Brussels Trams Grant Update

John Nagy

In the last newsletter I reported that the OERHS had received a challenge grant from the 20th Century Electric Railway Foundation to help us complete the Brussels Trams acquisition. They will match new donations dollar for dollar up to a total of $11,500 so instead of $23,000 we only need to raise $11,500.

I’m happy to announce that we have passed the halfway point!

However, much of that is from contributions made by the Board so we encourage every member to please give generously. Have you made your donation yet? If so, thank you for your support. If not, please do so in order to help keep us from losing out on thousands of dollars of potential grant funds.

Make your donation today so that the 20th Century Electric Railway Foundation can double it! This will also demonstrate to them that the OERHS can successfully handle projects such as this and are worthy of additional grants in the future. Use the form included with this newsletter or go to our website at: http://oerhs.oregontrolley.com/news/brussels/

Act now, with your help we can do it!
The Oregon Electric Railway Historical Society

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

Trustees
- Carolyn Vernon
- Mark Kavanagh
- Gene Fabryka
- William Binns
- Richard Thompson

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 2018 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
Family: $40
Contributing: $50
Supporting: $100
Sustaining: $250
Life: $500
Benefactor: $1000

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 fulfill 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.

Welcome New Members
OERHS is happy to welcome the following as recent new members:

Ronnie & Sara Wilson, Portland
M. Dean Winder, Portland
Eric Blomberg, Beaverton
Melia Wagner, Portland
Peter Williams, Salem
Victoria Koval, Lake Oswego
Scott Harvey, Lake Oswego
LeeAnn Rooney, Lake Oswego
Taylor Murdoch, Lake Oswego
Bobbi Inman, Portland
Betty Abeles, Portland
Alexander Marropulos, Mountain View, CA
Dallas Monaco, Portland

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: oregontrrolley.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.
The Willamette Shore Trolley adds a Second Generator

By Dave Rowe

The John Deere Generator was purchased last spring by the OERHS for a backup generator at Willamette Shore Trolley. The current WST generator is a 1990 era Perkins 60 kilo-Watt-hour AC generator rectified to 600 Volts output with over 4000 hours. The 2010 era John Deere generator has less than 300 operating hours and was purchased from Oregon State Surplus for $3500.00. Kevin Reilly and Trolley Dave have spent between 400 to 500 volunteer hours to modify it for WST use. The plan was to have this generator as back-up only but passenger demand at WST during one weekend in September both trolleys were pressed in service. The first week of December both trolleys are planned to be used during Tinsel Town Trolley runs and also the Christmas Ship runs.

Gage Geist Painting red stripe on JD generator

Trolley Dave painting the door edges of State Surplus John Deere Generator for WST.

Trolley Dave applying Ivory color on John Deere Generator

Gage Geist finishing applying primer to John Deere Generator

Newly painted John Deere generator is hooked up to VT514, The black accent stripe and plaques will be added once the paint has cured.
OERHS Seeking New Treasurer and other Elected Positions

By John Nagy

Each year the OERHS has three board positions and four officer positions up for election. While incumbents often choose to run again, we encourage members to consider running so that we can get fresh ideas and enthusiasm. I wanted to let you know of three current officers who have decided to create openings for new candidates for their positions.

Treasurer Suzi Jones has notified us that she will be stepping down this year. Suzi has done an amazing job of reorganizing our finances and getting our accounting into QuickBooks. Though she enjoys the work, family health and other commitments have arisen that she needs to attend to. She has let us know that she will help train the new Treasurer and take time to work with them on a smooth transition.

Vice-President Charlie Philpot (also former President and Chairman) and long-time board member (and former Treasurer) Bill Binns will also not be running this year. Instead, they will join Bob Terkelsen (former board member and President) as members of our new Advisory Council. This group is made up of former directors and officers who are willing to continue to share their knowledge and experience with the Board in order to guide us into the future.

We thank Suzi, Charlie and Bill for their incredible service and look forward to working with them in a new capacity.

So what do the Officer and Board positions do?

Members of the Board run the programs and projects of the Society. Each Board member is expected to not only attend the meetings, but to also take the lead on 1-2 program elements. Examples of these programs are fundraising/grants, events, strategic planning, marketing, etc. They aren’t responsible to do it all themselves, but rather to coordinate the programs and work together with other board and society members to accomplish the goals. One of the major elements I am seeking of a potential new Board member is Membership Development. This entails helping to grow the membership, welcome new members, cultivate them (and existing members) as volunteers and recognize the incredible service given by the membership. Having more volunteers guarantees that volunteering remains fun instead of turning into a job.

