



Reminder to members: Please be sure your dues are up to date. 2017 dues were due Jan 1, 2017. If it has been longer than one year since you renewed, go to our website: oergontrolley.com and download an application by clicking: *Become a Member*.

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YOU Brought It Home To Oregon – Oregon Electric Locomotive #21

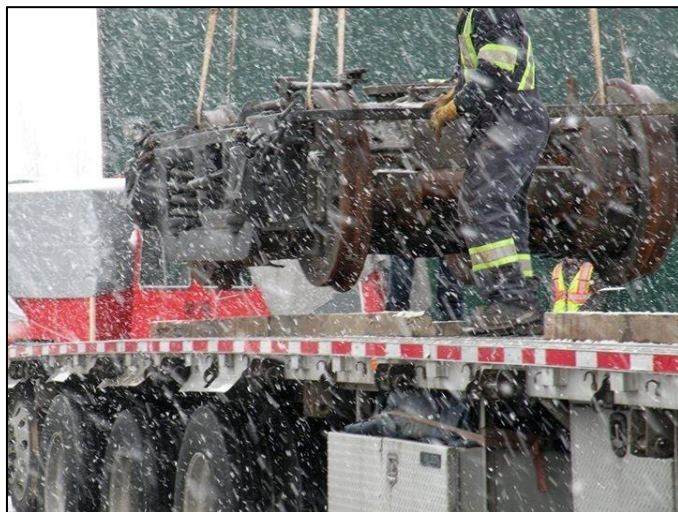
By Multiple Authors

The museum's largest and most expensive equipment acquisition project to date was completed, physically, after the OE #21 was successfully set on home rails at the museum on Wednesday, March 1st. Scheduling the move began in early February and after a couple of equipment and personnel issues, the lift began early morning Feb. 27th, just as it began to snow, and finished early in the afternoon, still snowing.



Lifting the body at FVHRS.

As Museum Director Greg Bonn put it, "For months it was a steady diet of stomach acid and adrenaline but thanks to everyone involved and our own well-trained crew, it turned out to be one of the most successful projects."



Setting a wheelset on the trailer at FVHRS.



At the OERM: Getting ready to lift the body.

The body left shortly after loading, crossed the border and spent the night in Marysville, WA. It arrived at the museum at 2:30pm Tuesday. The wheelsets, compressor and pilots were reloaded to a heavier trailer Tuesday and arrived at the museum Wednesday morning as the crane was setting up. The lift began at approximately 8:30 starting with the wheelsets and was completed just before 10am when the body was set on them and the lift cables were removed. Dismantling the crane and resetting the empty trailer and loading the tag axles followed immediately after the locomotive was pushed east to clear the crossing. Lots of photos and video were posted on Facebook as the lifts and sets were executed.

All three photos: Courtesy of Ray Crowther

Officers

President	Charles Philpot	Active	\$ 30	Sustaining\$	250
Vice President	Eugene Fabryka	Family	\$ 40	Life	\$ 500
Secretary	Mark Kavanagh	Contributing	\$ 50	Benefactor	\$1000
Treasurer	Suzi Jones	Supporting	\$100		

Trustees

Carolyn Vernon	Bryan White
Mark Kavanagh	David Harold
Gene Fabryka	Mark Moore
William Binns	John Nagy
Bob Terkelsen	

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 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.

Mission Statement

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

To fulfil this mission the Society will promote:

- The study of electric railways, their physical equipment, properties and operations, devoting special attention to the electric railways of western Oregon.
- The procurement and preservation of historic electric railway equipment, materials and property.
- The display, interpretation and operation of surviving historic equipment, materials and properties.

By Laws, Article II, 9/14/93

Official Notice

The Transfer is published quarterly as the official publication of the OERHS, a state and federally recognized not-for-profit institution and operator of the Oregon Electric Railway Museum at Brooks, Oregon and the Willamette Shore Trolley between Lake Oswego and Portland.

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

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

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

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www.oregontrolley.com

Do you want to be a Volunteer?

Be a Motorman or Conductor, give tours, and restore trolleys and more great activities? Want to learn to operate a 105 year old trolley from Australia or even a locomotive? Volunteers are needed - no experience necessary - just a passion for trolleys! We can easily train you in any volunteer positions that may interest you. Please come out to the museum and lend a hand. For the weekday or Saturday projects, contact Greg Bonn at 971-344-0755. For motorman, conductor and station agent training at the museum, contact Ken Peters at kennethipeters@msn.com or 503-646-5034. If you wish to volunteer for the Willamette Shore Trolley, call David Harold or Jan Zweerts at 503.697.7436.

