



Portland's TriMet opens new MAX Green Line *by Lou Bowerman*

Metropolitan Area Express better known as "MAX" opened the Green Line in September 2009. The fourth line in the successful light rail system joins the original east-west Blue line, the Red Airport line and the Yellow Interstate line.

Back on September 12, 1986, Portland was introduced to a mass transit concept that was not new to this city. Portland had one of the best streetcar rail transit systems in the country, beginning in the 1900's and lasting thru 1950. Portland was also a pioneer of city light rail systems with the Metropolitan Area Express or MAX as it is called. MAX came to this city originally as the Eastside MAX Blue Line, which ran for 15 miles with 30 stations. It started in Gresham, crossing over the Willamette River via the double hung Steel Bridge into downtown Portland ending at the city core at 10th and S.W. Morrison St by the Galleria.



New Siemens Type 4 (S70) LRV MAX train arriving on the Green Line at Union Station.

Then, beginning September 12, 1998, the Blue Line was extended 18 additional miles to the West with 32 new stations. From downtown, this new extension cut thru twin tunnels under the West Hills to Hillsboro. These are the deepest city transit tunnels in the US.

On September 10, 2001 a second line, the Airport MAX Red Line became a reality adding 5.5 miles and 4 more stations to the system. It ran from the Portland Airport joining the Blue Line system at the Gateway Transit Station thru downtown Portland West to Beaverton.

The system continued to expand with the addition a third line, the Interstate MAX Yellow Line with 5.6 miles and 10 additional stations running from the Expo Center in North Portland joining the Blue and Red Lines at the Rose Garden Transit Center and on over the Willamette river to 10th and S.W. Morrison where it loops to head back to the Expo Center.

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Inside the new MAX LRV Type 4 train.

Finally, in September of 2009, the Green Line was introduced running from the Clackamas Town Center in Clackamas County (Oregon's third most populous county) joining the Blue Line at the Gateway Transit Center and on to downtown Portland on the reconstructed Transit Mall to



Arrival at Gateway Transit Station where Green line separates onto its own right-of-way to Clackamas Town Center. The Blue and Red Lines also go through this Transit Center.

Continued on page 3...

Oregon Electric Railway Historical Society

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Membership

If you have overlooked paying your dues for 2010 or did not realize that dues are based on a calendar year, this is your reminder that your dues are due. 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 fulfil this mission the Society will promote:

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

By Laws, Article II, 9/14/93

Official Notice

The Transfer is published quarterly as the official publication of the OERHS, a state and federally recognized not-for-profit institution. Operator of the *Willamette Shore Trolley* line between Lake Oswego and Portland and a demonstration trolley line at the railway museum in Brooks.

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

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

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

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

Do you want to be a Motorman?

Volunteers are needed at the museum in Brooks to be trained as Motormen, Conductors, Ticket sellers and Car Barn Tour guides. Saturdays from 10am to 4pm, motorman training on Sydney 1187 and later, other cars. The Museum will again be open the public in early May 2010 on Saturdays and Sundays. For the weekday projects, contact Bill Binns or Charlie Philpot.

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

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

Calendar of Events

Willamette Shore Trolley

Open for the season on Saturday, May 1, 2010.

The schedule for May is:

Leaving Lake Oswego	Leaving Bancroft Street
12:00 pm	1:00 pm
2:00 pm	3:00 pm

Saturday May 8, 2010: Special Services:

Free shuttle service from OPB offices on Macadam 11am-3pm.

National Train Day trips: Leave Lake Oswego at 4pm and 6pm

Sunday May 9th, Mother's Day Extra Services:

Depart Lake Oswego: 10am, 12pm, 2pm, 4pm

Depart Bancroft: 11am, 1pm, 3pm, 5pm

June 2010 Time Table #39

Departures Thur, Fri, Sat, & Sun (Sat May 29th - Sun June 27th)

Leaving Lake Oswego	Leaving Bancroft Street
10:00 am	11:00 am
12:00 pm	1:00 pm
2:00 pm	3:00 pm
4:00 pm	5:00 pm

Oregon Electric Railway Museum at Brooks

Opening Saturday May 1, 2010

Schedule May through September:

Saturdays 11am to 4pm: Trolley operation, tours.

