



Reminder to members: Please be sure your dues are up to date. They are due on Jan 1. If you have not renewed you can pay online, or download a membership form, at <http://oregontrolley.com/join>

In This Issue

Fort Edmonton Park Streetcar – Mark Kavanagh	1
Oregon Electric Railway Historical Society	2
What Else is in this Picture? – Richard Thompson	7
Notes from the Car barn – Pete Manuele	8
WST Summer Operation Ends – Gage Geist	11
Second Battery Car Project Under Way – Dave Rowe	12
Donation Request	19

Fort Edmonton Park Streetcar

By Mark Kavanagh



Toronto Suburban Railway Company car 24 has just passed the replica Hotel Selkirk on the Fort Edmonton Park 1920's era street. The streetcar is a 1914 product of the Preston Car Company of Preston, Ontario. Portland's City & Suburban Railway Company had a very similar, albeit single-truck, trolley that is said to have inspired its inaccurately named "Toronto" 451-465 series streetcars. (Mark Kavanagh photograph)

In the Summer 2025 issue of *The Transfer*, we explored Edmonton's High Level Bridge Streetcar, which is operated by the Edmonton Radial Railway Society (ERRS). Both the OERHS, and the ERRS, manage two distinct operations: a heritage streetcar line — the High-Level Streetcar for them, the Willamette Shore Trolley

for us — and a trolley museum. Both museums are located within larger heritage complexes: theirs is Fort Edmonton Park, ours is Powerland Heritage Park. These two parks carry out similar missions; however, each offers visitors a very different experience. *Continued on page 3*

Oregon Electric Railway Historical Society

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Membership

Membership is based on a calendar year. All memberships expire on Dec. 31st, with renewal due by January 1st. The OERHS is a non-profit 501-C-3 corporation, so dues are tax deductible.

Categories			
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 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, 11/14/20

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 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 either transfer@oerhs.org or trolley503@frontier.com

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Do you want to drive a trolley?

You can be a Motorman, Conductor, Tour Guide, help restore trolleys or participate in more great activities. Want to learn to operate a 100-year-old trolley or an electric locomotive? If you are interested in training to be a motorman, conductor, or station agent at the museum contact Mark Kavanagh at (480) 334-2352. If you wish to volunteer for the Willamette Shore Trolley, call David Harold or Jan Zweerts at (503) 697-7436. No experience is necessary just a passion for trolleys! We can train you in any volunteer position that meets your interest.

How we deliver *The Transfer* and *The Monthly Pass*

Our quarterly newsletter *The Transfer* is published electronically in full high-resolution color. Members can view and download current and previous issues at the OERHS website: oregontrolley.com/transfer. You will also find an archive here of previous issues going back to the 1970s. It is easy to print copies on your personal color or black & white printer. By default, members receive email notification as soon as an issue is available. We believe you will appreciate the higher quality pictures that this process will provide to all the interesting photos that accompany our articles.

For those who prefer a printed copy of *The Transfer* a black and white version will be mailed to your home address by request. Please send this preference to Secretary Mark Kavanagh, Oregon Electric Railway Historical Society, 3995 Brooklake Rd. NE, Brooks, OR 97303 or send him an email at mark@oerhs.org.

When needed, the OERHS also updates members on events at the Oregon Electric Museum and the Willamette Shore Trolley in a short email newsletter called *The Monthly Pass*. We must have your correct email address for distribution of both newsletters. We respect your privacy and will only use your email address to send a single notification when the latest issue of *The Transfer* is ready. We do not send promotional material or advertising.

Fort Edmonton Park Streetcar

continued from p. 1

A Walk Through Time

Fort Edmonton Park is a living history attraction where historic buildings have been relocated and reconstructed to portray Edmonton's past across four eras:

- 1846 Fort – Fur trade era
- 1885 Street – Settlement
- 1905 Street – Rapid growth
- 1920s Street & Midway – The entertainment era

Visitors begin their journey aboard a steam train that carries them from the park entrance to the 1846 fort at the far end of the grounds. From there, guests walk forward through time, exploring shops, homes, eateries, and a hotel



Visitors to Fort Edmonton Park begin their ride through its living history attraction aboard Canadian Northern Railroad coaches pulled by historic 1919 vintage Baldwin prairie-type 2-6-2 locomotive No. 107. (Mark Kavanagh photograph)

that are staffed by interpreters dressed in period clothing.

