



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

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Kootenays Streetcar

By Mark Kavanagh



The Nelson Electric Tramway Society's 1906 vintage streetcar No. 23 is rolling along private right-of-way adjacent to Kootenay Lake during the summer of 2022. (Mark Kavanagh photograph)

Nelson is a beautiful little town in southeast British Columbia, Canada nestled along Kootenay Lake and hemmed in by mountains. It is located about 260 miles east of Vancouver, BC, as the crow flies, but about 410 miles by road. It is nearly due north of Spokane, WA. This remote outpost once had a streetcar system and was the smallest streetcar, aka tram system, in the entire British Empire.

Nelson was first settled in 1886. As with many mountain towns at the time its founders were looking for gold. Gold was

not found, however copper and silver were, which put Nelson on the map.

By 1888 the town had 400 residents and there were arguments as to what to name the town. In 1889, with the establishment of a post office, the town was named after the Lt-Governor of BC at the time, Hugh Nelson.

In 1891, as lumber slowly started overtaking mining as the town's primary industry, the Canadian Pacific Railroad arrived in Nelson. Soon Nelson became their Kootenay

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Oregon Electric Railway Historical Society

Officers

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

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John Ballentine	Gene Fabryka
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Mark Kavanagh	John Nagy
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Newsletter Editor	Richard Thompson
Newsletter Publisher	Wayne Jones
Gift Shop Manager	Suzi Jones
Webmaster	Mark Kavanagh

Membership

Memberships are based on a calendar year and should be renewed on Jan 1st of 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 represent the views or policies of the Society, its Board of Trustees, Officers, or Members.

Articles, photos, and letters for publication are always welcome. Please email to either transfer@oerhs.org or trolley503@frontier.com

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www.oregontrolley.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? If you are interested in training to be a motorman, conductor, or station agent at the museum contact Greg Bonn at (971) 344-0755. If you wish to volunteer for the Willamette Shore Trolley, call David Harold or Jan Zwerets at (503) 697-7436. No experience is necessary just a passion for trolleys! We can train you in any volunteer position that meets your interest.

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

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

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

When needed, the OERHS also updates members on events at the Oregon Electric Railway 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.

Kootenays Streetcar

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Regional Headquarters. When the city was incorporated in 1897 the population had grown to 3,000.

The Nelson Electric Tramway Company was formed Dec. 27, 1899. They began with two streetcars and later ordered a third convertible car.

The streetcar company developed Lakeside Park in 1900 and linked it with downtown, yet it struggled to turn a profit. In 1904 the city of Nelson took over the struggling tram company, which had grown to 4 miles in length. By April 1908 they were considering shutting it down. Two events put the nail in the coffin.

On April 25, 1908, a streetcar controller arced, blowing a circuit breaker, and causing a transformer fire that destroyed a portion of the substation. Two days later, the car barn and the little fleet of streetcars burned to the ground. The cause was most likely arson.



This celebratory photograph of Nelson Electric Tramway convertible car No. 3 now appears on a mural in downtown Nelson. (Royal BC Museum photograph)

It took coaxing but local businessmen re-established the system on Nov. 8, 1910. Two new cars with Brill trucks were ordered from the Ottawa Car Company.

Although residents were relieved by the restored service financial difficulties forced the city to once again take over operation in 1913.

The Nelson Street Railway Company soldiered on and obtained a third used streetcar (more on that later). However, automobiles slowly took over as the primary local transportation. The last tram ran on June 20, 1949, and the system was converted to buses.

Fast forward to the 1980s, when there was interest in bringing back the tram. It turned out one former Nelson tramcar survived, car No. 23. The car was built in 1906 by the Stephenson Car Company in Elizabeth, NJ, for Cleveland, Ohio. In 1924, the City of Nelson purchased this used streetcar to supplement its current fleet of two streetcars built in 1910. Initially, the three cars were number 1-3, but later renumbered 21-23, which made it appear to be a much larger system.

After the system was permanently shut down two cars, 21 and 22, became sheds a few miles away. They were eventually scrapped.