Fare: Adult \$5

Children 12 years and under: free with paying adult.

Great Oregon Steam-Up at Antique Powerland

July 24th-25th and July 31st - Aug 1st.

Gates open at 7am, close at 6pm

Admission: \$10 (Children 12 and under free)

Seniors (age 65 and over) \$8

OERHS Museum and Antique Powerland Museum

3995 Brooklake Road NE
Brooks, OR 97303

Portland's MAX Green Line opens *continued from page 1*



Passenger arriving from Portland unload at Clackamas Town Center MAX station, the southeastern end of the Green Line.

Portland State University in S.W. Portland next to the Park Blocks. What is significant about the Green Line is that it is the first extension of a system that originally ran in Multnomah and Washington Counties to now include Clackamas County, making it truly a regional rail transit system.

Boarding MAX at the Clackamas Town Center Transit Center, you can travel 8.3 miles to downtown Portland in 39 minutes. It connects work, shopping, school and recreation in the Portland metro area. Long range transportation plans look at expanding the system to south to Milwaukie and north to Vancouver WA and ultimately to the Southwest. The new Green Line adds eight new stations (with bike parking) and Park & Ride lots providing 2300 spaces. It interfaces with ten TriMet bus lines at Clackamas Town Center where there is a Park and



End of the line at Clackamas Town Center Transit Center.

Ride parking structure with buses waiting on the bottom level.

The new MAX stations include real-time digital arrival information signs, system maps, electronic displays and easy to read destination signs. Part of the new development included total reconstruction of the downtown Transit Mall with the addition of artwork along the mall where both Green and Yellow Line trains run South on S.W. 5th Avenue between Union Station and Portland State University looping back North on S.W. 6th Avenues crossing the Blue and Red Lines that run West on S.W. Morrison and East on S.W. Yamhill. The Green line passes Amtrak's Union Station, crosses the Steel Bridge, and ends at the Clackamas Town Center.

All Photos by Lou Bowerman except Type-4 cars on page 5 by Wayne Jones



Clackamas Town Center transit parking center where buses park on ground floor waiting arrival of MAX trains from Portland.



Crossing double span Steel Bridge over Willamette River.

Portland's MAX Green Line opens *continued from page 3*



MAX trains connecting with TriMet buses at historic Union Station.



Portland Streetcar crossing S.W. 6th Ave and Transit Mall with Siemens S70 Car in background headed north on 6th Ave.



New Siemens type 4 MAX train on reconstructed Transit Mall in the downtown core.



Heading back to Eastside Portland from Union Station to Steel Bridge. Note Type 4 Siemens car on bridge in the distance.



Blue Line Bombardier type 1 regular floor car crossing downtown Transit Mall.



Inside Siemens S70 low floor car heading back to Clackamas Town Center.

Portland's MAX Green Line opens *continued from page 4*



Near the end of the line in S.W. Portland by the PSU Campus.



Heading back over Steel Bridge to East Portland over Willamette River.



New Type-4 car on the left contrasted with older Type-2 car on the right at the Beaverton Transit Center station

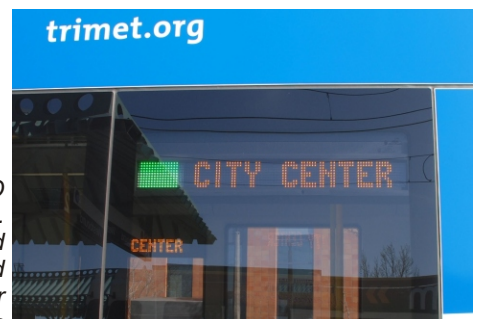
New, sleeker trains for MAX

Coincident with the opening of the new MAX Green Line, TriMet purchased 22 next generation LRV cars. Built by Siemens Transportation Systems (STS), the new cars are designated Type 4 by TriMet and S70 by Siemens. They are similar to light rail vehicles operating in Houston, San Diego, and Paris. Built in Sacramento, CA, the Type 4 vehicles are 95 feet long, three feet longer than the earlier Type 2 and 3 vehicles but 3000 pounds lighter. They feature a more streamlined design than the earlier, boxier Type 2 and Type 3, aerodynamic styling, with rounded corners and a sloping front end. They have eight more seats per train, and are more energy-efficient.