How we deliver *The Transfer*

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

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

If you wish, we will send you notification when the next issue is available and a link to the web site where you can view the issue or download and print a copy. Please send an email to: transfer@oerhs.org with your name (as shown on the OERHS membership list) and the email address you would like us to send the notification to. Of course, we will respect your privacy and we will only use your email address to send a single notification that a new The Transfer is ready and a link where you can get it. We will never send

promotional material or give or sell your email address to any other person or organization. You can see this issue and the previous issues by going to this web site: oregontrolley.com/transfer.

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

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

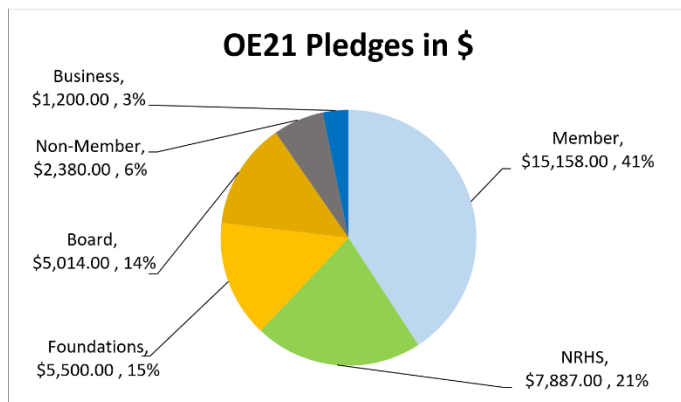


Lifting the body so that the wheelsets can be rolled underneath. *Photo by John Nagy*



Back on its trucks (Pilots will be refurbished before installation). *Photo by John Nagy*

The following chart shows that the vast majority of the funds received were from OERHS and NRHS members! When combined with the generous donations from the Tom Dailey Foundation, the Marion Cultural Development Corporation, Leatherman Tool Group and the PNWC-NRHS, we were able to raise the funds necessary to acquire and move the locomotive.



- By the time of the move we had raised 97.7% of \$38K goal
- Biggest contributions in dollars came from OERHS members (41%) and PNWC-NRHS members (21%)
- The total # of donors was 83, with 39% from members, 27% from non-members (most likely from Facebook promotion)

The *Bring the 21 Home to Oregon* project has returned this important piece of our history to where it can be preserved, restored and operated for the enjoyment by the public now and in the future. The next steps are:

1. Remove the extraneous hardware, assess the condition and make repairs to make it weather-tight;
2. Determine steps needed to return to operating condition & implement those actions;
3. Create a long-term plan to restore the locomotive to a set time period;
4. Fund the plan and implement;
5. About 10 years ago the museum bought the builder's plate for this locomotive, never realizing that we might someday get the whole thing! A replica will be cast and installed on the locomotive to keep the original safe.

Thanks go to:

FVHRS – for working with us to make it possible to acquire the locomotive.

Ness-Campbell Crane, Gwil Crane and Pacific Central Carriers – for lifting and transport.

The Project Donors - A complete list of donors will be included in the 2017 Annual Report

Special thanks to:

Don Evans – for helping us create a funding strategy

The Board – for donating \$5k of their own money which we were able to use as a match for grants

Greg Bonn – for intensive work on making the transportation arrangements

Suzi Jones – for fast response on handling the credit info and invoicing

Mark Kavanagh – for tracking donations, web and Facebook production and presentations to MCDC and NRHS

John Nagy – for writing the grants and managing the project

Help kick off the refurbishing and restoration, use the donation form in this newsletter or on our website and make your donation today!

Save the Dates:

May 20, 2017 – Powerland Heritage Park Celebration and Craft Show

To help kick off the new name of “Powerland Heritage Park” and to celebrate the opening of the Farmhouse Museum, all the museums are encouraged to be open that day. Admittance is free and there will also be a craft fair. This event will replace the “museum day” event that is usually held later in the year. Camping is available for the weekend. Come down and see what’s new!

June 23, 24 and 25, 2017 – 37th Annual Branch 15 Swap Meet

Come to buy, sell or swap antique gas engines, tractors, parts and components, farm equipment and implements, tools, accessories and assorted collectibles. Camping is available.

