

Reminder to members: Please be sure your dues are up to date. 2019 dues are due Jan 1, 2019. If it has been longer than one year since you renewed, go to our website: oregontrolley.com and download an application by clicking: *Become a Member*.

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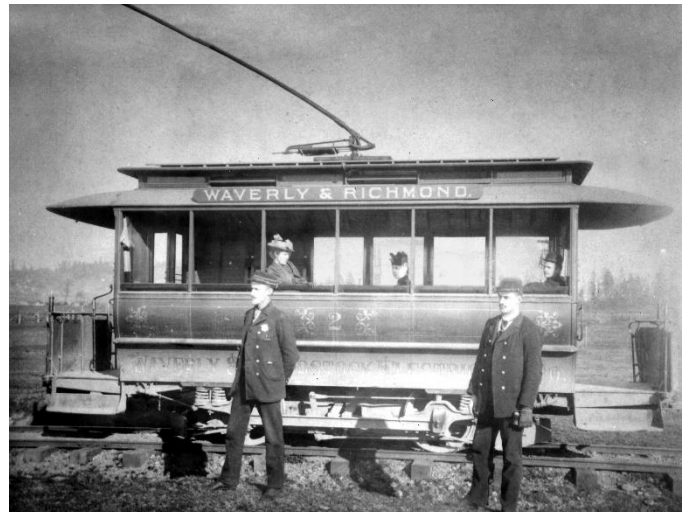
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*This article is based on the just-released book by Richard Thompson: **Sunnyside Streetcars**.*

Sunnyside Streetcars

By Richard Thompson

The story of Southeast Portland streetcars and carlines, from their role in the development that followed completion of the first bridge across the Willamette River in 1887, to the last trolleys rolling across Mount Tabor sixty years later, is the subject of the new book "Sunnyside Streetcars: The Streetcars of Southeast Portland." The title is taken from the first large development to be built along a streetcar line. It opened on what is now SE Belmont Street in 1888, as lines began fanning out from new bridgeheads. They would soon extend around both sides of Mount Tabor and south into the rural area above Mount Scott.



Three passengers are aboard as eastbound Waverly & Richmond car 2 pauses for a photograph around 1891. In the background are Mount Tabor and the Ladd Farm, soon to become Ladd's Addition. Backers of the Waverly & Woodstock Electric Railway owned tracts of land along the line, as well as stock in Thomson-Houston Electric, the company that built the railway.



The first streetcars on the East Side began operating across the original Morrison Street Bridge in 1888. Two Willamette Bridge Railway horsecars are meeting in this view looking south at the intersection of 5th and N streets. One block east of here, Portland & East Portland Line passengers could transfer to Mount Tabor trains.

Oregon Electric Railway Historical Society

Officers

President	Eugene Fabryka
Vice President	Richard Thompson
Secretary	Mark Kavanagh
Treasurer	John Ballentine

Trustees

Carolyn Vernon	Bryan White
Mark Kavanagh	David Harold
Gene Fabryka	Mark Moore
Richard Thompson	John Nagy
Gage Geist	

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 2019 or 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	Sustaining	\$ 250
Family	\$ 40	Life	\$ 500
Contributing	\$ 50	Benefactor	\$ 1000
Supporting	\$100		

Mission Statement

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

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

By Laws, Article II, 9/14/93

Official Notice

The Transfer is published quarterly as the official publication of the OERHS, a state and federally recognized not-for-profit institution 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: Treasurer
Oregon Electric Railway Historical Society
3995 Brooklake Rd. NE
Brooks, OR 97303
Phone: 503.393.2424
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.

Did You Know?

Members 70.5 years and older can make tax free donations to the OERHS from their 401(k) that counts towards the mandatory percentage 2.5% that they need to take out of your IRA anyway. Consider making a donation today!

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: oregontrolley.com/transfer.