Car 21 is passing the Canadian Bank of Commerce on Baker Street in 1947, two years before abandonment of the streetcar system. (Trainweb photograph)



Former BC Electric Birney No. 400, seen here in the Nelson car barn, came from the Royal BC Museum. Interestingly, this car had been restored for display in Victoria in the 1970s by Paul Class of Gales Creek Enterprises. (Mark Kavanagh photograph)

No. 23 was used as a skating shelter until 1951, when it was purchased by a veterinarian, moved, and heavily modified into a dog kennel. It also served as a chicken coop and later a storage shed.

In 1982, the property where car 23 was located was sold, and the new owner offered it to the City of Nelson for historical reasons. The city said no, but the Chamber of Commerce and Selkirk College said yes. It was moved to the Rosemont Campus for restoration.

Restoring the car to operating condition required a significant effort. At first, the plan was to use former Toronto PCC trucks and controls. Thankfully, they traded the PCC trucks with the Edmonton Radial Railway Society for more traditional streetcar trucks and controls.

In 1988, the Nelson Electric Railway Tramway Society was born. The Society built a 2-kilometer (1.24 mile) route, which opened in 1992. This marked the first revenue run of a tram in Nelson in 43 years.

No. 23 is one of two cars in the Nelson Tramway car barn today. The other car is Birney No. 400, which is not from Nelson but from Victoria, BC. The British Columbia Electric Railway ordered the Birney in 1921, and it went into service in the

provincial capital in 1922 with nine other sister cars, numbered 401-409.

Car 400 ran faithfully until 1946. When the rest of the Birneys were retired in 1948 No. 400 was stripped of its truck, motors, and controllers and sold to Mayo Lumber Company for use as a bunkhouse. Twenty years later, the car had been abandoned, and its roof had collapsed.

In 1970 Victoria's Provincial Museum acquired the car. In 1973 it was cosmetically restored for display outside the museum entrance.

In 1990, the Royal BC Museum loaned No. 400 to the Nelson Electric Tramway Society under a lease agreement. When the Royal BC Museum closed its Transportation Museum in 1992, the car's ownership was transferred to Nelson.

The Nelson Electric Tramway Society did a complete restoration on the car, and it was ready for service in 1999. Unlike car 23, the Birney is bi-directional. It is also a single-truck car vs. No. 23's double-trucks. Due to its wheelbase, car 400 cannot make the tight loops at either end of the tram line, so it does not get out on the line much.

The Tramway roster also includes work equipment needed to maintain



Interior of former BCER Birney No. 400 in the Nelson Electric Tramway car barn. (Mark Kavanagh photograph)

the line, including a speeder. The line has simple shelters and a substation about midway.

Volunteers run the Nelson Tramway. They are a friendly bunch of folks. The tram runs daily during the summer tourist season.

The tramway is worth a visit for its scenery, but there is more for the railfan, including the beautifully restored CP railroad station. The station, built in 1900, is fully restored and has a coffee shop and visitors center.

Two locomotives are on display in front of the station as part of the railroad district. At one time Nelson had heavy overhaul shops for the CPR and was home to the railroad's Fairbanks-Morse locomotives.

Nelson has so much to offer. One claim to fame is having been used as the filming location for Steve Martin's 1987 romantic comedy film "Roxanne." Today, the town also has some great restaurants and micro-breweries.

I highly recommend visiting this small remote outpost. I plan to return there someday.