June 28 - July 5, 2017 – Civil war Reenactments and Vintage Trailer Club Rally

The Rollin’ Oldies return to Powerland and the Northwest Civil War Council (NCWC) will demonstrate the military and civilian lives of Americans during the mid-19th century. They show battles and tactics with all branches of service represented (infantry, cavalry and artillery). After the battles there are medical demonstrations to help the public understand the terrible aftermath of a war that took the lives of over 620,000 American citizens. Visitors can also visit the camps to see and touch how the soldiers lived. Civilian life is also portrayed in the fashions, cooking, music, dances, secular and spiritual life and many other ways. Camping is available.

July 29 - 30 and August 5 - 6, 2017 – 47th Annual Great Oregon Steam-Up

Steam-Up is the largest event at Powerland and it involves all of the museums and many other participants. Learn about the machinery that made Oregon grow and develop. The featured equipment maker this year: Rumely Tractors. Camping is available.

August 25 - 26, 2017 – 25th Annual Brooks Truck Show

The Truck Museum holds the largest truck show in the Northwest and this year the maker will be Kenworth trucks. Camping is available.

and variety of items for the museum and WST gift shops. Our latest additions are:

Books (Remember that members get a 10% discount on gift shop items):

- Lost Oregon Streetcars by Dick Thompson
- Yakima Valley Trans Co by Kenneth Johnsen (a new book by Ken)
- Seattle-Everett Interurban Railway by Cheri Ryan & Kevin Stadler
- Pacific Electric Red Cars by Jim Walker

Equipment

- New tablets and bar code readers for both facilities - this will make it easy to ring up purchases by just pointing and clicking. Plus the bigger tablets will make it easier to read the screen. Tickets can also be done this way handling the register will be much faster.

- We now have our own printer and thermal transfer for printing our own designs and putting them on hats, cups, glasses and more! It will take some time to get the designs put together but stay tuned for new custom items in the future.

Start of the Season and Training Lunch at Brooks

By Ken Peters

Saturday, May 13th will be a Training Day at Brooks starting at 10 AM and going to 4 PM. This will be the occasion for motormen re-certification, plus information for Conductors and Station Agents. Training will be done by Greg Bonn and Ken Peters. To encourage participation there will be a free luncheon in the shop building at noon. If you have questions, ideas or opinions then this will be the ideal time to deal with them. It would be appreciated if those planning on coming to Motorman’s Day would email or phone me so we have an idea of how many will be having lunch.

The following weekend (May 20th and 21) will be Family Days at Brooks. These will be opening days of operations. Training and re-certification will also be done on these dates as needs and circumstances dictate. The formal date for the start of the season will be on May 27th and 28th.

Sign up for specific training time slots are posted on the Brooks web site. Beginning on April 24th I will be available for training and recertification at Brooks for those cannot make it down for Motormen’s Day. For additional training opportunities please give me two weeks’ notice so that I can be sure to be available. I can be reached at kennethipeters@msn.com or 503-646-5034

What’s New in the Museum Gift Shop?

By Carolyn Vernon

We are working on building the inventory and a variety of items for the museum and WST gift shops. As funds become available we are working on building the inventory

Donations and Family Bequests Already Making a Difference – You can too!

By John Nagy

A few months ago I shared with you how member donations and bequests increased another streetcar museum's income by over 600%. Since then, our members have begun proving that it can make a big difference to the OERHS as well. In approximately the last 8 months, member donations brought in almost \$16,000 and bequests brought in another \$14,000! These gifts enabled the museum to take on projects that would have been a missed opportunity or been delayed for years.

The following are excellent examples of three easy ways to help out and how members have started to do so.

1. Make provisions today in your will for the OERHS

- Long-time member & volunteer Manual Macias made multiple small donations over the years but wanted his legacy to continue. He passed away recently and his estate notified us that he had left the Society \$10,000.
- Don Hunter was a long-time OERHS member and shared his collection of electric railway slides & sound recordings through presentations at many of our banquets. After his passing his family heard of the OE 21 project and, knowing their father's passion for the OE, presented the Society with a \$4000 donation towards the project.

2. Make your donation now while you are here to see it work

- Multiple members donated \$1000+ to the OE 21 project. Doing so gives the opportunity to enjoy seeing what their donation accomplished.