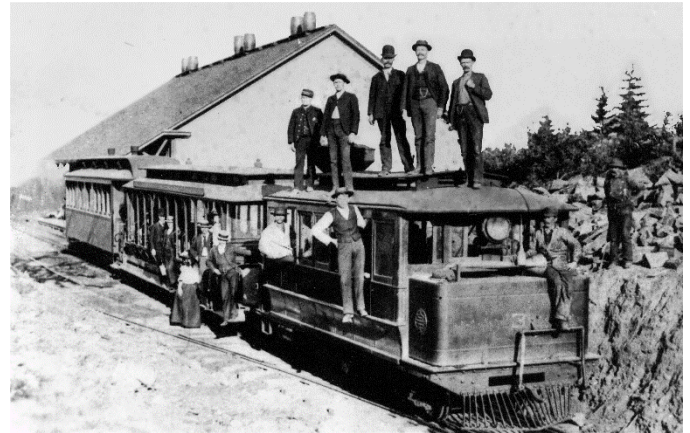
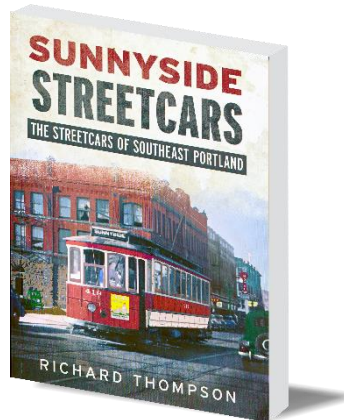
We also mail black & white copies of the newsletter to all members of record. Not as exciting as the color version available at the web site but some members have stated that they prefer physical copies.

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.

Sunnyside Streetcars, *continued...*

This latest volume in Richard Thompson's trolley series highlights the unique position Southeast Portland holds in local railway lore. Technological advances are in evidence as local streetcars evolve from horsecars to the first steam streetcars in Oregon. After unsuccessful experiments with new-fangled battery and gasoline streetcars, residents are recognized for building one of the nation's first electric trolley lines.

The first six chapters focus on individual carlines: Sunnyside and Mount Tabor, Hawthorne and Mount Scott, Richmond and Woodstock, East Ankeny and Montavilla, Sellwood, and Crosstown, stub and short lines. From rudimentary beginnings we see these lines woven into the largest street railway system in the West by the City & Suburban Railway in 1891. The pattern of growth is traced into the Twentieth Century, by which time the Portland Railway, Light and Power Company was operating the third largest narrow-gauge streetcar system in America. There are also many snapshots taken during the twilight years that followed World War II. Then, a final all-color chapter illustrates the amazing return of trolleys to Southeast Portland.



A Willamette Bridge Railway train, headed by Baldwin dummy No. 3, is seen during summer 1889 at the Mount Tabor terminus at what would now be SE 69th Avenue and Belmont Street. The train has arrived from East Portland with an excursion party and officials. The man standing second from right on the roof is company president Homer Campbell.

As readers will learn, Southeast Portland was an important part of it all, serving as home for the city's largest car barn complex, its biggest car shops, and the most carlines. The story of these 16 lines, and the different streetcar types that operated on them, is illustrated with 205 images, including original color maps, historic photographs (many never published before), newspaper clippings, and tickets. The result is the most detailed account of Southeast Portland streetcars yet published.



The City & Suburban Railway began converting the Sunnyside and Mount Tabor Line to electric operation in 1892. Trolleys first ran to Lone Fir Cemetery, then Sunnyside, finally reaching Mount Tabor in 1896. No. 71 is resplendent in white and gold as it waits amid a cluster of storefronts at the SE 69th and Belmont terminal. (Photograph courtesy Mark Moore)



Mount Tabor trolley 538 is between two private rights-of-way as it crosses SE 26th Avenue on its way west alongside Lone Fir Cemetery. The area is dotted with new homes today, but the apartment building in the background still exists. Perhaps it is hard to promote new construction with a cemetery view. (Photograph by Charles Hayden)



As service was discontinued from line after line, Portland Traction Company offered streetcar bodies for sale. Several were hauled to the Oregon Coast, where they found use as cabins and diners. No. 1351 first went to Elsie, then to Lincoln City, where it remains as the last surviving Oregon streetcar not in a museum or restaurant. (Photograph courtesy Mark Moore)



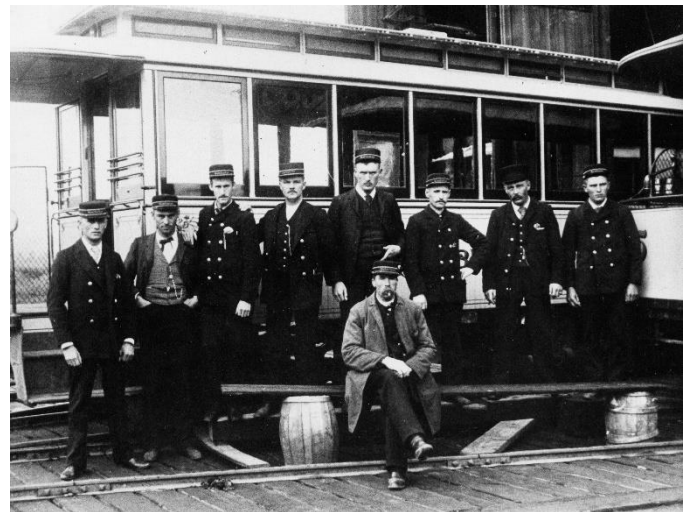
Fred Keller is at the controls of steeplecab 1404 at Golf Junction. The locomotive, built by GE/Alco in 1907, survived a collision with a Mount Scott streetcar in 1910 (see next image). Upon retirement in 1940, it was supposedly rebuilt as a diesel and sold to a cement company in Bellingham, Washington. (Photograph by W. F. Shanafelt, courtesy Mark Moore)