For more information: Nelson Electric Tramway Society website: <http://www.nelsonstreetcar.org>

"Streetcars in the Kootenays: Nelson's Electric Tramways 1899-1992" by Douglas V. Parker, Havelock House, Edmonton, Alberta. 🚋



Beautifully restored car 23 is ready to return to Baker Street from the loop at the outer end of the line. (Mark Kavanagh photograph)



The restored Canadian Pacific Railroad station. (Mark Kavanagh photograph)



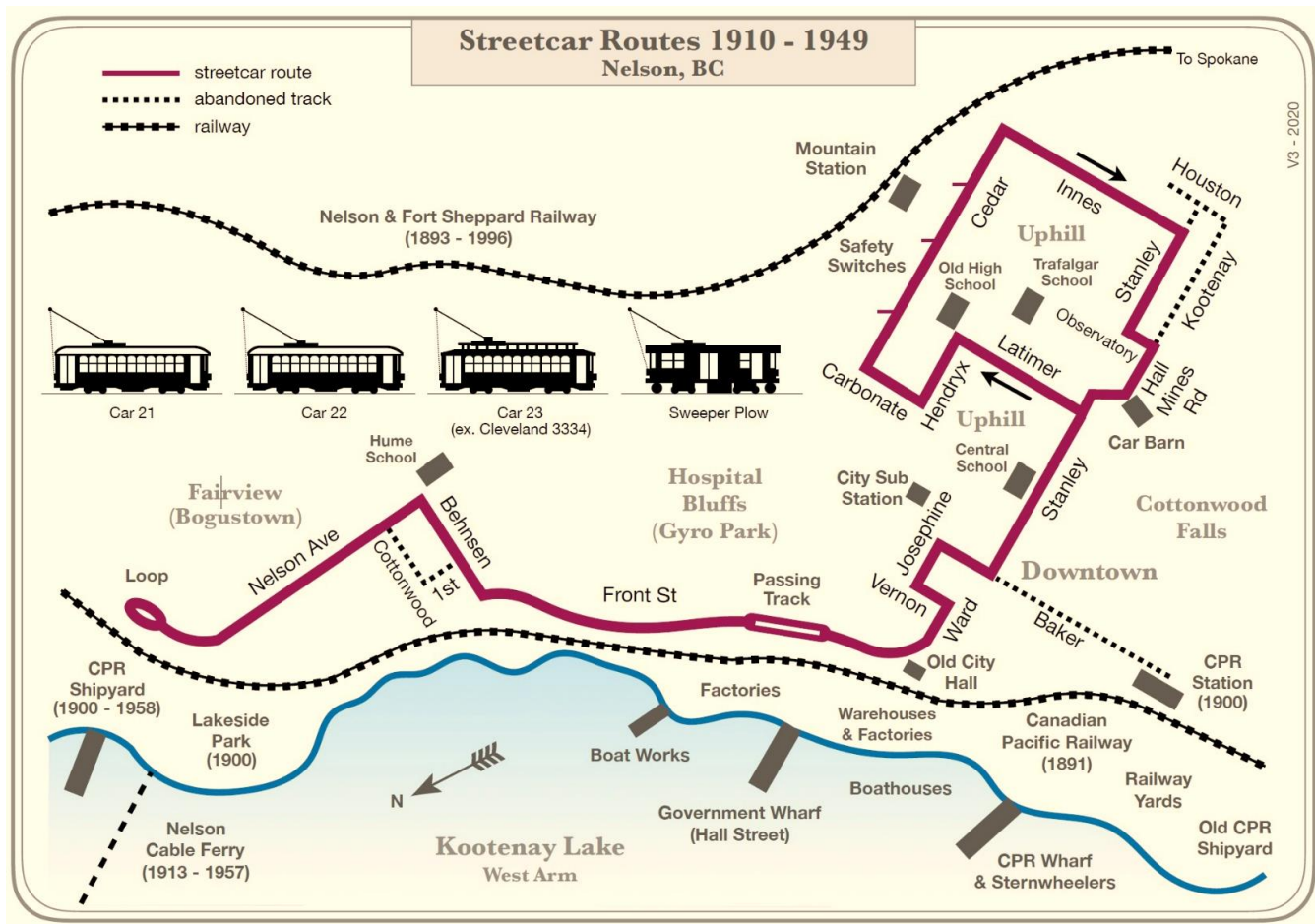
Gauges inside the Nelson substation. (Mark Kavanagh photograph)