3. Spread out a large donation over several years

- Many members wanted to make a significant donation but didn't have the lump sum or the cash flow to do so. Instead, they chose to spread their pledge over multiple years.

Any and all of these greatly help the museum thrive. Please take a look at the donation form included in this newsletter and consider making a donation to your favorite project today!

WST news from the Supervisor

Jan Zweerts

Please welcome aboard our newest Class 2 motorman Raymond Quinton. We will start trolley training again in April with two more students once we have all the paperwork wound up.

Several night operations classes were run after several people asked me to do so. The last couple of weeks have been a push to get check rides out the way, it has been successful, and out of our 32 active motorman 21 have taken check rides, only 11 left. There are 5 inactive motormen to contact and see if I can persuade them to return to duty for the 2017 season. Last season WST had 205 motorman shifts, 77 station agent shifts for a total of 282 shifts. The average number of shifts done by volunteers was 8.8 shifts. However, the spread was as high as 25 shifts for one volunteer to as low as zero in 2016.

During the check rides, I have been stressing things like bell signals, use of sanders, track brake use and doing teamwork exercises. I believe a Motormen should know all the tools in their tool chest and how to use them. Bell signals add to the customers' experience plus give better communications between the motorman and conductor.

During one of the check rides we stopped at the Riverwood steps and took some *spring is here* photos.



PCC's in Kenosha

By Mark Kavanagh



#4615 in Johnstown Colors along 56th Street at 6th Ave.

Kenosha is small city of just under 100,000 people in SE Wisconsin along Lake Michigan. It is located about mid-way between Chicago and Milwaukee. It once was a major automotive manufacturing center. There were plants for Nash, AMC and Chrysler, but the last auto plant, by AMC, closed in 1988 and was demolished. But we aren't focused on the industry of Kenosha, but of the electric railways of Kenosha. We'll start with going back in time first to the beginning of railways in this town.

The first railroad in Kenosha was the Chicago and Milwaukee, which eventually became the Chicago and Northwestern Railway. Chicago to Milwaukee passenger trains stopped in Kenosha, as well as freight service, which helped the early development of the city. Commuter service to Chicago developed from Kenosha, despite being over 40 miles away from the Windy city. Today, for passengers, only the commuter service remains in form of METRA. It is the northern terminal for the UP-North line and is the only METRA service that runs outside of Illinois with Kenosha as its most northerly station.



#4616 in Cincinnati colors at Fountain Plaza



#4609 in Pittsburgh colors on the barn lead

The Milwaukee, Racine & Kenosha Electric Railway was the first electric railway in town. It started interurban service to Kenosha in 1897. It was absorbed by the Milwaukee Electric Railway & Light company. It ran speedy interurbans from its Kenosha terminal north to Milwaukee. But as with many electric railways, it did not survive much past WWII, with abandonment in 1947.

The Kenosha Electric Railway ran trolleys starting in 1903. They ran predominately single-truck cars throughout its lifetime. At the end of service they were using Birney cars. They ran on various routes throughout the city linking neighborhood to downtown, the train stations and jobs. However, all streetcar service came to an end in 1932.



#4619 Toronto and #4609 Pittsburgh are represented on the barn lead

After streetcar service ended, trolley-buses took over the routes. And unique to Kenosha, the few motor bus lines that were operating were also switched to trolley-buses. Kenosha was the only city in the US that ran strictly trolley buses. But they eventually succumbed to motor buses with the end of all electric operation in 1952.

The Chicago North Shore and Milwaukee, or more commonly known as the North Shore, came to Kenosha in 1916. The North Shore line ran frequent service between Milwaukee and Chicago. Kenosha was an important stop along the line, including the famous Electroliners. But it ended all service in 1963.

All photos Mark Kavanagh



#4616 along 56th Street in the grassy median at 8th Ave.

Now enter the 1990's. As stated previously, Kenosha went into a manufacturing decline. But with still the potential to be within commute distance of Chicago, there was a push for redevelopment, especially along its lake front. The old AMC plant along the water front was converted into a park. New housing was developed in that same area. The director of the Kenosha Transit system, Joseph McCarthy, had a vision to connect the developing lake front with the Kenosha train station via a streetcar. After a lot of pushing, the Kenosha Streetcar was born.