The new Type 4 cars introduce a new multi-color LED matrix destination sign rather than the conventional rear-illuminated roll signs. The front and side signs change color based on which line they are on: blue, red, yellow, and green. They also have new rear-view cameras to expand the operator's field of vision, and enhance visibility at night. The cameras provide a color image in daylight and switch to black and white in low-light conditions at night.



Another view of the Type-4 car in a typical 2-car train. Type-4 cars are used on all MAX lines; this one on the Airport Red Line waiting at the Beaverton Transit Center station.



New Type-4 LED destination signs. These are used both on the side and front-rear destination signs as shown. The LEDs can be set to any color. A color square identifies the line.



A Peek into Portland's Past - Greg Bonn

While driving to the local Burgerville during my lunch break on one of the drier days in January, I happened across a city crew excavating the street to repair or connect a sewer line on SE 12th, one block south of Hawthorne in Portland. Noticing the rail as I drove by and remembering the camera stashed in the car, I found a space to park and without objection from the crew, snapped a few photos.



Rail exposed on SE 12th., one block south of Hawthorne St.

Photo by Greg Bonn

Driving back to the office, I began to wonder where this piece of rail fit in the Portland streetcar system and when did it see service. As soon as I could, while still on lunch break, I downloaded the photos from the camera and e-mailed them to Roy Bonn and Mike Parker with the simple question- where and when. This is the story.

The Sellwood Line 1891-1940

The East Side Railway Company was incorporated on May 14, 1891 to build an electric railroad from the Columbia River to Eugene. It began by absorbing the Mount Tabor Street Railway Company which had built the Madison Street Bridge and the line on Hawthorne to 55th and a short branch on 6th to SE 11th and Lincoln. Construction started on several blocks of track on SE 11th Avenue south from Lincoln Street. In November, the company sold the Madison Street Bridge to the city of Portland which enabled construction to resume with a crossing over the Southern Pacific and a bridge over Brooklyn Creek. By June 5, 1892, the line had reached Sellwood and the racetrack, just in time for the racing season. Because of the increased service on the line, the track on 11th was extended to Hawthorne, eliminating the jog on Mill to 6th and new track laid on 12th to a connection on Milwaukie Road. Cars on 11th were south bound while the track on 12th handled northbound cars. The track on Mill to 6th was abandoned and the line on Hawthorne was extended from 52nd reaching Lents in 1892.

Construction on the line continued, reaching Oak Grove on September 11th and Oregon City on February 11, 1893. Heavy snow delayed the opening but on February 15th the car "Helen" carried the first passengers and distinguished guests over the line. In July, agreements were signed which allowed passengers to ride to Second Avenue and Glisan Street in downtown Portland. The line is usually described as an interurban but was actually the first true electric railroad in North America designed to handle both freight and passenger trains and built to steam road specifications.

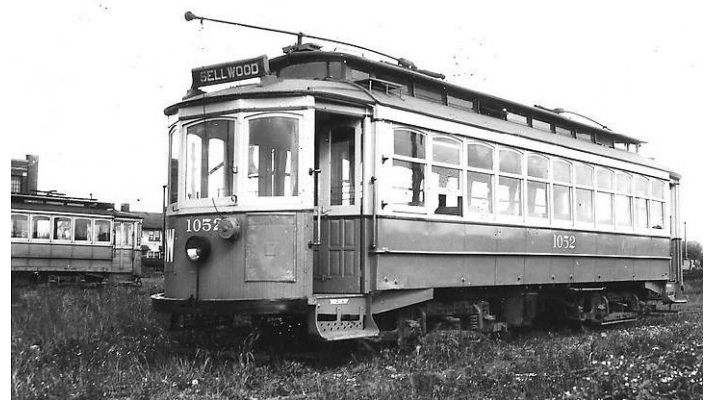
On January 7, 1901, the mortgage holders foreclosed on the company which was then acquired by The Portland City & Oregon Railway Company which immediately instituted a program of improvements and extensions. New cars were ordered and the entire line was rebuilt with new ties and heavier rail. The planned extension to Eugene stopped at Canemah due to an unfavorable decision by Marion County. Land was purchased and a franchise obtained for the construction of the River Line to Lents Junction. With the expansion and plans for a large power development on the Clackamas River, backers incorporated the Oregon Water Power & Railway Company on June 6, 1902. By August 1904, trains were running to Gresham from East Portland over the new River Line. With the opening of the River Line, the large interurban cars were removed from the original line which became the Sellwood line and continued streetcar service until it was converted to trolley coach operation on May 23, 1940.