Fort Edmonton Park Streetcar

Guests first encounter the streetcar in the 1905 Street area,



St. Louis Car Company "Turtleback" No. 42, Fort Edmonton Park's workhorse, is traversing the 1920s era street. Unlike most cities, the Edmonton Radial Railway used colors to identify each line. Car 42 is wearing a dash sign for the combined Red and White lines. (Mark Kavanagh)



No. 1 is remembered for having made the Edmonton Radial Railway's last ceremonial run across the High-Level Bridge from Strathcona to Edmonton in 1951. Then, in 1984, it became the first streetcar to operate at Fort Edmonton Park. Today this carefully restored veteran is used only for special occasions. (Mark Kavanagh photograph)

appropriately, since the original Edmonton Radial Railway began service in 1908. The heritage streetcar line connects the 1905 and 1920s areas, then crosses the steam railway at a level crossing before reaching a turning loop near the park entrance, where the car barn is located

The line is double tracked through the streets, with loops at both ends and designated stops along the route. Streetcar rides are included with park admission, though the ERRS operates independently from the park itself.

The ERRS maintains separate fleets for Fort Edmonton Park and the High Level Streetcar, but crews are shared. All operators are first trained and certified at the Park before advancing to High Level Bridge operations.



Edmonton Radial Railway No. 80 was built by the Ottawa Car Company in 1930. Today, the "modern," all-steel, Peter Witt-style car is the last survivor of its five-car class. It is used mostly for charters and special occasions. (Mark Kavanagh photograph)



Toronto PCC No. 4612 is a 1951 product of the Canadian Car and Foundry. The Toronto Transit Commission donated it to Fort Edmonton Park in 1995, and it was returned to service two years later after regauging with Melbourne trucks. (Mark Kavanagh photograph)

The Fort Edmonton Park Streetcar Fleet

The Park's fleet includes cars from Edmonton and other Canadian cities:

- **Edmonton 1** – Built by Ottawa Car Company, this 1908 car helped open Edmonton's streetcar system. Converted to single man, single-ended operation in the 1930s, it ran until the system closed in 1951. Restored in 1979, it operated over the High Level Bridge for Edmonton's 75th anniversary using a towed generator. In 1984, it became the first streetcar to operate at Fort Edmonton Park. Today it is used only for special occasions.
- **Toronto Suburban 24** – A 1914 Preston Car Company single truck, double-ended car. After the Toronto Suburban

Railway was acquired by Canadian National in 1923, until 1960 CN used the car at Neebling Yard in Fort William to transport switchmen around the hump tracks. Due to its limited capacity, it operates on lighter traffic days.

- **Edmonton 42** – Built in 1912 by St. Louis Car Company, it was originally a two man, double-ended car, converted to single-ended, one man operation in 1930. After retirement, the body became a cottage. Restored in 1981 and placed into service at the Park in 1984, it is now the primary workhorse of the fleet.
- **Regina 42** – A 1928 Canadian Car & Foundry steel car that served until Regina's system closed in 1950. Its restoration is nearing completion.

- **Edmonton 80** – This modern steel car was built by Ottawa Car Company in 1930. It was one of five cars ordered and was the last new car purchased by Edmonton Radial Railway. The car became a diner in British Columbia and was later used on a farm. Using Melbourne trucks and controls, it was restored to service and is brought out for charters and special occasions.
- **Edmonton 65** – Built in 1913 by Preston Car & Coach Company and operated until Edmonton's 1951 closure. It is currently under restoration. Sister cars 53 and 73 are also preserved in the collection.
- **Toronto PCC 4612** – Built in 1951 by Canadian Car & Foundry as car 4543, later rebuilt and renumbered 4612 in 1990. Retired in 1995 and



Seen in the ERRS shops, the restoration of Regina Municipal Railway 42 is nearing completion. No. 42 is an all steel car built by Canadian Car & Foundry in 1928. (Mark Kavanagh photograph)

Add the High-Level Streetcar and the Fort Edmonton Park streetcar, and you have a city rich in both modern and historic rail experiences.