Kenosha acquired five former Toronto PCC's. These five PCC were part of the last fifty PCC's ordered by Toronto. Kenosha had them painted in five different liveries of former streetcar cities around the US and Canada, similar to what San Francisco has done with the PCC's on Market Street. The cities represented are: Toronto, Cincinnati, Chicago, Johnstown/Kenosha and Pittsburgh. A 1.9 mile loop was built linking the developing HarborFront with the Kenosha Train Station. A car barn was built at 54th St. and 8th Ave, along with a transit center for easy transfer between the bus routes and the streetcar. The line opened on June 17, 2000 with much fanfare. Sadly the brain child of the project, Joseph McCarthy, died suddenly in August of 2000 at the young age of 48. In June of 2001 the city renamed its transit center and streetcar barn the Joseph McCarthy Transit Center.

In 2011 the city received a gift of two more PCCs from John DeLamater. The cars were sitting at the East Troy Electric Railroad. One was another former Toronto car; the second was a former Philadelphia SEPTA car.

There was a proposal to build a second line running north south to better connect Kenosha's downtown core. It was approved in 2014, but in 2015 the plan was killed and money was diverted to road projects.

I have been to Kenosha twice, once was by myself. I drove up from Chicago while my wife attended an event in the Windy City. The second time was during an Electric Railroaders Convention in Chicago, with a trip up to Kenosha and East Troy. Both times I felt welcomed to ride and photograph the cars and both times I got to go into the

car barn. Most of the time one streetcar is operating, which is really all that is needed, unless a special event is going on.

The right-of-way is either side of the street or center median running. Normal operating schedule depends on the time of year. It does run every Saturday and Sunday from around 10:30am until around 6:00pm. There is no weekday service in the winter, limited service in the spring, with summer and fall running from 11:00am until 6:30pm. A car runs around the loop every 15 minutes. If you are ever in the Chicago/Milwaukee area, do stop in Kenosha. Other must stops in the region are the East Troy Electric Railroad museum, Illinois Railway Museum and Fox River Trolley Museum.

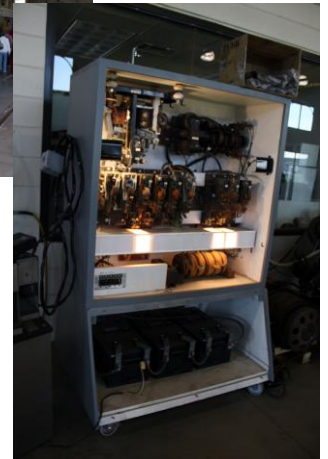


#4606 representing Chicago is inside the car barn



#2185 is a SEPTA PCC soon after arrival in the car barn

Inside the car barn they have made a working display mock-up of PCC controls for training technicians



Map of the Kenosha Transit Electric Streetcar System from the Route Map and Schedule flyer.

OERHS Member Kevin Reilly

I was born and raised in Lancaster, PA where the electric trains of the Pennsylvania Railroad were nearly everywhere you saw train tracks. Some of my earliest memories involve seeing and riding those trains. When I was six years old, my Dad took me on an NRHS excursion from Lancaster to Wilmington, DE for a tour of the PRR electric locomotive repair shop. The highlight of the tour was walking through the cab of a GG1 locomotive.

My maternal grandmother lived in Philadelphia and we would visit her often. We would go downtown on the route 10 trolley for lunch. On those trips downtown, occasional visits were also made to Reading Terminal with its classic train shed full of commuter trains, PRR's underground Suburban Station and 30th St. Station.

One time we rode the Market Frankford line downtown from 69th St. Terminal where I happened to see the Red Arrow trolleys for Media and Sharon Hill. My Dad agreed to take me for a ride to Media on the Red Arrow. The motorman allowed me to stand next to him from Media all the way back to 69th St. Terminal as he patiently explained how everything worked. The only trolley museum I went to back then was the Magee Museum in Bloomsburg, PA which was later heavily damaged in Hurricane Agnes in 1972 and never reopened. We lived near the Strasburg Railroad so it was visited regularly.

While growing up, I had model trains and a number of railroad and trolley related magazine subscriptions. I built an HO streetcar layout with working overhead which gave me a lot of practice with soldering that came in handy later in my career.

An obvious choice when I decided what to take in college was electrical engineering. The school was Drexel University in Philadelphia. Drexel was just a few blocks from 30th St. Station. The SEPTA Market Frankford subway and the subway surface trolley lines ran beneath Drexel's campus. I took full advantage of the location to take regular trolley and train rides on all of SEPTA's variety of rail systems. I rode one of the former North Shore Electroliners on the SEPTA Norristown line a few months before their last run. The Bullet and Stratford cars were still in service and I rode those also.