Mack trolley bus 137 is at the new outer Hawthorne Line terminus on SE 80th Avenue and Division Street in 1939. The Hawthorne trolley coach line started on September 27, 1936, at the same time as the Foster Road Line. For electric bus operation, the Hawthorne Line was rerouted to a new alignment from 60th to 80th along Division. (Photograph courtesy Steve Morgan)



Car 55 is at Lents Junction, where passengers could transfer to interurban lines bound for Gresham or Estacada. No. 55 was a semi-convertible built by the J. G. Brill Company in Philadelphia in 1894 for the East Side Railway. It was originally a two-compartment "combine" but was converted for city line service around 1904. (Photograph courtesy Mark Moore)



These serious-looking carmen are at the Waverly & Woodstock car barn on SE 26th Avenue south of Powell Boulevard. They are posing in front of a shiny new white and gold Pullman in 1891, a few months after the City & Suburban Railway took over operation of the Waverly-Woodstock lines. The man in front is a supervisor.



Afternoon sun glints off the windows as outbound Montavilla Stark 469 rumbles past the Sugar Crest doughnut shop on the corner of SE Grand Avenue and Ankeny Street. A portion of the 1903 Pacific States Telephone and Telegraph building can be seen at far left. The Nelson Safety fenders on 469 had been replaced with Portland Railway fenders in 1929.

Portland's Trolley Guy

I didn't set out to write a series of non-fiction books about trolleys. I had been interested in them since childhood, of course, when my grandmother took me for rides on the Oregon City interurban. So a sense of nostalgia for those youthful experiences developed into a lifelong passion. However, I satisfied that pursuit with years of editing the old Trolley Park News and by creating the vintagetrolleys.com website (launched in 2000). In these endeavors I drew upon an archive made possible by contributions from two OERHS members, the late William K. "Bill" Hayes and George Charles "Chuck" Bukowsky.

As it turned out, a desire to share long-lost streetcar history with a wider audience made me a perfect candidate when Arcadia Publishing Northwest Regional Editor Julie Albright called 13 years ago. Julie was looking for someone to author a book about Portland streetcars and Sarah Fuller at Vintage Trolley (for whom I was Crew Coordinator) raised my name.

This proposition caught me by surprise, and I insisted that there must be others more knowledgeable than I on the subject. After it was determined that the individuals I had in mind had either passed away or moved, I emerged as the "last man standing." I suppose that seems strange today considering the 16 encyclopedia entries and seven books I have subsequently penned on electric railway history. During that process I became what KOIN-TV's Ken Bodie calls "Portland's Trolley Guy."

Until I discovered a joy for writing and research, I only expected to write that one book. But I was soon hounding Arcadia Publishing with ideas for more. To be honest, talking them into additional titles was not always easy, yet new volumes in the Images of Rail series appeared every other year, including "Portland's Streetcars" (2006), "Willamette Valley Railways" (2008), "Portland's Streetcar Lines" (2010), and "Portland's Interurban Railway" (2012).

After completing two comprehensive books on Portland streetcars and two on interurbans, I began to envision a series in which each new release would focus upon a separate section of Portland. This approach would allow me to cover neighborhoods in more depth, and include additional maps, drawings, tickets and pictures. I decided to give each one a catchy, alliterative, title. Hence, 2015's "Slabtown Streetcars," which dealt with street railways in Northwest Portland.



Richard in his office surrounded by streetcar memorabilia.

In 2017 Arcadia finally turned me down, explaining that they published regional (not statewide) histories. Fortunately, editor Mathew Todd referred me to subsidiary imprint The History Press (part of Arcadia Publishing since 2014). The outcome, "Lost Oregon Streetcars," would be quite different from my earlier titles. The Arcadia books had been formulaic 128-page pictorial histories consisting of 200 illustrations and 18,000 words. In contrast, this book would contain more than twice the text, but only 60 images. Author friends joked, "you finally wrote a real book."

