



### IT IS DUES TIME!

If you have not yet paid your 2021 dues, please send them in soon. They are due on Jan 1. You can pay online or download a membership form at <http://oregontroley.com/join 2021>.

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## What Else is in that Historic Photograph?

By John Nagy



Carmen and shop crew pose with interurban No. 1093 on the ladder tracks in front of Bay B at the Sellwood Carbarn. (Photo courtesy of Oregon Historical Society, PGE129-112)

While there are a lot of reasons that I am a traction fan, one that provides ongoing enjoyment (especially in this time of social distancing) is looking at old traction photos. Sometimes they do not have a trolley in them at all – maybe just a shot of the right of way, the overhead, a carbarn, etc. But often they contain gems of information that I have overlooked for many years. These can be people, locations, structures and even weather. One of the best is signage. Location signs, directional signs,

informational signs as well as advertising painted on buildings, posters, and in the case of this article, a car sign.

Take a look at this great photo of Portland interurban car No. 1093 taken at the Sellwood carbarn. It is a beautiful car with the shop crew standing next to it. There are lots of stories that could be told about this car, and probably some great stories of the crew, that are unfortunately lost to time. Tall men, short men, overalls, suits and uniforms. One man appears

*Continued on page 3*

# Oregon Electric Railway Historical Society

## Officers

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

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Richard Thompson	John Nagy

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Board Chairman	John Nagy
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WST Manager	David Harold
Newsletter Editor	Richard Thompson
Gift Shop Manager	Carolyn Vernon
Webmaster	Mark Kavanagh

## Membership

If you have overlooked paying your dues for 2020 or did not realize that 2021 dues come due on Jan. 1 this is your reminder. Memberships should be renewed on January 1st each year. The OERHS is a non-profit 501-C-3 corporation, so dues are tax deductible.

Categories			
Active	\$ 30	Sustaining	\$ 250
Family	\$ 60	Life	\$ 500
Contributing	\$ 75	Benefactor	\$ 1000
Supporting	\$100		

## Mission Statement

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

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

By Laws, Article II, 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](mailto:transfer@oerhs.org) or postal mail to the museum address below.

Please send any change of address, your dues and donations to:

Oregon Electric Railway Historical Society  
 3995 Brooklake Rd. NE  
 Brooks, OR 97303  
 Phone: 971-701-6327  
[www.oregonrolley.com](http://www.oregonrolley.com)

## Do you want to drive a trolley?

You can be a Motorman, Conductor, Tour Guide, help restore trolleys or participate in more great activities. Want to learn to operate a 100 year old trolley or an electric locomotive?

Volunteers are needed - no experience is necessary - just a passion for trolleys! We can train you in any volunteer positions that meet your interest. 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](mailto: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* and *The Monthly Pass*

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

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

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



Edna (left) and Silas Christofferson kiss goodbye.  
(Public domain)

## Historic Photograph from p. 1

to be holding his metal lunch pail. The fourth man from the right even bears a strong resemblance to OERHS member Eric Sitiko (I'll have to ask him about that sometime).

Look again. Look closer.

On the front of the car behind the crew is a partially hidden advertising sign. You can just make out the words: "Christofferson Hydroplane Flight". What was this? Why was it something that people would have wanted to see (and probably have ridden the trolley to get to)? A quick internet search delivered information of this event but, more importantly, offered a glimpse of an incredible person that I would never have known about except for the link through this photo. Of the sources I found, the Wikipedia article excerpted below supplies the best summary:

"Edna Christofferson was born Edna Bissner in Minnesota in 1886, the daughter of immigrants. At 5 years old her family moved to Vancouver, Washington. Edna married Rudolph Becker Jr. in September 1906. Becker was the heir to the Becker Auto Company, a car dealership in Portland, Oregon.

Edna Becker made her first flight in 1911, with Silas Christofferson as her pilot. She sat on the lower wing of his biplane, holding onto a wooden strut for support. They took off from Pearson Field in Vancouver, reaching heights of 500 feet and circling the field twice. The flight lasted eight minutes.

On September 1, 1912, Silas Christofferson made the first hydroplane flight in Oregon, taking off from Oaks Amusement Park. He chose two women, Edna Becker, and

Mrs. R.F. Cox, to take turns flying with him. By then, Becker was determined to become a pilot and had ordered her own biplane. As she explained, "I have an inordinate craving to fly at a tremendous height, and I intend to indulge myself."