Drexel was known for its "co-op" program which included paid internships with companies involved in the student's chosen career path. I told my co-op advisor that I was interested in rail transit so he placed me with the Washington, DC office of Gibbs & Hill Inc. who was involved in the construction of the Washington Metro subway system. Gibbs & Hill was a New York based engineering consultant who had long been involved in such projects as the electrification of the Pennsylvania Railroad and other electric railway related engineering. Their involvement in the Metro was to provide contract bid drawings for the wayside automatic train control and communications systems. School was interspersed with six month co-op assignments so I worked in the DC



office for a total of one year for two different 6 month periods in 1977/78. I started out as a draftsman and then became a junior engineer. I learned the fundamentals of railroad signaling track circuits, switches and signals which formed the basis of what was then the state of the art of automatic train control technology.

For my last internship in 1979, I went to Gibbs & Hill's Pittsburgh office where they were involved in signal and traction power system design for the Pittsburgh Light Rail Project. The project converted the remaining trolley lines that dated from Pittsburgh Railways into a modern light rail system.

The remaining trolley lines in Pittsburgh at that time had street running, private right of way, and single track with passing sidings in sparsely populated areas. The trolley wire was fed entirely by rotary converter substations. Although most of the signal system was based on track circuits, some of the single track sections were protected by Nachod signals that employed overhead contactors in the trolley wire to detect the passage of a car. It was a virtual trolley museum that was still in daily use.

After completing my internships, I wanted more hands on experience than can generally be had working for consultants. One of my co-workers suggested that working for an equipment manufacturer was the best way to get hands on experience so, in early 1980, for my first real job, I went to work for the Westinghouse Transportation Division in West Mifflin, PA, southeast of Pittsburgh.

I was assigned to work on the contract for propulsion, traction motors, auxiliary power, car control and automatic train control equipment provided by

Westinghouse for Washington Metro cars being built by Breda of Italy.

It was my job to create schematics and wiring diagrams showing all the details of the interconnection of the equipment being supplied. I was also assigned to be the manufacturing engineer for a piece of equipment called a “head end relay panel” which is used on multiple unit rail cars to provide control and isolation functions necessary for proper operation of the controlling cab. I was originally going to be the field service engineer for the project but delays in the construction of the cars allowed for me to be assigned to another project in the meantime.

In early 1982, I was assigned to perform the full power testing of the DC chopper propulsion equipment being provided by Westinghouse for new trolleybuses being built for Vancouver, B.C. by Flyer Industries of Winnipeg, MN. The testing was performed in the “railway lab” at the historic original Westinghouse plant in East Pittsburgh. The railway lab dated from early in the 20th century and was capable of testing propulsion systems complete with traction motors under full load.

After the lab test was complete, I travelled to Vancouver with the first bus to perform tests and debugging under live wire. I spent the summer of 1982 going back and forth between testing the first bus in Vancouver and the Flyer plant in Winnipeg where the buses were being built. At Flyer, I supervised dynamometer power testing of the buses as they were completed.

While in Canada, I met another Westinghouse engineer who was from the San Francisco Bay Area. He told me of a job opening for a vehicle engineer at BART (Bay Area Rapid Transit). I made contact with BART and applied for the job. I was interviewed over the phone and did all the paperwork through the mail to get the job. I had never been to California when I got in my car and drove there in October of 1982 to start working for BART.

My assignment at BART was to troubleshoot rail cars with highly intermittent failures at the Hayward Test Track. These were called “repeater cars” which had been to the regular repair shops multiple times without the problem being able to be found and corrected. The test track was close to three miles long and allowed for trains to reach the top speed of 80 mph for a short distance. A train could be operated for lengthy periods of time in order for intermittent problems to finally occur. Once a failure occurred, I would troubleshoot the problem using a meter and schematics. There was a siding with a pit under the rails to gain access to the undercar equipment which was usually where the problem was located. The intermittent failures could occur in any of the car subsystems but most of them were in the propulsion/dynamic brakes, friction brakes and auxiliary electric systems. Most of the problems were either electronic pc board related or from bad connections in wire terminals, plug in connectors or relay and interlock contacts.