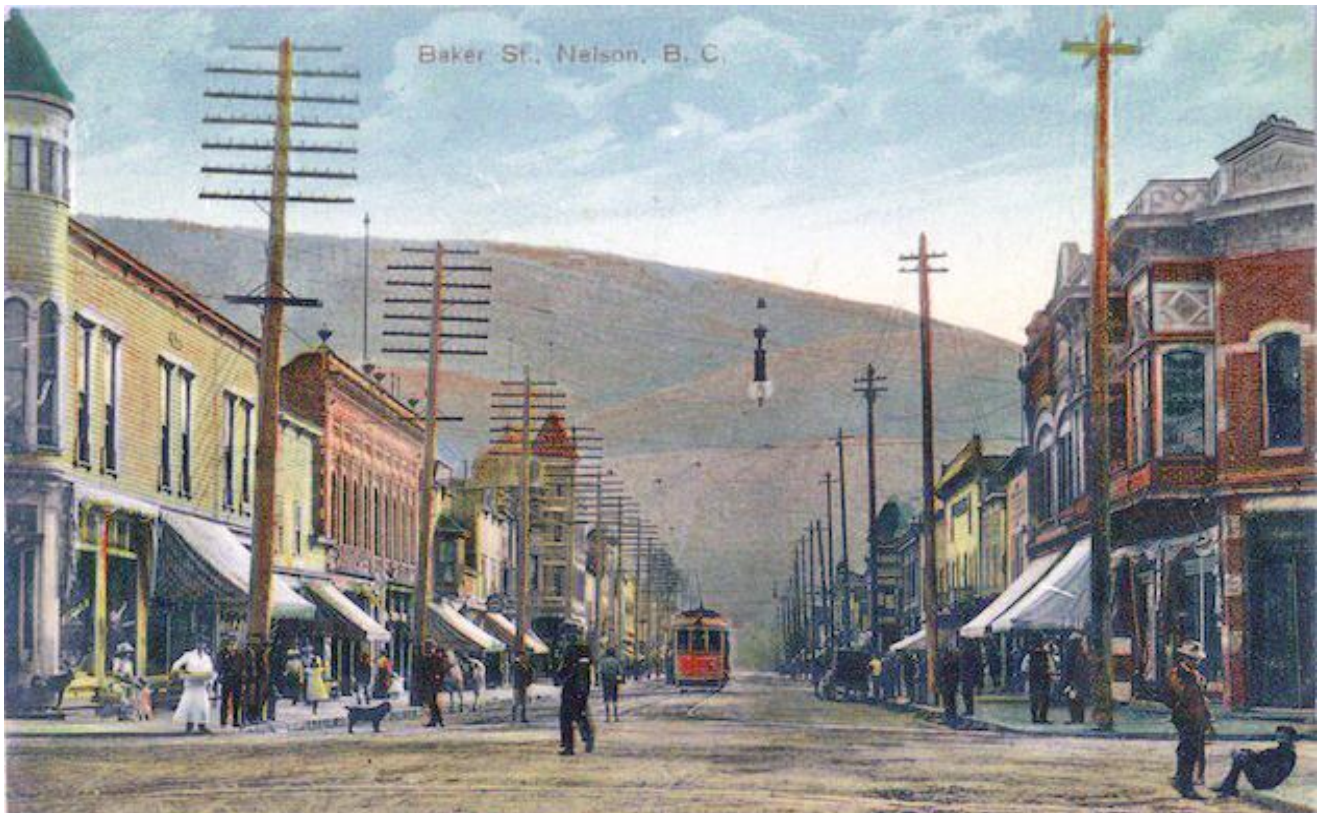
Interior view of Nelson Electric Tramway No. 23. (Mark Kavanagh photograph)



Nelson Tramway work train (Mark Kavanagh photograph)



↑ Historic streetcar map courtesy Nelson Electric Tramway Society ↓ Early 1900s postcard showing trolley on Baker Street in Nelson



Notes From the Shop

Pete Manuele

With the beginning of the new year, and leaving Covid 19 and its problems in the rear view mirror, our restoration shop is once again busy. Many projects that have been on the shelf for a time are now becoming the main focus of our shop.