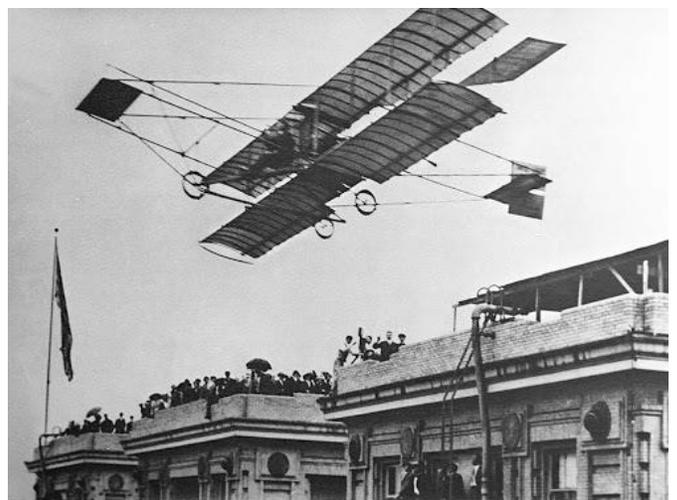
Becker was the second of the women to ride with Silas Christofferson, taking off at 5 PM. With no safety harness, she clung to an aluminum bar with a half-inch diameter. Despite a strong wind, the two reached an altitude of 1,250 feet. Upon landing, they received a standing ovation from the tightly packed crowd.

Edna Becker and Silas Christofferson were married on November 19, 1912, at the King Hill apartments in Portland. The marriage took many of their friends by surprise. An hour after the ceremony, they made a honeymoon flight over the Willamette Valley that lasted thirty minutes.

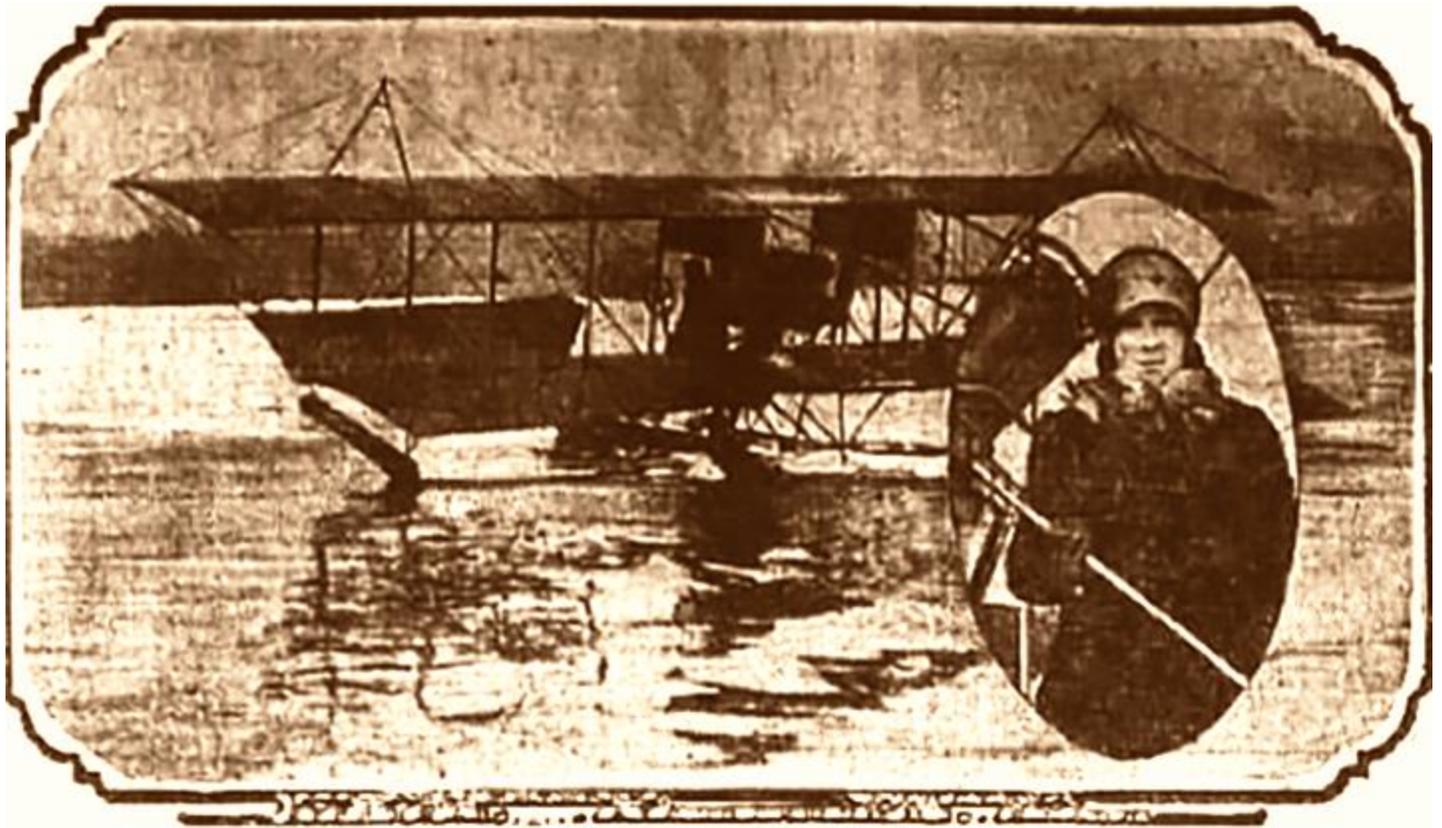
The Christoffersons moved to San Francisco, where Silas opened a flying school. The school, which relocated to Redwood City in 1914, attracted students from around the world and trained several female pilots. Though Edna made many flights with Silas as her co-pilot, she did not fly solo during their marriage. After she made a mistake while volplaning (Editor's note: "gliding"), Silas refused to give her further lessons "until she should prove capacity to do the right thing at the time of emergency."