If you make the trip, consider continuing south to Calgary—about 3.5 hours away. Calgary offers an extensive LRT system (the C Train), a small historical park with a short streetcar line, and a steam railway at Heritage Park. 



donated to ERRS in 1997, it was regauged from Toronto gauge to standard gauge. Edmonton never operated PCCs, but had the system survived beyond 1951, it likely would have.

- **Saskatoon 200** (Snow Sweeper) – Built in 1907 by Ottawa Car Company and acquired second hand by Saskatoon in 1913. It served until Saskatoon's system ended in 1951. During my September 2024 visit, it was under restoration; it has since returned to full operation and is used to clear snow from the tracks in winter.

Both a Modern and Historic Traction Destination

Edmonton is a rewarding destination for traction enthusiasts. It is home to North America's first modern light rail line, which opened in 1978. Our own Oregon Electric locomotive No. 21 played a role in building the system's tunnel, operating as Edmonton

Transit System No. 2001 during construction. The Edmonton LRT began with high-platform Siemens U2 cars and has since expanded with several low-floor extensions.



Combination snow sweeper and overhead line car No. 200 was built by the Ottawa Car Company in 1907, making it much younger than our own sweeper No. 1455. It came to the Saskatoon Municipal Railway in 1913 and worked there until retirement in 1951. (Mark Kavanagh photograph)



Three modes of transportation are displayed in this photograph taken on the new Steel Bridge in 1912. At right, a Pierce-Arrow runabout is about to pass a two-car St. Johns line train consisting of interurban motor 199 and trailer 276. A bicycle messenger is approaching the camera on the left, while a Lower Albina line trolley can be seen in the distance. (from Portland Memories on Facebook, colorized by the author)

What Else is in this Picture?

Richard Thompson

As readers will know, I enjoy wringing every possible detail from historic photographs. As they “talk” to me, I learn many things. This unidentified image, which I came across online a couple of days ago, did not disappoint. It proved to be a perfect subject for my pictorial detective work.

The scene above is notable in that it contains three different modes of transportation; streetcars, an automobile, and a bicyclist. The diligent observer will also notice several things that were new when this picture was taken.

The first new thing is the second Steel Bridge, which was completed in 1912. The picture must have been taken that year, because the streetcar lines depicted were rerouted a year later following the opening of the Broadway Bridge.

The second new thing is the automobile. It appears to be a Pierce-Arrow Model 66-A runabout. This expensive two-seat car was introduced in 1911 and featured a substantial radiator, a long, high hood, and large wooden wheels. Its low, minimal body was a contrast to the conventional touring cars then in vogue. Yet it retained the “brass era” look, with headlights not yet buried inside large fenders.

The Lower Albina line trolley at far left is the third new thing. Although the number is not visible, it appears to be one of Portland Railway, Light & Power Company’s largest series. This ubiquitous class of late PAYE (pay as you enter) cars, numbered 521 to 665, were built in three groups during 1909, 1910, and 1911.

The auto is overtaking an inbound St. Johns line train consisting of narrow-gauge interurban 199 and trailer No. 276. The trolley was one of five (195-199) built in the City & Suburban Railway’s Savier Shops in 1904. These streetcars are said to have used frames salvaged from cars built by the Hammond Car Company of San Francisco. The five made up a very loose series, varying in length from 43 to just under 45 feet. There were other differences as well; cars 195, 198 and 199 originally sported open ends. Several were originally convertibles with removable side panels. Used almost exclusively on the St. Johns run, this series had been unable to enter downtown Portland until the curves on bridge approaches were modified to accommodate them.

Car 276 was one of six center aisle trailers designed for use behind St. Johns line trolleys. They were built by the American Car Company in St. Louis in 1907 as opens but were rebuilt as closed cars with PAYE vestibules in 1910.

The man approaching at left on a vintage bicycle with balloon tires and no fenders provides the third mode of power in this scene. His uniform identifies him as a messenger, possibly with the City Messenger & Delivery Company, or a similar telegraph or postal delivery service. 🚲



Rick Lucia doing some detail work on the Blackpool double-decker (Pete Manuele photo)

Notes From the Car barn

Pete Manuele

Here is an update on the maintenance and restoration of cars in our collection:

No. 48 Blackpool tram -

Gene and Vickie Fabryka and Rick Lucia have been doing the bulk of the work repairing the upper-floor center section. Gene has replaced most of the deteriorated or rotten wood on the east-facing side. Vickie

has been painting as repairs are completed.