"Slabtown Streetcars" was my first hyper-local history. In 2018, when my pitch for a sequel fell on deaf ears, I followed the advice of fellow author Tracy Prince and sent my new proposal to another company. I was delighted when Fonthill Media quickly accepted "Sunnyside Streetcars: The Streetcars of Southeast Portland." They allowed me greater leeway with this project and, best of all, I talked them into printing it in color. Imagine my surprise, however, to find that marketing and distribution of Fonthill's America Through Time brand is handled by my old friend Arcadia Publishing.

Naturally I am considering another book. Since Northwest and Southeast Portland streetcar lines have now been presented in detail, and Southwest Portland lines adequately covered in my earlier books, I am thinking about a study on carlines in North and Northeast Portland. That would likely be the penultimate one in the series. It remains to be seen whether it will need to be self-published.

Sunnyside Streetcars, *continued...*



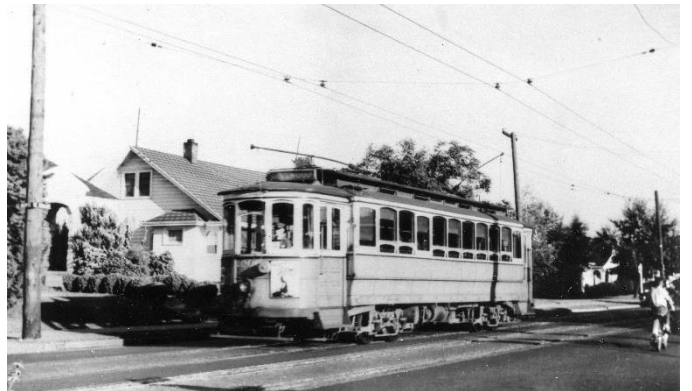
Montavilla streetcars crossed the Willamette River on the Morrison Street Bridge. That was not easy on snowy December 13, 1917, when No. 590 is seen proceeding cautiously on its way to SE 80th Avenue and Stark Street during America's only WWI Christmas season. The illuminated sign above the bridge is for the Red Cross. (Photograph courtesy Mark Moore)



Kids gawk as Brooklyn No. 156 (ex-No. 40) is readied for towing to the shops after tangling with a Southern Pacific train at the railroad crossing on SE Powell Boulevard on June 8, 1906. Car 156 was repaired and continued in service for seven more years. By 1919, all the City & Suburban Railway spliced horsecars like this would be gone.



This kind of funeral pyre awaited most Portland streetcars. Cars 1056 and 1010 are being burned for scrap on the rip track at the Center Street Shops. They were usually picked clean, but with standard-gauge streetcar service at an end, seats and rollsigns have been left in these cars. Many windows have been removed or broken to assist the flames.



Evening shadows stretch across the tracks as Sellwood car 1006 rolls northward along SE 13th Avenue at Knapp Street on a warm afternoon during the last months of Sellwood Line operation. The boy riding past on his Schwinn is evidence that 13th was a safe street in spite of trolley and automobile traffic. (Photograph by McClellan)



A streetcar and trolley bus are seen together next to the Union Avenue (now MLK) viaduct in a photograph taken in May 1947 on SE Grand Avenue north of SE Caruthers Street. No. 804 is on a fan trip and Mack 317 is on the Sellwood Line, which had been converted to trolley coach operation March 24, 1940. (Photograph by L. L. Bonney)



Streetcar 004 is gliding northward past the New Logus Block on SE Grand Avenue at Washington Street on August 13, 2018. The Romanesque Revival building dating from 1892 is on the National Register. No. 004, one of the first five cars in the fleet, was built by Skoda and Inekon in 2001. Compare this view to the picture on the book's cover. (Photograph by Steve Morgan)

Willamette Shore Trolley Progress

Dave Rowe

The Battery Conversion project is underway at WST Barn. Dave Rowe is standing by components removed from VT514 to be replaced for Battery Conversion. Includes Resistor rack, Motor-Generator, air compressor (will be replaced with new compressor), Reverser and 600 DC to 110VAC Inverter. Hopefully the new components will be installed by end of September and testing this fall.



Vintage Trolley, Inc. purchased truck jacks to be used to lift the trolley for the battery installation and motor replacement. An adapter had to be designed and built to accommodate the trolley lift points. Dave Rowe designed this adapter for the job.