A 1913 article mentioned Edna Christofferson helping her husband prepare planes for an air show, and claimed she 'knows pretty near everything there is to know about aeroplanes.' A *Reno Gazette-Journal* article, looking back on Silas's career in 1961, mentioned Edna approving a landing site for Silas, and said that 'his wife's advice was sought and always adhered to by the famous airman.'

On October 31, 1916, Silas was testing a new biplane prototype when his engine died. He glided downward for several hundred feet, then fell the last one hundred feet to the ground. Edna had been watching his flight and was one of the first people to reach him. She directed the men who carried him to the ambulance and accompanied him to the hospital, where he died of internal injuries. Edna arranged for him to be



Silas Christofferson takes off from the Multnomah Hotel in 1912  
Oregonian



*Edna Christofferson with the type of hydroplane used on her honeymoon flight and the Oaks Park aerial show.*

*Wikipedia*

buried alongside Lincoln Beachey in the Cypress Lawn Cemetery. After the funeral, she went to stay with relatives on an Oregon ranch for a year.

#### Radiology Career

In 1917, Christofferson enrolled in a post-graduate class in X-ray operation. She struggled with the subject matter at first, but became a proficient X-ray technician. She began her career at the Providence St. Vincent Medical Center in Oregon. She also worked at the Legacy Good Samaritan Medical Center. After further studies in Chicago, she was named vice president of the American Association of Radiological Technicians.

For six years, Christofferson worked for Dr. F. E. Diemer as his chief X-ray technician. In 1925, she founded her own school in Portland for X-ray technicians, teaching basic and advanced courses. She acted as an expert witness in at least one criminal trial, examining the defendant in her capacity as an X-ray specialist.

By 1932, 153 students had graduated from Christofferson's school. Many went on to become technicians at hospitals throughout the Pacific Northwest.

#### Aviation Career

Christofferson was one of twenty-four Portland women who founded an Oregon chapter of the Women's National Aeronautic Association in 1930. She was the first president of the chapter, with stunt pilot Dorothy Hester serving as vice

president. In 1931, she was appointed to the Oregon state board of aeronautics.

In 1931, Christofferson enrolled in a flying class run by the National Solo Flying Corporation. The company operated a Portland airport soon to be dedicated in honor of her late husband, and Christofferson wanted to fly at the dedication ceremony. She made her first flight on July 31, 1931 with instructor Charles Hanst. Christofferson, who was used to earlier plane types, remarked that 'I would have felt more at home and would have done much better, if I had had a wheel instead of a stick to control the plane.' On October 31, 1931, she spoke at the dedication, then flew alone over the airfield, dropping flowers from the plane. It was the fifteenth anniversary of Silas Christofferson's death.

In February 1932, Christofferson set out on an expedition to Alaska with pilot William Graham. The two were hoping to find the lost steamship *SS Baychimo*, which held a cargo of valuable furs. En route to Atlin, British Columbia, head winds and lack of fuel forced them to make an emergency landing. They spent ten days camped on an uncharted lake, enduring temperatures as low as -40 degrees Fahrenheit, before they were rescued by pilot Stanley McMillan. Though they did not find the ship, Christofferson staked two gold claims in the Kougarok district near Nome.

Christofferson returned to Portland on June 26, 1932. There, her friends, and family welcomed her back at the Swan Island Airport. In July 1932, she obtained her private pilot's license. She set out again for Alaska in October 1932, and stayed there, panning for gold, for the next three years.

Edna came back to Portland in December 1935. She was accompanied by fellow prospector Isador Fix, who she had worked with closely in Alaska. Sometime before 1939, Fix and Christofferson married.

Edna Christofferson died in a hospital in Vancouver, Washington on March 8, 1945. Her age was recorded as 64, though an 1886 birthdate would have made her 59 years old at the time of her death.”

What an amazing individual! She appears to have set her sights high and worked hard to achieve goals the rest of us might not have even dared to try. It is often said that the America is the Land of Opportunity and this daughter of immigrants certainly proved that you could make your dreams come true. What is also amazing is that her story comes alive for us through a relatively unremarkable advertising sign in an old trolley photograph. So be sure to take another look at some of those old photos – you don't realize what stories they have to tell! 🚃

## Pandemic Pursuits

Richard Thompson

As Oregon experiences a fourth surge of COVID-19 cases and many counties return to the “extreme risk” category it seems an appropriate time to mention a few of the ways that this writer has been coping with pandemic stress. In addition to long walks, reading, and television watching, I have indulged in such time-honored hobbies as building puzzles, painting by numbers, and building models. All streetcar-themed, of course.



