so many projects he wanted to accomplish.

As for the uncles who started him down this road, they are still active and not too long ago one of them took him for a flight on a vintage Boeing B-17 Flying Fortress from Hillsboro to Spokane. John said it is a good thing he did not do so until now; who knows - he might have ended up working on airplanes instead of trolleys!



John (on the left) is seen looking up at the rollsign “Out of Service” on the MAX

Mark Kavanagh photo



Carolyn Vernon, John, and Paul Jarmusz at Steam Up

Mark Kavanagh photo



Joyce, Carolyn and John in the EZ-GO at Steamup.

Mark Kavanagh photo