Rick and I removed five of the benches and took them to the shop. Rick disassembled all of them and John Ballantine sanded all parts for repainting and refinishing. The benches were reinstalled prior to Steamup.

Rick cleaned and adjusted the controllers prior to Steamup, and they operated smoothly both weekends.

1187 Sydney open tram -

Rick cleaned and adjusted the controllers, which operated smoothly during both weekends of Steamup.

Gene continues to do wood repair work on the car as time permits. It should be noted that both No. 48 and No. 1187 are the mainstay of operation at our museum. They are heavily used throughout the operating season, and while showing their age, perform extremely well.



The outer panels on No. 48 were removed from the upstairs wall for evaluation and repair. (Pete Manuele photograph)

201/210 Oporto car –

Al Fisher performed a cursory inspection of the underside of the car and determined that it is structurally sound. However, the ends of the car will need some reinforcement to ensure their stability under operation. Work will be done as time permits.

No. 401 Freight Motor–

Inspection of the trucks, brakes and journal bearings will be performed as time, and available volunteers, permits.

No. 1455 Snow Sweeper –

Work continues on the B end of “the Broom.” Metal support rods

have been finished by Greg Bonn. The original supports for the floor are being prepped for reinstallation prior to laying a new floor. General work on this work car is also ongoing.

No. 1159 Muni PCC –

Dave Rowe is repairing the battery access doors. Meanwhile, Al Fisher has been working on the pedal system in an effort to make it operate smoothly. He also monitors battery voltage periodically so that they can be kept in a good state of charge.

I want to give a shout-out and thank all volunteers for taking good care of our collection. 🚃



A door from the upper deck of tram 48 rests against Brussels No. 1048 after removal.



A bench from the upper deck of tram 48 being disassembled for cleaning and refinishing. (Pete Manuele photograph)



Prolonged weather damage on one of No. 48's support columns prior to restoration. (Pete Manuelle photograph)



The support column on No. 48 after it had been repaired by Gene Fabryka. (Pete Manuelle photograph)



Something to aspire to? Here is what Blackpool tram No. 48 looked like at our previous museum in Glenwood. This photo was taken in 1992 in front of the carbarn at the old Trolley Park, three years before we moved to Powerland. (Richard Thompson photograph).

WST Summer Operation Ends

Gage Geist

Our summer operating season has come to a close. It has been a busy one.

While we started summer operation with mechanical issues on No. 514, we finished the season strong and three new Class 1 motormen have joined our ranks

Car 514 is again running great, which help and all runs have been sold out with happy customers. We have advertised two “Fall Foliage” runs in late October, as well as Tinsel Town Trolleys and Christmas Ships in December. We expect all of these special excursions to be sold out.

Our maintenance crew has finished the Tie Replacement Project in Powers Marine Park in September. This project took just over a year to complete and resulted in the replacement of over 250 ties.

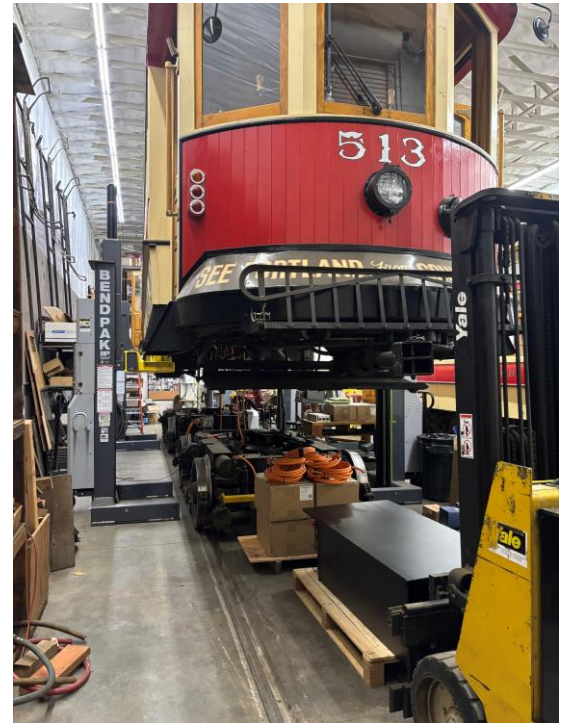
To commemorate completion of the project and a job well done, lead Foreman Harmon Whipple drove in a final “golden spike” by hand. We now have a continuous two miles of track with new ties from the “over-under house” to Miles Street Crossing. More maintenance projects loom in the future, and we have a great crew to help us get them done. 🚃