It should be noted that although the Sellwood line was designed and built with railroad rail for freight and passenger trains, it was used as such for a very short few years.

Additional Information:

"Fares Please" Those Portland Trolley Years by John T. Labbe
Caxton Press 4/85 160pp

Portland's Streetcars by Richard Thompson
Arcadia Publ. 5/06 128pp



Sellwood streetcar 1052 waiting for the torch shortly after being taken out of service May 23, 1940

The New Interpretative Center Progress

Construction of the new interpretative center at the OERHS museum in Brooks, Oregon is progressing well. Architectural and engineering plans have been prepared based on a vintage Southern Pacific two-story station. Ground was broken, floor and footings are complete, and the concrete slab was poured in February. Next step is the framing and rough-in plumbing and electrical. Members are making the roof braces and scrolled fascia trim as well as the rough 1 x 6 that is used instead of plywood on the porch roof extending around the building. The objective is to have the shell sheet-rocked by Steam Up in July and all the building finish details ready in 2011.

The building is based on a Southern Pacific #22 combination passenger-freight station. The lower level included a passenger waiting room, baggage room and a large freight room. The second story housed the agents living quarters. SP built over 20 of these two-story stations between 1906 and 1930 in California, Oregon and Arizona.

The building will house the museum ticket office and include an electric railway transportation library, conference rooms, a gift shop, and caretakers quarters. A large exhibit hall will also display railroading artifacts. The building will also be the organization's headquarters and provide space for meetings.

Funding for this project comes from the sale of BCE car #1304, donations, and volunteer labor. A member campaign will help with additional funding for the project with donations put into a dedicated fund. It is planned to put a plaque in the building to acknowledge the donations.



Picture of one of the remaining SP No. 22 stations, this one at Oceano, California. The Interpretative Center will look very much like this.



Concrete slab that was completed in February. Photo by Greg Bonn



Another view of the SP No. 22 station in Oceano, California.



Vintage Southern Pacific station at Springfield Oregon is a standard No. 22 two-story station and served as the inspiration for the new Interpretative Center.



Artist's rendering of OERHS Interpretative Center. The building is located along the trolley right-of-way at Antique Powerland. It is located across the "street" from the Pacific Northwest Truck Museum, near where the trolley crosses the main street in Powerland.

Illustration by Wayne Jones

Portland Transit Update *by Roy Bonn*

Portland Streetcar

Portland Streetcar Loop

Construction continues on the SE Loop line with replacement and/or rebuilding of utilities on several segments. Work is scheduled in segments of 3 to 5 blocks in length on SE Grand and MLK Avenues and on NE Broadway and Weidler Streets. Track laying follows closely after the completion of the infrastructure work. If you plan to take photos, don't delay as work is progressing rapidly.



Construction of the Portland Streetcar Loop on NE Grand Street at NE Couch St.

Photo by Greg Bonn

SW Moody Rebuilding

Portland was awarded \$23.2 million to raise six-tenths of a mile of Moody Avenue fourteen feet, double track the rail line and extend the streetcar line further south in the waterfront district.

Lake Oswego line

Summer 2010- Complete the *Draft Environmental Impact Statement* to reach a decision on the local preferred alternative which is:

- 1- No build.
- 2- Enhanced Bus Service.
- 3- Street Car.

MAX

Milwaukie Extension, 7.3 miles. The Preliminary Design is scheduled for completion in March to be submitted to the Federal Transit Administration for approval to enable the project to go forward. The line will tie in with the Green Line at PSU with three Westside stations and nine Eastside stations planned.