As the years passed, I also became involved in other aspects of rail car maintenance including specifying and testing replacement parts and equipment modifications. The modifications were usually to improve reliability and often required written technical procedures for shop personnel to implement. Traction motors were a high maintenance item and for several years, I was the traveling engineer/inspector who went to the outside repair contractor’s facility to address technical issues and verify contract compliance.

I enjoyed working at BART. It was a “rarely a dull moment” sort of job but, by 2006, the noise, traffic and crowding of the Bay Area had become overwhelming. I had spent my entire adult life living in large metro areas and was tired of it. I resigned from BART, sold our house in Fremont, CA and my wife and I retired to La Pine, OR which is the picture postcard of rural America. Camping, fishing, hiking and downhill skiing have been the favorite past times ever since.

By 2015, I was beginning to think it would be nice to find a part time rail related job. It didn’t matter if I had to travel as long as it wasn’t full time. I had been to Portland numerous times starting in 1992, when I rode MAX and saw a Vintage Trolley parked outside the car barn but didn’t have a chance to take a ride on it. I did go to the Trolley Park at Glenwood and rode the original Council Crest car that was running there. After moving to La Pine, my wife and I periodically went to Portland. We rode MAX and the streetcar but didn’t get a chance to ride the Vintage Trolley or Willamette Shore Trolley. We also rode the trolley at Brooks.

I finally rode the Vintage Trolley 514 on WST in June of 2015. I was told in the depot that volunteers were needed at the car barn and was put in touch with Dave Rowe. I started working as a volunteer for Dave in July 2015. After a few months of working for free, Dave asked me if I wanted to be paid so I said yes. I was also trained and qualified to become a volunteer motorman.

At WST, I have been able to do some of the same work that I did at BART. I have helped troubleshoot intermittent propulsion problems on car 514. I proposed some equipment modifications for improved operability and reliability of the cars that Dave and I subsequently implemented. One of these was the connection of all the traction motors in series which allowed the use of all four motors without overloading the tow along diesel generator. I also helped detruck/retruck car 513 to remove/replace two defective traction motors for repair. I followed the repair of the motors through the local motor shop and helped provide them with technical information and parts sources.

My early exposure to electric trains and trolleys began an interest that has lasted a lifetime. I somehow managed to be in the right place at the right time whenever an opportunity came along which led to a career in the transit industry and now a second career at the Willamette Shore Trolley.

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

	<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>	\$ _____
General Fund	Unrestricted Funds	<i>Allows Board to allocate funds as needed (Utilities, phone, internet, insurance, etc.)</i>	\$ _____
Capital & Restoration Projects	Brussels Trams	<i>The museum can have all nine Brussels trams for only \$45,000!</i>	\$ _____
	OE Rwy Loco #21	<i>Return Or. Elec. Rwy. Loco 21 to operation</i>	\$ _____
	Milan Car #96	<i>Help pay off the transport to the museum</i>	\$ _____
	Carbarn #2	<i>Build the 2nd carbarn (will also be the temporary restoration shop)</i>	\$ _____
	Interpretive Center (Hopmere Station)	<i>Finish the archives, displays, caretaker's quarters and exterior landscaping (sidewalks, platforms, etc.)</i>	\$ _____
	Mainline Loop	<i>The mainline is incomplete so is currently a point-to-point. This limits the cars we can run and how we operate. Adding less than 2000 more feet will complete the loop. (~\$45k)</i>	\$ _____
	Generator & Cart	<i>Get 2nd gen/cart for two car ops. at WST</i>	\$ _____
	Car Restoration	<i>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) & locos 254 & 401</i>	\$ _____ Car: _____
	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 one is a great help)</i>	\$ _____
Buy Concrete	<i>~\$100/yd³ for track, curbs, platforms, etc.</i>	\$ _____	
Specific Items: (Donate items or \$ towards purchase)	Queen Size Bedding	<i>Queen size sheets & pillow cases</i>	\$ _____
	Flat Files	<i>Flat file cabinets for maps, blueprints, oversize drawings, etc.</i>	\$ _____
	Flooring	<i>Flooring for Interpretive room, gift shop and caretaker's quarters</i>	\$ _____
	Washer/Dryer	<i>Stackable washer & dryer for the Interp. Ctr.</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 \$ _____
 Credit Card: \$ _____ Visa ☐ MasterCard ☐ American Express ☐ Discover ☐
 Card # _____ Sec Code _____ Expires _____ Signature _____

THANK YOU!