- The President and Vice-President work with the Board Chair on oversight of the Society’s business and programs. They help move the Society forward, not only by planning and setting goals, but by working to achieve them.

- The Treasurer oversees the finances of the Society. This includes tasks such as paying the bills, keeping the accounts, ensuring that there is startup cash for operations, making the deposits, preparing a monthly report and helping the board set the annual budget.

- The Secretary keeps the minutes, handles the correspondence and the keeps the membership roster up to date.

All of these positions are important and we are always looking for passionate volunteers who have experience or are willing to learn. Consider running for a Board or Officer position this year or encouraging someone that you think would make a good candidate. Thinking about possibly running yourself someday? Then come sit in on the Board meetings to get a feel for how it works.
Japan Railway Museums
Part 1 of 3: The Big Three

Mark Kavanagh

As many of you know, I travel on occasion for business or for personal reasons. One of my goals on trips is of course riding rail systems. But another one of my goals is to visit rail museums, and more so, any electric railway museum. Over the past few years, every time I go to Japan I try to visit another railway museum. Since many railways in Japan are electrified, most have some electric equipment on display. However, there are very few operating museums. There are the large railway museums, which are associated with one of the JR companies. The JR Group are companies that were formerly part of the Japanese National Railway (JNR), but were privatized and split up many years ago. Then there are smaller museums, usually associated with a private railway. There are also some cities that maintain transport museums containing streetcars and/or subway history. Then there are simply park displays of trains and streetcars scattered around.

I still have many museums to go to in Japan, but I have completed most that are in the Tokyo Region. Each one is different, but nearly all have an operating model railway display as well as a mock-up train simulator, which are popular with kids, teens and adults alike. The Japanese really love their trains.

This is the first of a series of three articles covering the museums I have visited in Japan.

Welcome to part one which will focus on Japan’s “Big Three” railway museums:

- The Railway Museum in Omiya (near Tokyo) by JR-East
- SCmaglev and Railway Park in Nagoya by JR-Central
- Kyoto Railway Museum in Kyoto by JR-West

The Railway Museum

This is the first of the modern railway museums in Japan. It replaced the Transportation Museum that was in central Tokyo and is affiliated with JR-East. The museum moved to a much larger location in Omiya, about 30 minutes from Tokyo by rapid train. It opened in 2007. The museum is next to the large JR-East Omiya Works. It is sandwiched between the JR-Takasaki line and the elevated Tohoku Shinkansen line.

The museum has a lot of equipment on display including

- The first steam locomotive that operated in Japan
- A variety of steam and electric locomotives
- Single unit in MU electric and diesel cars
- Shinkansen (bullet) train cars
- Imperial carriages
- Some freight cars

Most of the equipment is inside a large building. The building also includes a working turntable that is
demonstrated several times a day. For kids there are mini-trains that they can operate outside, as well as indoor train simulators. Since this is museum is at least a half-day visit, there is a cafeteria for when you get hungry. It also has one of the better gift shops that I have found in Japan railway museums. This year the museum opened up an expansion, which means I need to pay a return visit.

Access is pretty easy from Tokyo. Take a JR Takasaki Line or Utsunomiya Line train to Omiya. Or spend a lot more money, but only save 10 minutes by taking a Tohoku/Joetsu/Hokuriku Shinkansen from Tokyo/Ueno to Omiya. From Omiya station, there is an option of a 20 minute walk, or take the Saitama New Shuttle train (a rubber-tired elevated train) one stop to the railway museum station.
SCMaglev and Railroad Park

This museum is located in Nagoya and is owned by JR-Central which opened in 2011. If you want to see a variety of Shinkansen trains on display, this is the place. This is because JR-West operates the first Shinkansen line every built. The Tokaido Shinkansen between Tokyo and Osaka that opened in 1962. The museum also has one of the Maglev test trains for viewing. JR-Central is currently building a Maglev line linking Tokyo to Nagoya, and eventually to Kyoto/Osaka.

Like JR-East’s museum, there is a huge variety of Steam, diesel and electric equipment on display. There are train simulators and more. A small café, and a decent gift shop.

Access is straight forward from Nagoya Station. Take the private Aonami Line train to Kinjofuto station. It is short walk from there to the museum.