For those of you who are not familiar with our shop, it is divided into two main divisions: the wood shop and the metal shop.

The wood shop has morphed from a cobbled-together workshop into a well-organized facility, thanks in chief to the efforts of Greg Bonn. The shop now has a dual miter saw station without feed tables. There are also two repair tables, one of which I use for parts restoration. Our drill press now has a storage shelf, both for bits and accessories as well as short-term storage of small project parts.

Two big projects for the wood shop are 1) finishing the installation of a three phase converter, and 2) designing a floor plan so that we can



The restored baggage wagon is seen next to Brussels, Belgium tram No. 1048 in the car barn at the Oregon Electric Railway Museum in Brooks. (Rick Lucia photograph)

utilize our band saw, surface planer and wood lathe, all three phase tools. Greg is finishing the wiring and installation so that we can start using the band saw. I will discuss the band

saw in a later article. Once the three phase conversion is completed, we will complete the floor plan so that we can begin using the other three phase tools.

The metal shop is a work in progress. A sandblasting cabinet has been set up in the metal shop and awaits final hookup to its accessories. We will then begin working on a floor plan so that we can set up and begin using metal tools, such as the metal lathe and sheet metal brake.

We in the shop are working on several projects, including maintenance for Blackpool car No. 48, ongoing restoration efforts on snow sweeper No. 1455, kiosks for the gift shop at Hopmere depot, and other maintenance/restoration items. Greg Bonn and Mark Terkelsen are building the kiosks that Suzi Jones will utilize in the gift shop.

A special nod to Rick Lucia, who wound up working on a project that wasn't planned. He had to move one of our vintage baggage wagons, but the front wheels were seized and it wouldn't move. He, Gene Fabryka and John Nagy, by dragging, pushing and



Large wheel bearing removed from baggage cart for cleaning (Rick Lucia photograph)



Close-up view of the Railway Express Agency sign on the baggage wagon. The two streetcars in the background are Sydney No. 1187 and Brussels No. 1048. (Rick Lucia photograph)



New Gift Shop signs are lettered in a period conscious style in keeping with the era of station. (all photographs by Greg Bonn)

pulling, managed to get it moved into the center aisle in the car barn. He then proceeded to remove the wheels (with great difficulty, I might add), cleaned a mess of muck from the bearings, greased the same and replaced the front wheels. The baggage wagon can now be moved when it is time to place it on display. Rick took pictures of his work, which are shown here.

I'm sure I haven't mentioned all of the people who contribute to progress with our shop, but hope to in future notes. Thanks to all those who help us. 🚂

Winter Activities in the Gift Shop

Greg Bonn & Suzi Jones

Visitors and members will notice a number of additions and changes to the museum gift shop with the opening of the museum this spring. New signs were fabricated and have been hung in the gift shop to designate the Ticket Agent, Merchandise, Cashier, New and Used Books, and To the Trains.



New book display racks were built into the shelving. Two new four-way merchandiser racks, fabricated in the museum's carpentry shop, are nearly completed and will be in place for our first day of operation. A small visitor sign-in desk has been acquired and installed near the entrance where we hope it will be well-used.

Repairs to the ceiling and walls have been completed in both the gift shop and display area. The walls and displays in the ticket office and gift shop have been cleaned and washed and any cracks, chips and scratches have been repainted giving it a fresh look. Work on the display area will continue to insure that it is ready for opening day.