The first step after printing this paper model on card stock was to cut out all the pieces and fold as indicated on the templates.



This bottom inside view shows how curves are cut as well as wheels printed on heavier stock. I used spray bottle nozzles for axles.

The first project was inspired by an old paper cut-out model posted by Pedro Mendes in the Facebook group 123. The original plans, published in the Portuguese magazine “Sr. Doutor” around 1940, were faded and distorted, so I first had to clean them up in Photoshop. They are included at the end of this newsletter for those wishing to try building the model.

The model appears to be based upon the single-truck 400-474 class Lisbon tram ordered from the St. Louis Car Company in 1900. Two cars in this series survive today as Lisbon tourist trams No. 1 and 2. The model was given fleet number 272, which is incorrect since the real 272 was an open car built by J. G. Brill ca. 1901. Although from a different city the model tram should be of interest to fans of Porto 210 in the OERHS collection.



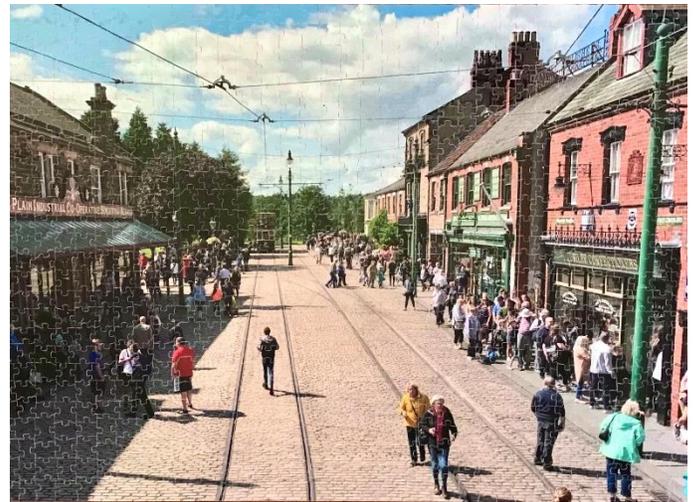
To hold the curved ends while drying I affixed them to soup cans with rubber bands.



*The final steps to finish the model included affixing roll signs, dash signs, platform safety gates and the trolley pole.*

My second Pandemic project was a jigsaw puzzle. While I had never built a paper model (I didn't play with paper dolls as a child) I did vaguely remember building puzzles when young. So, I dove into the deep end by buying a used 1000+ piece puzzle online. That was necessary because streetcar-related puzzles from manufacturers were back-ordered for months. Naturally, the experience was a challenge and took weeks to finish, a task made more difficult by my discovery that nine pieces were missing!

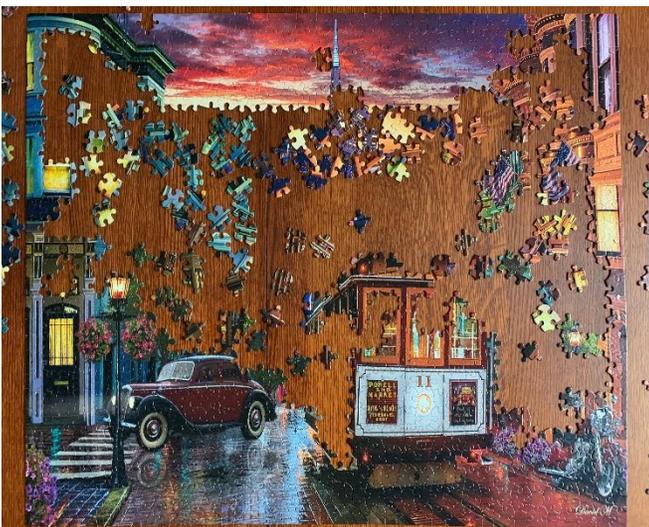
Encouraged by success with the cable car puzzle, I decided that my third project would be to take things to the next level and build a more complicated custom-made puzzle. That undertaking was based upon a street scene photo taken during a visit to the Beamish Tramway Museum in the summer of 2019. It was my first trip to the UK in 40 years and would prove to be my final foreign adventure before COVID-19 hit.