Kyoto Railway Museum

This museum is a combination of 2 museums that opened in 2016 by JR-West. It is basically an expansion of the former Umekoji Steam Locomotive museum in Kyoto. However, it also took in the collection of the former Modern Transportation Museum that was in Osaka (also owned by JR-West). With the rebranding of the museum and expansion, it is now the largest of the “big-three” museums. I have not been to the museum since it was renamed and expanded. So I focus on the former Umekoji portion which I have visited 2~3 times and have photos of, and is still in existence.
Umekoji SL museum was centered on a former JNR roundhouse and shops close to Kyoto Station. It also has the former Nijo Station building which served as the museum entrance. The round house is a working roundhouse for the steam locomotive collection, with a working turntable.

The museum also has a short full size (narrow gauge since JR is narrow gauge) steam ride. It basically runs from the museum alongside the JR mainline for a short distance and returns.

Outside the museum in the adjacent city park there is one of the few operating museum tram lines in Japan. It is not affiliated with the railway museum. The line is very short, but nice to see.

Access to the museum is very easy. It is a 20 minute walk from Kyoto Station, or hop on a city bus for a short ride to the museum.

The next article on Japan Railway Museums I will cover the private railway museums located around Tokyo. The third and final article of the series will look at the city transport museums.
## DONATION REQUEST
(Tax deductible receipt will be mailed to you)

<table>
<thead>
<tr>
<th>Fund Type</th>
<th>Items</th>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Endowment Fund</td>
<td>Endowment Fund</td>
<td>Helps create an endowment fund to support operations, staff (future) and general projects</td>
<td>$_______</td>
</tr>
<tr>
<td>General Fund</td>
<td>Unrestricted Funds</td>
<td>Allows Board to allocate funds as needed (Utilities, phone, internet, insurance, etc.)</td>
<td>$_______</td>
</tr>
<tr>
<td>Capital &amp; Restoration Projects</td>
<td>Brussels Trams</td>
<td>We only need $5,400 more to complete our purchase of all nine Brussels trams!</td>
<td>$_______</td>
</tr>
<tr>
<td></td>
<td>OE Rwy Loco #21</td>
<td>Return Oregon Electric Railway Loco 21 to operation</td>
<td>$_______</td>
</tr>
<tr>
<td></td>
<td>PRL&amp;P #1067</td>
<td>We can buy the running gear from the NWRM that we need to restore this car (~$15,000)</td>
<td>$_______</td>
</tr>
<tr>
<td></td>
<td>Carbarn #2</td>
<td>Build the 2nd carbarn (will also be the temporary restoration shop)</td>
<td>$_______</td>
</tr>
<tr>
<td></td>
<td>Interpretive Center (Hopmere Station)</td>
<td>Finish the flooring, archives, displays, caretaker’s quarters and exterior landscaping (sidewalks, platforms, etc.)</td>
<td>$_______</td>
</tr>
<tr>
<td></td>
<td>Mainline Loop</td>
<td>We need to complete the mainline loop so we can run multiple cars at a time and operate cars that are single-ended. Adding less than 2000 more feet will complete the loop. (~$45k)</td>
<td>$_______</td>
</tr>
<tr>
<td></td>
<td>Car Restoration</td>
<td>All our cars need love and care. Many are in dire need of restoration. Current projects underway are: 813 (Broadway car), 1159 (PCC), 1455 (snowsweeper) &amp; locos 254 &amp; 401</td>
<td>$_______</td>
</tr>
<tr>
<td></td>
<td>Buy A Tie</td>
<td>$55 buys us a new fir tie to replace worn out ones (we need about 2000 of them so every single one is a great help)</td>
<td>$_______</td>
</tr>
<tr>
<td></td>
<td>Buy Concrete</td>
<td>~$120/yard for track, curbs, platforms, etc.</td>
<td>$_______</td>
</tr>
<tr>
<td>Specific Items:</td>
<td>Queen Size Bedding</td>
<td>Queen size sheets &amp; pillow cases for the guest/caretakers quarters</td>
<td>$_______</td>
</tr>
<tr>
<td>(Donate items or $ towards purchase)</td>
<td>Washer/Dryer</td>
<td>Stackable washer &amp; dryer for the Interp. Ctr.</td>
<td>$_______</td>
</tr>
<tr>
<td></td>
<td>Uniform Parts</td>
<td>Hats, pants, vests &amp; jackets for volunteers</td>
<td>$_______</td>
</tr>
<tr>
<td>Name Your Project</td>
<td></td>
<td>Do you have an idea you would like to see done? Tell us about it!</td>
<td>$_______</td>
</tr>
<tr>
<td></td>
<td></td>
<td>TOTAL</td>
<td>$_______</td>
</tr>
</tbody>
</table>

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!
Oregon Electric Railway Historical Society
2018 Annual Elections

During the 2018 Annual Banquet, OERHS members will be voting for the 2019 Board of Trustees. For banquet reservations, please see the other side of this flyer.