The Willamette Shore Trolley track crew are preparing to spike the last ties in Powers Marine Park. Left to right: Ethan Perkins, Chris Cox, Jack Higgins, and Theodora Wong. Driving the final “golden spike” can be seen at lower left. (Gage Geist photograph)



The massive pile of old ties removed from Powers Marine Park at the Carolina Street Yard. (Gage Geist photograph)



Trolley 513 has been lifted with heavy duty jacks for installation of new electrical equipment necessary for conversion to battery operation. This includes many feet of conduit with thousands of feet of wire inside. The picture at right shows the 80 KWh battery. (Dave Rowe photograph)

Second Battery Car Project Under Way!

Dave Rowe

Trolley 514, aka “the Bill Naito Trolley,” has travelled more than 6,000 miles on battery power. Since January solar panels on the roof of the Willamette Shore Trolley car barn have kept generated over 13 MWh of power.

In the meantime, as over 5,800 passengers enjoyed rides along the Willamette Shore line the battery conversion project for sister trolley 513 is underway. 🚃



The silver component with the orange wire seen in this photograph is a newer model PM-250 inverter. It will be used instead of the older style PM-150, which experienced problems on sister car 514. The invertors are made at Cascadia Motion in Tualatin. (Dave Rowe photograph)



Dave Rowe is using a metal brake made in his shop to make the first bend in a fender/splash shield for car 513.



Dave Rowe is displaying several components made in his shop for the Trolley 513 Battery Project. On the left is a 12-volt fan mounted on a radiator. At center is the second radiator from the back side, and on the right are three coolant pumps. Two pumps are for both truck traction motors and inverters. The third pump sends coolant to the battery charger and auxiliary inverter. The challenge is to mount these in a limited area.

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 or 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

	<u>Items</u>	<u>Description</u>	<u>Amount</u>
Endowment Fund	Endowment Fund	<i>Helps create an endowment fund to support operations, staff (future) and general projects</i>	\$ _____
Board Fund	Unrestricted Funds	<i>Allows Board to allocate funds as needed (Projects, events, car acquisition, etc.)</i>	\$ _____
Capital Projects	Phase 1 Yard Project	<i>Build a permanent switch yard (~11k)</i>	\$ _____
	Carbarn #2	<i>Build the 2nd carbarn (will also be the temporary restoration shop) – (~\$450k)</i>	\$ _____
	Mainline Loop	<i>Complete the loop for multiple car operation and operate single-ended cars. Adding ~ 2000 additional feet will complete the loop. (~\$45k)</i>	\$ _____
	Interpretive Center	<i>Flooring, archives, displays, and exterior landscaping (sidewalks, platforms, etc.)</i>	\$ _____
	Buy A Tie	<i>\$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)</i>	\$ _____
Restoration Projects	Buy Concrete	<i>~\$120/yd³ for track, curbs, platforms, etc.</i>	\$ _____
	PRL&P #1067	<i>Help refurbish the running gear we obtained from the NWRM to restore this car</i>	\$ _____
	Car Restoration	<i>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 (snow sweeper) & locos 254 & 401</i>	\$ _____ Car: _____
Specific Items: <i>(Donate items or \$)</i>	Uniform Parts	<i>Hats, pants, vests & jackets for volunteers</i>	\$ _____
Name Your Project		<i>Do you have an idea you would like to see done? Tell us about it!</i>	\$ _____
TOTAL			\$ _____

To: OERHS, 3995 Brooklake Rd, Brooks, Oregon 97303

Name _____ Date _____ Cash \$ _____ Check \$ _____

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THANK YOU!