Kevin Reilly designed and built a relay board for commands between EV Drive computer and the Trolley. The top photo is Kevin Reilly after many hours of design and fabrication for this relay board. The relays are 12 volts from EV Drive commands then 37.5 Volts and 750 Volts to four motor contactors. The 750 volt compartment has an insulated divider to prevent flashovers to lower voltage components.



Museum Director's Report for Winter 2018/2019

Greg Bonn

With the cold, wet days of winter, the majority of the work was confined to the indoors. It allowed time to refinish a few pieces of furniture for the ticket office to give it a dated appearance. Included in the pieces are a roll top desk, a 60 compartment letter file cabinet and two vintage office chairs. The pieces were stripped and sanded, stained, reassembled and clear coated.

A metal cabinet was fitted with shelving to store the control handles for all of the cars and locomotives in the collection. It is located in the powerhouse and includes a sign out/in sheet. A new clock and power log have also been installed in the powerhouse. It will be used to log the times the overhead power is activated during operations and other equipment moves.

Work in the carbarn has been started to replace the large 400 watt fixtures with 100 watt led fixtures that will produce the same amount of light at considerable savings and at the same time, will eliminate the irritating buzzing. The lights will also come on instantly. New led lighting has also been installed over the outer aisles. Emergency lighting is also being added, in case of a power outage while the building is occupied. Three additional emergency exit doors are being installed with lighted exit/emergency lights and outdoor dusk to dawn lights above each. The existing door will be upgraded as part of the project. New light switches have been added to eliminate the dark journey to the breaker panel. They are located on the south side of the main entry door and control the main aisle lights. Additional upgrades to the electrical system are being considered.

Four new book cases were added to the library and almost immediately filled. Several collections of magazines and periodicals, dating back to the 1930's, were sorted with the best issues being kept for the library. They have been placed chronologically in labelled file boxes and set in the new book cases. Roller shades have also been installed in the library windows to reduce the heat and light entering the room during the summer months.



John Ballentine

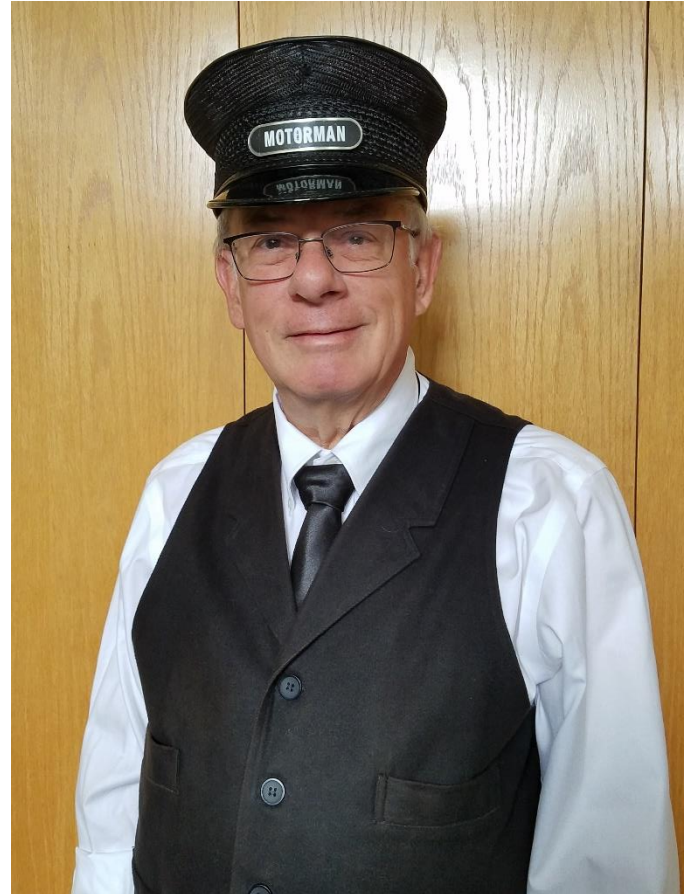
Biographical Sketch

I was born in Western Pennsylvania way back in the final years of the West Penn interurban. I grew up in a suburb of Pittsburgh that, unfortunately, did not have any trolley service. When I became aware of the trolleys running in Pittsburgh I became fascinated by the idea that vehicles could be powered by electricity from wires. I would read about the electric operation on the Pennsylvania railroad further east and subways and commuter rail operations in bigger cities.