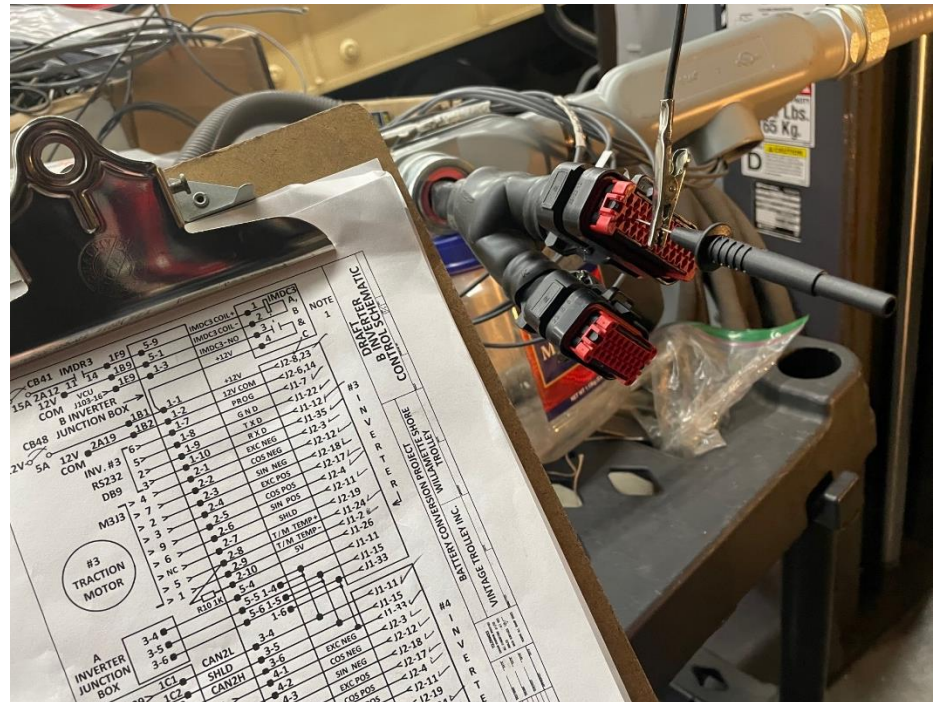
The used books sales/display area has been expanded to include used book sales. Most of these are surplus books from the museum library and are usually in very good condition and value priced.

We hope to have a couple more surprise additions to the gift shop completed in the near future. We wanted to have them done in time for opening day but they were started a little too late to be able to say for sure. Other new items will be premiered this year as well. Stay tuned for future information.

Suzi Jones, Joyce Nagy and Betty Ballentine have been working diligently to find new items for the gift shop. They have also been working to produce our own custom coffee cups, mugs and glasses. To keep prices affordable these will be imprinted on site, as needed, to reduce the amount of inventory required.


Among other things to appear on gift shop items will be a new logo now being designed for the Oregon Electric Railway Historical Society, as well as adaptations for the Oregon Electric Railway Museum and the Willamette Shore Trolley. The design is close to being completed and submitted for Board approval.

New to the gift shop crew this year is Greg's wife Karen, who has been heavily involved in scrubbing the walls and cleaning in the gift shop and office. She has recently retired after 45 years in retail sales and marketing at Fred Meyer. She worked in nearly all



Dave Rowe was under trolley 514 probing each plug socket with an ohm meter while Kevin Reilly was testing the same wire inside the trolley (Dave Rowe photograph)

of their stores in Washington County at one time or another. Karen will be assisting Suzi Jones with product merchandising at both the Oregon Electric Railway Museum and Willamette Shore gift shops.

The plaque thanking museum volunteers and donors is being updated to give credit to those who have been instrumental in the development of the Oregon Electric Railway Museum's trolleys, exhibits, car barn, depot and grounds. 

Battery Car Nearing Completion

Dave Rowe

The battery car project is moving along and we hope to have Vintage Trolley 514 back on its trucks by Memorial Day. The plan is to have it fully operational this summer.

We are now in the process of checking all the wiring connections

and sockets on car 514 in preparation for operation. Kevin Reilly is finishing up the wire labels and connecting the inverters to the system. Testing should start in a couple weeks while the trolley is on the jacks.