As per the OERHS by-laws, there are 9 board members. Each seat has a 3 year term, with 3 seats being elected on each year. The offices of President, Vice-President, Treasurer and Secretary are one year terms. As per the bylaws, OERHS members, in good standing, are eligible to vote as long as they have contributed 12 volunteer hours in the past year, or were eligible to vote in the prior year. This year we have board members and officers who are NOT seeking re-election. So please consider running or nominating someone else to the board this year.

### Current expiring Board of Trustee positions

- Bill Binns*
- David Harold
- Gene Fabryka

### Current Officers

- **President:** Eugene Fabryka
- **Vice President:** Charlie Philpot*
- **Treasurer:** Suzi Jones*
- **Secretary:** Mark Kavanagh

* = is not seeking re-election

## Directions to the Annual Meeting & Banquet

The Annual Meeting will be held at our very own Oregon Electric Railway Museum Interpretive Center, located on the grounds of Powerland Heritage Park.

**Directions:** Take I-5 south to Exit 263. From Portland, turn right onto Brooklake Road (West). From Salem turn left on Brooklake Road. The entrance will be on your right after May trucking. Pull up thru the gates, cross over the trolley tracks, Hopmere station will be on the right.

**Remember the date:** Saturday Nov. 10th.
- Social Hour 11:00am -12:00 pm
- BBQ Lunch starts at 12:00pm!
- We should conclude by 3:00pm.
The OERHS Annual Meeting & Banquet will be inside Hopmere Station, at the Museum in Antique Powerland (Brooks, OR). The date is Saturday Nov. 10th from 11:00am until about 3:00pm. During our BBQ Lunch, we will a slide show presentation by Bob Terkelsen on Southern California Steam. After lunch we will hold our annual elections for 2018 officers and trustees. We are still seeking nominations for positions, please see other side for more details. From there we will have short museum reports, Service awards will be handed out to the top volunteers for our organization, and Door Prizes.

This year’s headline event is titled The Fateful Fourth by accomplished historian and author, Russell H. Holter. He wrote Rails to Paradise, the History of the Tacoma Eastern Railroad 1890-1919, as well the book that is the subject of his presentation here: The Fateful Fourth, The Story of America’s Worst Trolley Disaster. A tragic series of events leading up to July 4th, 1900 in Tacoma led to an overloaded streetcar tragically jumping off a trestle into a ravine below, killing 43 and injuring many more.

The cost of the banquet this year has been reduced! For one person it is $12. For 2 people, it is $20. Each additional person in your party is $8/person. This includes a great BBQ meal, Non-OERHS members are more than welcome.

Please RSVP by 11/5/2017 with your name & number of your party by:
- E-mail: mark@oerhs.org (Mark Kavanagh)
- By Mail: OERHS Banquet, 865 D Street NE. Salem, OR 97301
- Payments may be by mail, or at the door, or even easier, online via Paypal: https://bit.ly/2Iqv73x

YES, I would like to attend the Annual Banquet on November 10th.

Please send your reservation to:
Mark Kavanagh
OERHS Banquet
865 D Street NE
Salem, OR 97301
503-399-7508
Website: oregontrolley.com
E-mail: mark@oerhs.org

PLEASE MAKE CHECKS PAYABLE TO: OERHS

2018 OERHS Volunteer Hours Reporting
I contributed _______ hrs to the OERHS in 2018

Name: _____________________________________________
Address: __________________________________________
City: _______________ State: _______ Zip: _____________
Phone: _______________ E-mail: _______________________

I am attending the meeting this year $12

I am bringing _______ people with me @ $8/each

Membership Renewal
☐ Active ($30) ☐ Family ($40)
☐ Contributing ($50) ☐ Sustain($100) ☐ Donation

TOTAL AMOUNT ENCLOSED:

The OERHS is an Oregon Non-Profit Corporation
Owner & Operator of The Oregon Electric Railway Museum & Operators of the Willamette Shore Trolley