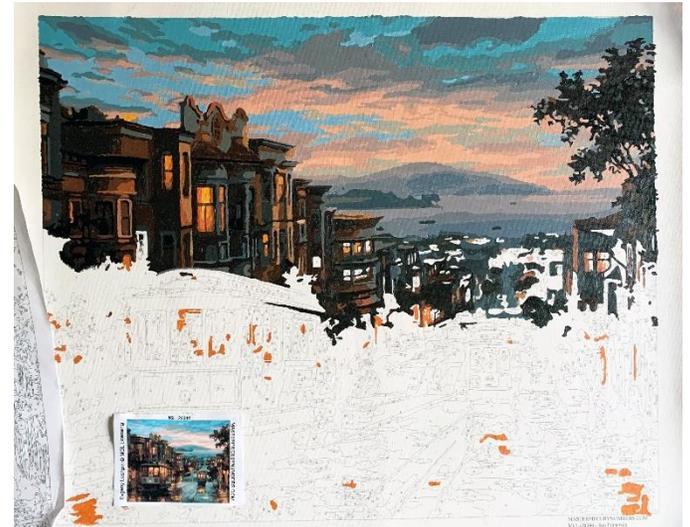
*After completing the first jigsaw puzzle I ordered a custom-made puzzle made from a street scene at the Beamish Museum.*

I would soon have to take a break from these spare-time activities and get to work on the eighth book in my series about Oregon streetcar history, but there seemed to be time for one more pandemic project. For the fourth task, I turned to another activity that I had not previously attempted. Little did I know that my choice, a by-the-numbers painting, would turn out to be the most time-consuming of them all.

So now I can report that during the COVID-19 outbreak I passed time in “lock down” by building a streetcar-related model, puzzles, a painting, and writing a book. I also learned how to operate my first electric car, but that is a totally different story. I would recommend any of these pursuits to others seeking to reduce anxiety during these rough times. 🚃



*The next pandemic project was assembling a 1000-piece jigsaw puzzle featuring San Francisco's famous cable cars.*



*The last project was this San Francisco paint-by-number scene, which is only half completed at present.*

## Powerland is for the Birds

Gene Fabryka

The Trolley Museum has put up three Bluebird and four Tree Swallow bird houses at Powerland Heritage Park. The bird houses have been mounted on trolley power poles at the North end and near the trolley barn.

The population of Western Bluebirds has been in decline due to competition for nesting sites from non-native House Sparrows and Starlings. Bird houses help make up for the scarcity of tree cavities and can be monitored to keep invasive species out. Bluebirds like open fields and dine on insects found close to the ground. Tree swallows are a familiar sight over fields in the summer as they chase after flying insects. Tree swallows get along with Bluebirds. The swallow nest boxes need to be 100 feet apart due to competition with other swallows but pairing a bluebird box nearby will keep the swallows from competing with the Bluebirds. The Bluebirds benefit from the swallows driving off predators, such as Starlings.

The bird boxes were built with boards cut by the Powerland sawmill. Plans are to add more bird boxes as boards become available, and the power pole replacement project is completed. 🚃



Gene Fabryka assembling a trolley power pole bird house alongside the track at Powerland Heritage Park.

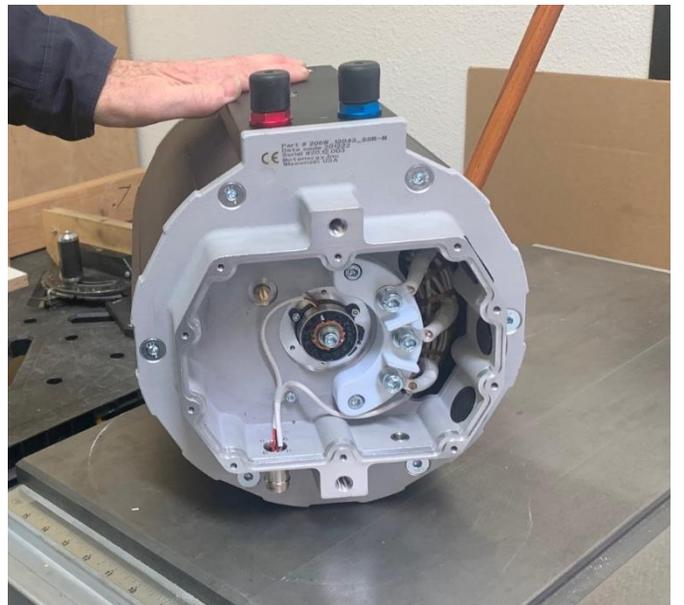
## Vintage Trolley Motors Have Arrived

“Trolley Dave” Rowe

We still have a lot of work to complete before the Vintage Trolley battery project is complete, but a big step was achieved in April when the new AC motors for No. 514 finally arrived at the Willamette Shore Trolley car barn in Lake Oswego. Look for more details in the next issue of *The Transfer*. 🚃



Bob Simpson of EV Drive is showing the newly arrived AC motor for the Vintage Trolley battery project. Four of these motors will be installed on VT 514 this summer. (Dave Rowe photograph)



Close-up view of an 80 lb. AC motor. These water-cooled Engiro motors put out 68KW of power. (Dave Rowe photograph)