Beginning at PSU, the line will turn east on a new Lincoln St., cross over/under the Streetcar line and use the old Willamette Shore Trolley line and parallels the Portland Streetcar line. The tracks then turns northeast to cross the new Willamette River Bridge, the outer two tracks will be light rail and the inner 2 tracks for streetcars. The line turns southeast to SE 7th & Caruthers on the west side of the UP tracks south to SE Pershing St. where it will be built on SE 17th Ave. to McLoughlin Blvd. then turn east along McLoughlin Blvd.



Map of Portland-Milwaukie Light Rail Project alignment and stations.

Illustration by Wayne Jones

South of the Tacoma St. station, the line will be elevated to cross over the Tillamook Branch to the eastside of the rail line into downtown Milwaukie. A new bridge will be built over Kellogg Creek eastside of the railroad bridge with provisions for a lower deck for the trolley trail. The tracks will swing onto the old PTC right of way but diverts to stay close to McLoughlin as it reaches Park Avenue where a large Park & Ride station will be built.



WES Commuter Rail station at Beaverton Transit Center, the northern-most station of the 14.7-mile line between Wilsonville and Beaverton.

Continued Page 9...

Westside Express Service (WES)



A single car train waiting at the Beaverton Transit Center to return to Wilsonville. When traffic is low, a "train" is a single car, more typically with heavier traffic, trains are a two-car unit back to back. A smaller driver's cab is provided on the B end as shown.

The diesel powered commuter line has been struggling with low ridership. It opened in a recession and then experienced equipment problems that required a bus substitute. To provide back-up equipment, 2 Alaska Railroad RDC's were purchased and are being refurbished. Projections for an average of 2400 passengers a day after one year of operations was not met as the count in December was only 1075. Other startup commuter lines have initially experienced a low number of riders for various reasons. But ridership slowly increased that met eventually the original expectations.

Seattle-Sound Link

Sound Transit has a very ambitious schedule to build light rail lines, north to eventually reach Lynnwood, a line east across the lake to Bellevue and Redmond and a south extension



Two-car WES train at the Nimbus Station in Beaverton.

from Seatac to Redondo/South Lake. The voters approved the taxes to build the lines that should help alleviate the severe traffic problems in the area.

Construction on the 3.15 mile extension of the light rail line to the U District is ramping up. Utilities are being relocated and/or upgraded, concrete is being poured for the Capitol Hill station and access roads to the tunnel sites are under construction in preparation to begin drilling.

The extension from U District to Northgate is in the preliminary engineering stage. The 2 mile extension from Seatac Airport to South 200th will be built on an aerial configuration along International Blvd. with no intersections. The line to Bellevue and Redmond is in the final site selection stage in Bellevue.

WES Photos by Wayne Jones

How we deliver *The Transfer*

Beginning with this issue, The Transfer is being delivered electronically and no longer mailed. This means you can see all the pictures in full high-resolution color, a big improvement over the black and white appearance in the previous printed version. This also saves your Society the printing and mailing costs so we can focus our limited funds on restoration and other museum activities.

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

If you wish, we will send you notification when the next issue is available and a link to the web site where you can view the issue or download and print a copy. Please send an email to:

transfer@waynejones.net with your name (as shown on the OERHS membership list) and the email address you would like us to send the notification to. Of course, we will respect your privacy and we will only use your email address to send a single notification that a new The Transfer is ready and a link where you can get it. We will never send promotional material or give or sell your email address to any other person or organization. You can see this issue and the previous Winter 2010 issue by going to this web site:

oerhs.org/transfer.

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

Spotlight on Members: Roy Bonn

We will be spotlighting an individual OERHS member in each issue of The Transfer, with a focus on their memory of Oregon electric and Portland transit. Roy Bonn is the last charter member of the Oregon Electric Railway Historical Society and has many interesting stories to tell growing up in this area and experiencing firsthand the many forms of public transportation. We asked Roy to share some of these memories with us.



Roy Bonn at the controls of Locomotive 401.