While Dave Rowe was under the car checking wiring Kevin Reilly was at the other end of the wires to verify that they were connected correctly (Dave Rowe)



The tow adapter and emergency tool box will be stowed under seat 2 (Dave Rowe photograph)

Along the six miles of Willamette Shore Trolley right-of-way are many trees and limbs that can block the trolley during operations. So a chainsaw has been kept aboard for emergency use. It was previously stored in the generator area but, since a generator is not required for a battery car, a new area had to be found in which to stow the chainsaw. It is now kept inside seat 15 (one of the longitudinal cane seats). Seat storage will also be used for the towing adapter and emergency tool box, which will be stowed under seat 2.



The electric chainsaw and cord will now be stowed under seat 15 of VT 514. (Dave Rowe photograph)

Training the Willamette Shore motormen will soon be on the agenda. They will need to be familiar with battery operation before the Vintage Trolley is used for public rides. 🚃

Sorting and Filing in the Museum Library

Greg Bonn

For nearly a year, society co-founder Roy Bonn has been sorting through the society's archives, weeding out duplicate and no longer relevant papers from the multiple collections and files that have accumulated over the past sixty-five years. Some materials are even older if we include papers from two predecessor groups, the Willamette Valley Electric Railway Association (WVERA) and the Pacific Northwest Electric Railfans Association (PNERA).

The process began several years ago with books and periodicals being separated from other materials and moved to library shelving for sorting. Left behind in that process were nearly sixty boxes of papers and files.

Members may remember the stacks of file boxes kept in the storage room in the Hopemere Station display hall. Those who entered risked life and limb. Now that Roy has sorted and filed nearly all of the society papers the storage closet can function as originally intended.

There are still a good number of boxes containing Portland Traction Company records and files as well as boxes of pictures and photo collections yet to be addressed. So there is still much work to be done to get these remaining items filed.

At 92 years young, Roy spends most Tuesdays and Saturdays in the library. Any assistance would be very much appreciated. Please contact me (dad's taxi) at 971-344-0755 to verify his availability for a particular day. 🚃

Ask Not What the Trolley Can Do for You...

Mark Kavanagh

To paraphrase John Kennedy, "ask not what the trolley can do for you, but what you can do for the trolley!" The Society has two trolley operations that are greatly in need of volunteers, from operators, to gift shop, to maintenance and restoration. Our volunteer numbers are down and we would like to reverse that trend.

The Willamette Shore Trolley is ideal for those who live near Lake Oswego. The WST will start weekend operations on Memorial Day weekend (May 27th) with four round trips each Saturday, Sunday and holiday Mondays thru Labor Day weekend in September. The WST is in need of

more operators to maintain this schedule. Also needed are folks to work in the WST gift shop during trolley operation to sell and verify tickets, answer questions and be a safety contact for the trolley operation.

Operators are our public face and ambassadors to our passengers. They safely operate the trolley while providing commentary and promoting the organization. Superintendent of Operations Jan (pronounced “yahn”)

Zweerts will gladly provide training in all aspects of safe operation. Please drop him an email at: jmzweerts@gmail.com.

The Oregon Electric Railway Museum in Brooks is also in need of operators and gift shop volunteers plus more. Operators and gift shop staff have the same roles as those in the WST.

Training is also needed. Mark Kavanagh and Ken Peters are working on setting up training days at the museum. We expect those to be in late April or early May. Announcements will be sent out. If you would like to help, please contact Mark at oerhs503@gmail.com.

Volunteers are also needed to get the museum ready for public operation, as well as for grounds-keeping, car maintenance and finishing the rail yard project. For more information please contact Mark at oerhs503@gmail.com 🚃

Help Needed at Oregon Ag Fest

Gene Fabryka

This year's Oregon Ag Fest will be held on Saturday April 29th and Sunday April 30th from 10 a.m. to 5 p.m. at the Oregon State Fair and Exposition Center, 2330 17th St. NE, Salem, OR

97301. We need volunteers at the Ag Festival to give attendees information about this year's events at the Oregon Trolley Museum.