## 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

<b>Endowment Fund</b>	<u>Items</u>	<u>Description</u>	<u>Amount</u>
	Endowment Fund	<i>Helps create an endowment fund to support operations, staff (future) and general projects</i>	\$ _____
<b>Board Fund</b>	Unrestricted Funds	<i>Allows Board to allocate funds as needed (Projects, events, car acquisition, etc.)</i>	\$ _____
<b>Capital Projects</b>	Phase 1 Yard Project	<i>Build a permanent switch yard (~11k)</i>	\$ _____
	Carbarn #2	<i>Build the 2<sup>nd</sup> carbarn (will also be the temporary restoration shop) – (~\$450k)</i>	\$ _____
	Mainline Loop	<i>Complete the loop for multiple car operation and operate single-ended cars. Adding ~ 2000 additional feet will complete the loop. (~\$45k)</i>	\$ _____
	Interpretive Center	<i>Flooring, archives, displays, and exterior landscaping (sidewalks, platforms, etc.)</i>	\$ _____
	Buy A Tie	<i>\$55 buys us a new fir tie to replace worn out ones (we need about 2000 of them so every single tie is a great help)</i>	\$ _____
<b>Restoration Projects</b>	Buy Concrete	<i>~\$120/yd<sup>3</sup> for track, curbs, platforms, etc.</i>	\$ _____
	PRL&P #1067	<i>Help refurbish the running gear we obtained the NWRM to restore this car</i>	\$ _____
	Car Restoration	<i>All our cars need love &amp; 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) &amp; locos 254 &amp; 401</i>	\$ _____ Car: _____
<b>Specific Items:</b> <i>(Donate items or \$)</i>	Uniform Parts	<i>Hats, pants, vests &amp; jackets for volunteers</i>	\$ _____
<b>Name Your Project</b>		<i>Do you have an idea you would like to see done? Tell us about it!</i>	\$ _____
<b>TOTAL</b>			\$ _____

**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!**

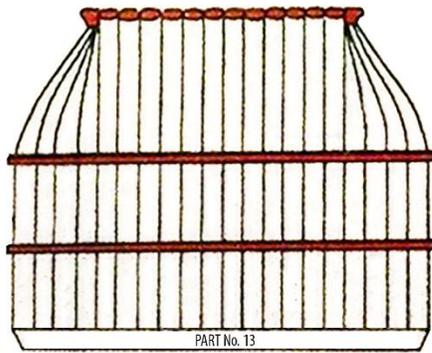
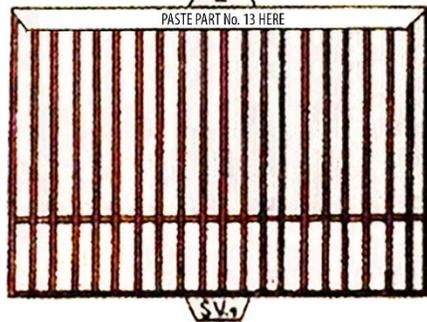


2nd SHEET

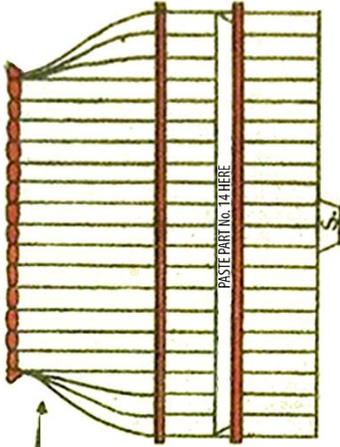
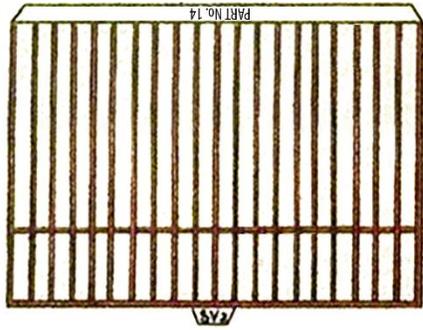
# 1900 LISBON TRAM