When I graduated from college in 1969 with a degree in Chemistry I ended up working in the rubber industry near South Bend, Indiana. My first apartment was located a block from the street the South Shore Line interurban took into downtown South Bend. The downtown station closed about a year later, but I did get to see passenger operations up close and even electric freight operations with “Little Joe’s” and box cabs on the edge of town. I worked as a process engineer for 28 years for a company in Chandler, Arizona making printed circuit board materials for microwave and higher frequency radio applications before retiring in 2007.

My wife Betty and I decided in 2012 that we were tired of the heat, dust, scorpions, and politics in Arizona and we would move to Oregon. We found that in McMinnville we could live an hour from a big city and an hour from the ocean, so we moved here. I noticed on the map of Yamhill County we got when we moved there was a place called Antique Powerland just over the river and I wanted to see what that was about. I went to Steam-up that summer and found out. A few years later I went again with my wife and she said “you should join that trolley museum, they look like your kind of people”, so I did join and started learning to be a motorman at Brooks. I have been a motorman and conductor for the last three summers.

At last year's annual meeting after some encouragement from my wife I volunteered to be treasurer of OERHS. I am still learning all the duties and details, so I hope everyone will be patient when I take a while to get checks out or make reports."



Volunteers take note:

Saturday, May 18 (Family Day) at Powerland will be a day for motorman recertification and operations: 10:30 to 4:30. The same applies to Saturday, May 25: 10:30 to 4:30. Use the crew sign up our contact Ken (number is in the contact portion of the newsletter.)

Powerland Heritage Park

Home of the Great Oregon Steam-Up

2019 Calendar of Events

Date	Event	Description
April 3	Park Open	APMA's open season begins!
April 26-28	Boy Scouts	Boy Scouts on grounds
May 3-5	Boy Scouts	Boy Scouts on grounds
May 18	S.T.E.A.M.'d Up with Kids	Hands on family activity Entry fee required
May 31-June 1	Tractor Consignment Auction	Private tractor consignment auction Entry fee required
June 8-9	Japanese Vintage Vehicles	A showcase of Japanese Vintage vehicles Entry fee required
June 15	NW Vintage Car and Motorcycle Museum Rendezvous	Get together talk cars, bikes and have fun! Entry fee required
June 15	Brooks Historical Society Celebration Day	Brooks Historical Society celebrates local history! Entry fee required
June 21-22	Branch 15 Antiques & Collectibles Swap Meet	Branch 15 EDGE&TA 39th Antiques and collectibles Swap Meet 6:00 am - 6:00 pm, camping available Entry fee required
June 22	OVMM Silent Auction	Annual Silent Fundraising Auction held in the John Deere Museum Entry fee required
July 4 -July 7	All American Vintage Trailer Rally	Open to all vintage trailers. Come see a piece of American history! www.all-american-rally.com Entry fee required
July 4 -July 7	Civil War Reenactment	Step back in time, see daily life and two battle re-enactments daily! Entry fee required
July 13	Private Event	Park closed for private event
July 27-28 August 3-4	The Great Oregon Steam-Up	Fun for the entire family. Train and trolley rides, steam tractors, steam sawmill and large engines. threshing, blacksmithing, tractor pull, daily parade and lots more Entry fee required
August 23-24	Pacific Northwest Truck Show	2019 27th Annual Truck Show. Over 200 trucks of all sorts of shapes, sizes and vintages Entry fee required
September 21	Hops & Vines	Wine, Spirits and Craft Beer Sampling Entry fee required

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 and 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>	\$_____
General Fund	Unrestricted Funds	<i>Allows Board to allocate funds as needed (Projects, events, car acquisition, etc.)</i>	\$_____
Capital Projects	Carbarn #2	<i>Build the 2nd carbarn (will also be the temporary restoration shop) – (~\$450k)</i>	\$_____
	Mainline Loop	<i>Complete the mainline loop to run multiple cars at a time and operate cars that are single-ended. Adding less than 2000 more 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 one is a great help)</i>	\$_____
	Buy Concrete	<i>~\$120/yd³ for track, curbs, platforms, etc.</i>	\$_____
Restoration Projects	PRL&P #1067	<i>Buy the running gear from the NWRM that we need to help restore this car (~\$15k)</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 (snowsweeper) & 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 \$ _____
 Credit Card: \$ _____ Visa ☐ MasterCard ☐ American Express ☐ Discover ☐
 Card # _____ Sec Code _____ Expires _____ Signature _____

THANK YOU!