"I grew up in the Willamette Valley in Gervais, within sight of the Southern Pacific railway and the Oregon Electric Railway which fostered my love for trains. I crossed the SP tracks to and from school and again as I delivered newspapers. I became well acquainted with the SP station agent who was friendly and fortunately for me, not very busy. The OE had dropped passenger service by then so I saw only an occasional freight train until WW II when electric, diesel and also steam trains were being operated. One summer Saturday in 1943, a group of us rode our bikes to West Woodburn and around the French Prairie. While we were at a country store in West Woodburn, we observed a three-train meet, one powered by a diesel, one with an electric steeple cab and the other with a steam engine. One of the trains was doing switching and the other two were through freights. And there I was--without my camera!

In 1944, I noticed a copy of Railroad Magazine in a drugstore magazine rack. I purchased it and read and reread it until it became really dog eared. I had a paper route so it did not take long for me to save enough to become a subscriber. A year or so later I discovered Trains Magazine, which I also subscribed to and later, other rail magazines. Incidentally, my magazine collections have been donated to the OERHS for its new library.

My parents owned a combined country store and service station with a ticket agency for Pacific Greyhound Lines at Gervais. At that time SP had a 33% ownership in this bus company. I helped in the store and wrote many tickets for passengers during the war. I rode Greyhound buses to high school for two years during WW II and rarely found an empty seat. Many of the buses still in operation

during WWII had been built in the early to mid 1930's with the engine in front. Large suitcases and package freight was carried either on a roof rack or on a rack at the rear of the bus that resembled a railroad observation car. I visited my cousins in north Portland and we would ride the Interstate Ave. trackless trolleys, as they were called in Portland, and transfer to a streetcar downtown. The Mack Trackless Trolleys were nine feet wide which were allowed in Portland as they came under the jurisdiction of the Oregon Railroad Commission at that time. Buses were under the jurisdiction of the Oregon PUC and were limited to eight feet wide at that time. This was usually the 23rd Ave to go to Montgomery Ward and to the world's largest log building, the Forestry Center. Transit fares in those days were three for 25 cents or single for 10 cents.

I moved to the Portland area in 1950 and worked at the Eastmoreland Golf course and later for the Portland Water Bureau. I was drafted and spent two years in the US Army Signal Corp. I crisscrossed the country several times on troop trains and on passenger trains. After my discharge in March 1953 I returned to work at the water bureau. Transit Savers, Inc. was formed by Oak Grove residents to fight the PTC from abandoning passenger service to Oregon City and Bellrose. They were successful and the Oregon PUC required the PTC to improve service. Pacific Electric Railway had surplus Hollywood cars available and eight were purchased and modified for use on the interurban lines. I attended the celebration in Oak Grove when these newer cars were shown to the public. The new cars went into operation on June 6, 1953 and I was able to ride and photograph some that had been placed into operation. I met several members of Pacific Northwest Electric Railway Association (PNERA) that owned Council Crest car 503 and I soon became a member. This was my start of a lifelong love affair with streetcars.

PNERA was a rail fan group but they were not interested in building a trolley museum. So several of us decided to form the Willamette Valley Electric Railway Association (WVERA) and obtained Council Crest 503 from them, which became the nucleus of a rail museum. Paul Class, who was good at writing letters and getting publicity, helped us to start a search for streetcars and interurbans. We were hoping to find both car bodies and complete vehicles in operating condition. Over the next three years we obtained numerous cars. Then, Paul Class was drafted and sent to serve in Korea. The City of Portland was proposing a train museum at Oaks Bottom and had received donations of four steam engines, #4012 and a snow sweeper. WVERA was interested in the possibility of locating the trolley museum in conjunction with the Portland rail museum. However, Portland City Councilman Bean, who spearheaded the railroad museum, left the city council and regrettably his plans soon died.

By then, Paul had returned from Korea so he, Roy Bonn and Sam Merrill incorporated the OERHS in November 1957 to purchase the old Consolidated Timber Company property at Glenwood. WVERA was invited to join OERHS at the Trolley Park and an agreement was reached and the cars were moved except those that were sold to VSPSSRy

The majority of members will remember me as the Editor of this newsletter, but I also had held nearly every position in the Society at various times over the past 52 years. Watch for my articles in future issues.