TO ATTACH THE SAFETY FENDERS REFER TO THE DIAGRAM ON SHEET No. 1

REAR SAFETY FENDERS



FRONT SAFETY FENDERS



PART No. 9



STEPS



PART No. 11

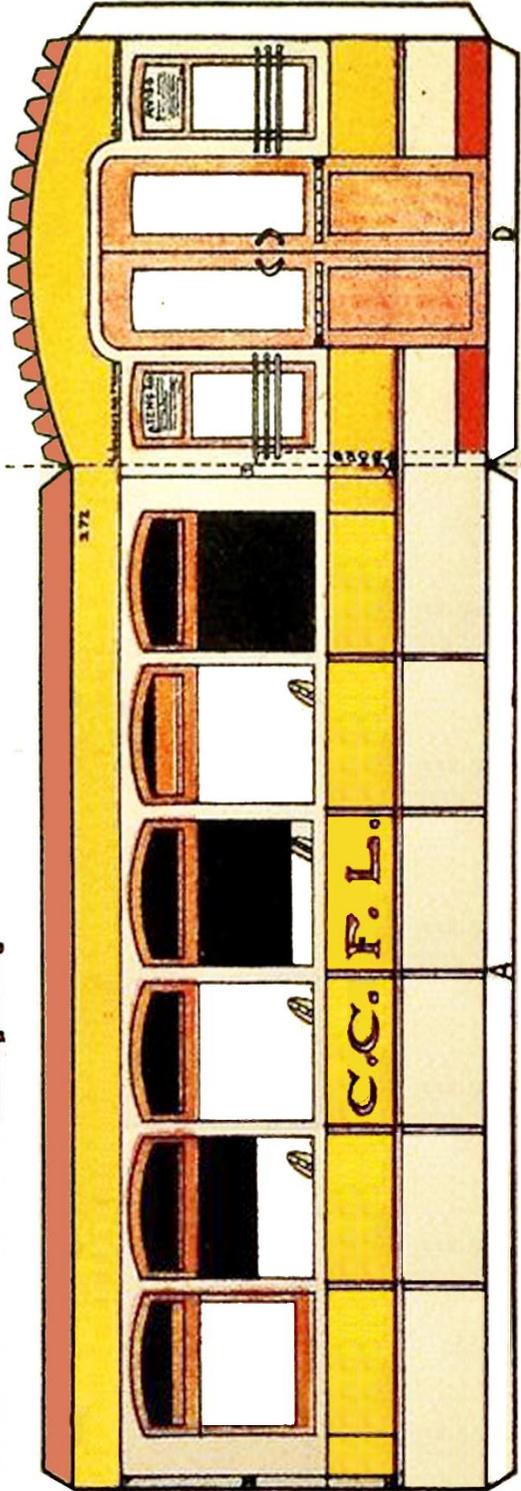


PART No. 12



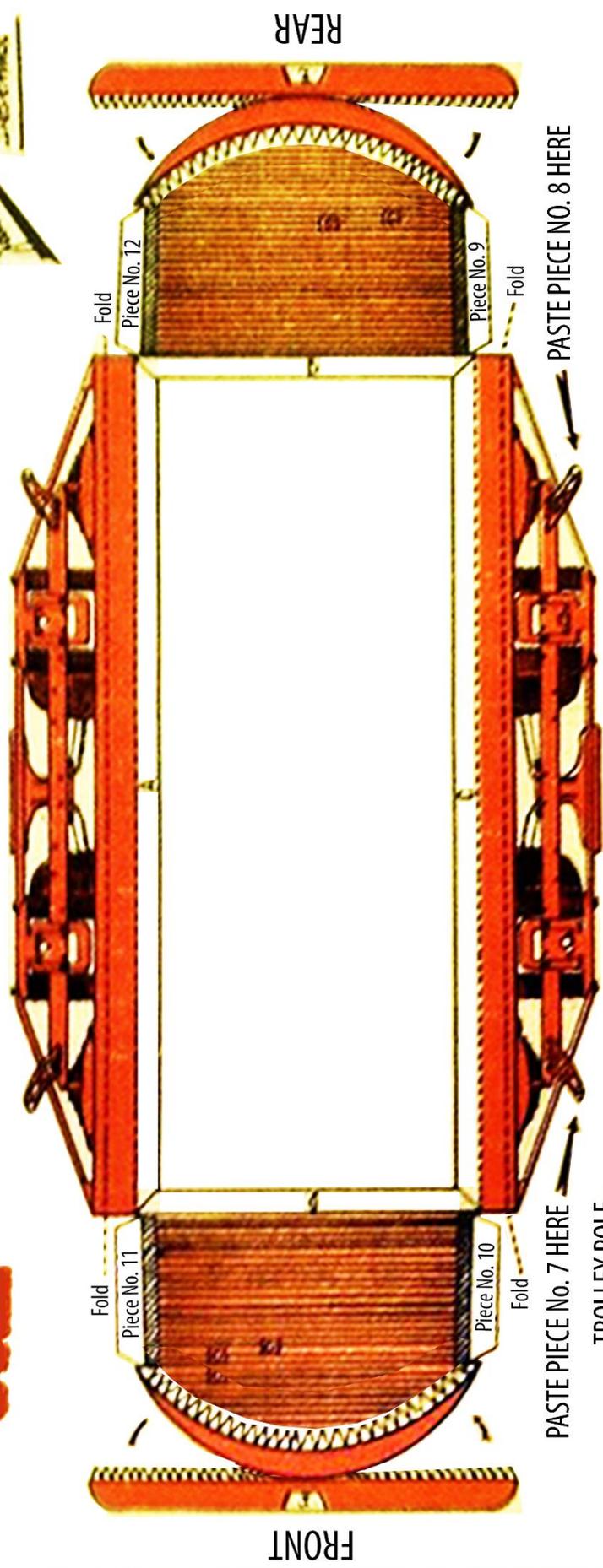
Desenhos

1900 LISBON TRAM



# 1900 LISBON TRAM

3rd SHEET