The Oregon Ag Fest is a fun and free event for children aged 12 and under and a great time to tell people about this season's first day of trolley operation at the museum on May 20th. Please contact Gene Fabryka at 503-318-0787 for more information. 🚃



The children's trolley is fun for kids, helping nurture the kind of interest that is vital for the future of our museum and others. (Gene Fabryka photograph)

2023 OERHS Schedule of Events

Mark Kavanagh

May

✓ Sat. 5/20: **S.T.E.A.M.'d Up for kids**, with trolley operation at Powerland 9 am-4 pm

✓ Sat 5/27: **First Saturday of summer operation** at both WST and the Museum. The Museum will be 11am-4pm every Saturday thru 9/2. (Special event schedules are additional) and WST will be every Sat/Sun plus Memorial and Labor Day Mondays until 9/4. Lake Oswego

Departures are at Noon, 1pm, 2pm, and 3pm.

June

✓ Fri/Sat 6/23-24: **Branch 15 Swap Meet** at Powerland (Trolley operation on Saturday only).

July

✓ Sat-Tue 7/1-4 **Living History Re-enactment and Vintage Trailer Rally**. (At this time trolleys will

operate on Saturday only unless more volunteers become available).

✓ Sat/Sun 7/29-30: **Great Oregon Steam-Up** at Powerland. Trolley Operation 9 am-5 pm each day with carbarn tours

August

✓ Sat/Sun 8/5-8/6: **Great Oregon Steam-Up** at Powerland. Trolley Operation 9 am-5 pm each day with carbarn tours

✓ Fri/Sat 8/26-8/26 **Pacific Northwest Truck Show** at Powerland Trolley operation only on Sat 10 am-5 pm.

September

✓ Sat. 9/2: **Last day of trolley operating** season at Powerland

✓ Mon 9/4: **Last day of trolley operating** season at WST.

October

✓ Every weekend: **Powerland Halloween** with immersive trolley ride experience.

November

✓ **OERHS Annual Meeting** TBD

December

✓ **Holiday Sparkles** at Powerland

All Year

✓ **OERHS Board Meetings** are held the second Saturday of every month at 10 a.m. Please contact Mark Kavanagh to be put on the distribution list at oerhs503@gmail.com. 🚃

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>	\$ _____
Board Fund	Unrestricted Funds	<i>Allows Board to allocate funds as needed. (Projects, events, car acquisition, etc.)</i>	\$ _____
Capital Projects	Phase 1 Yard Project	<i>Build a permanent switch yard (~11k)</i>	\$ _____
	Carbarn #2	<i>Build the 2nd carbarn (will also be the temporary restoration shop) – (~\$450k)</i>	\$ _____
	Mainline Loop	<i>Complete the loop for multiple car operation and operate single-ended cars. Adding ~ 2000 additional feet will complete the loop. (~\$45k)</i>	\$ _____
	Interpretive Center	<i>Flooring, archives, displays, and exterior landscaping (sidewalks, platforms, etc.)</i>	\$ _____
	Buy A Tie	<i>\$55 buys us a new fir tie to replace worn out ones (we need about 2000 of them so every single tie is a great help)</i>	\$ _____
Restoration Projects	Buy Concrete	<i>~\$120/yd³ for track, curbs, platforms, etc.</i>	\$ _____
	PRL&P #1067	<i>Help refurbish the running gear we obtained the NWRM to restore this car</i>	\$ _____
	Car Restoration	<i>All our cars need love & care, and many are awaiting restoration. Donate to the car fund or specify a car. Some of the projects underway are: 813 (Broadway car), 1159 (PCC), 1455 (snow sweeper) & locos 254 & 401</i>	\$ _____ Car: _____
Specific Items: <i>(Donate items or \$)</i>	Uniform Parts	<i>Hats, pants, vests & jackets for volunteers</i>	\$ _____
Name Your Project		<i>Do you have an idea you would like to see done? Tell us about it!</i>	\$ _____
TOTAL			\$ _____

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

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

Credit Card: \$ _____ Visa ☐ MasterCard ☐ American Express ☐ Discover ☐

Card # _____ Sec Code _____ Expires _____ Signature _____

THANK YOU!