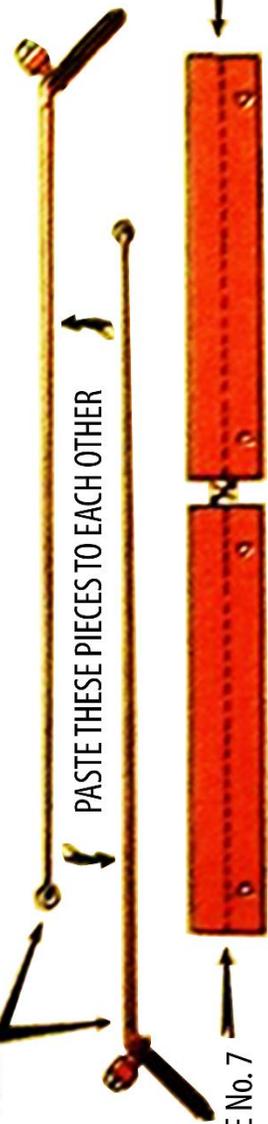
PASTE PIECE NO. 7 HERE

PASTE PIECE NO. 8 HERE

TROLLEY POLE

PASTE THE TROLLEY ON THE ROOF (PATTERN NO. 3)

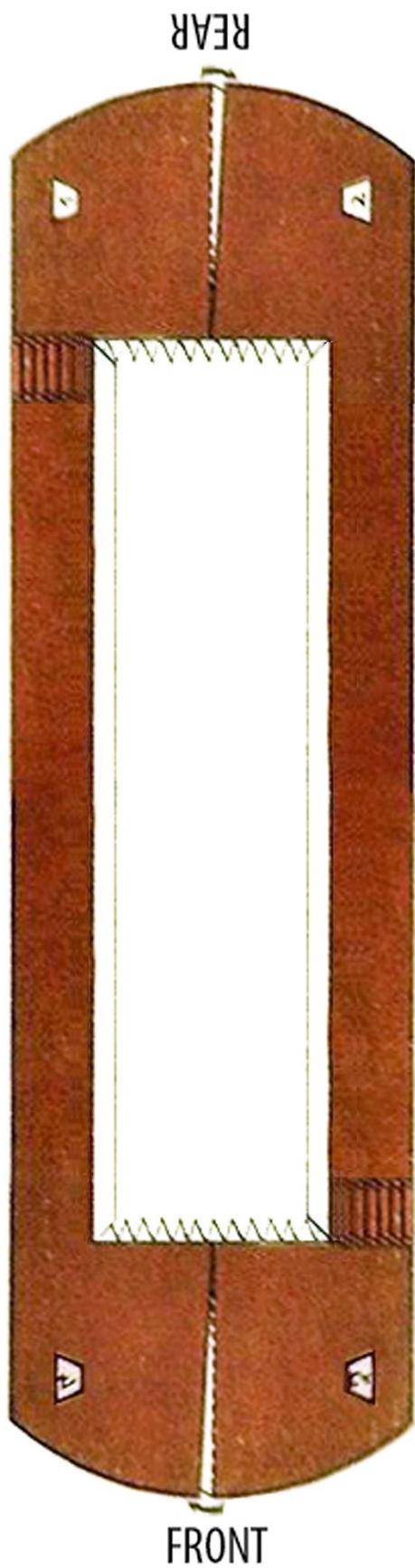
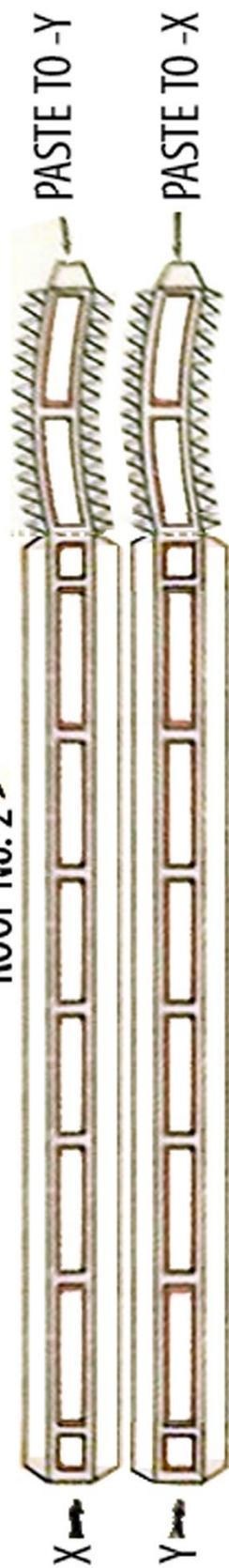
PASTE THESE PIECES TO EACH OTHER



PASTE ROOFS TOGETHER AS  
INDICATED BY NUMBERS 1 & 2



ROOF No. 2



ROOF No. 1

