



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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OE Substations & Depots Had Good Bones

By Mark Kavanagh



Wacanda, seen here during construction, was a combined substation and station agent's office. Located 11 miles north of Salem, the station had a two-story-high voltage compartment, electrical room, and a one story ticket office with waiting room.

The Oregon Electric Railway was an interurban railway that ran from Portland to Eugene and Portland to Forest Grove. There were also branches to Corvallis and Woodburn. The OE opened in 1908 with a line linking Portland to the capital city of Salem. The system was fully built by 1913. But trouble began in the 1920s when competition from better roads and automobiles impacted profits. As a result, electric passenger service was discontinued in 1933 and electric freight ended in 1945.

Much of the OE line is intact today. Most of the mainline from Tigard to Eugene Yard is operated by the Portland & Western Railroad, while from Beaverton to Hillsboro, TriMet MAX follows the old route.

An impressive number of depots and substations built by the OE still exist even though they are no longer used by the railroad. Let's travel down the OE Valley mainline and look at the remaining buildings.

Continued on page 3

Oregon Electric Railway Historical Society

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Membership

Membership is based on a calendar year. All memberships expire on Dec. 31st, with renewal due by January 1st. 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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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 Mark Kavanagh at (503) 399-7508. If you wish to volunteer for the Willamette Shore Trolley, call David Harold or Jan Zweerts 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 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.

OE Stations

continued from p. 1

1 **The North Bank Depot** served the Oregon Electric and the Spokane, Portland & Seattle railways. The SP&S built the two depot buildings in 1908 on NW 10th and 11th Avenues at Hoyt Street. Two years later the OE was absorbed by the SP&S.

The North Bank Depot served as the OE northern terminal for both freight and passengers starting in 1912. The OE ended passenger service to the depot in 1931 and cut service back to SW Front Avenue (now Naito Parkway) and Jefferson Street. All OE passenger service ceased in 1933 but the North Bank Depot lived on as a freight depot for the SP&S and, by 1970, its successor, the Burlington Northern Railroad. By



OE train at North Bank Station NW 10th Avenue and Hoyt Street, Portland, about 1910. Old Dobbin was still providing motive power in the drayage business. (Bill Hayes Collection)

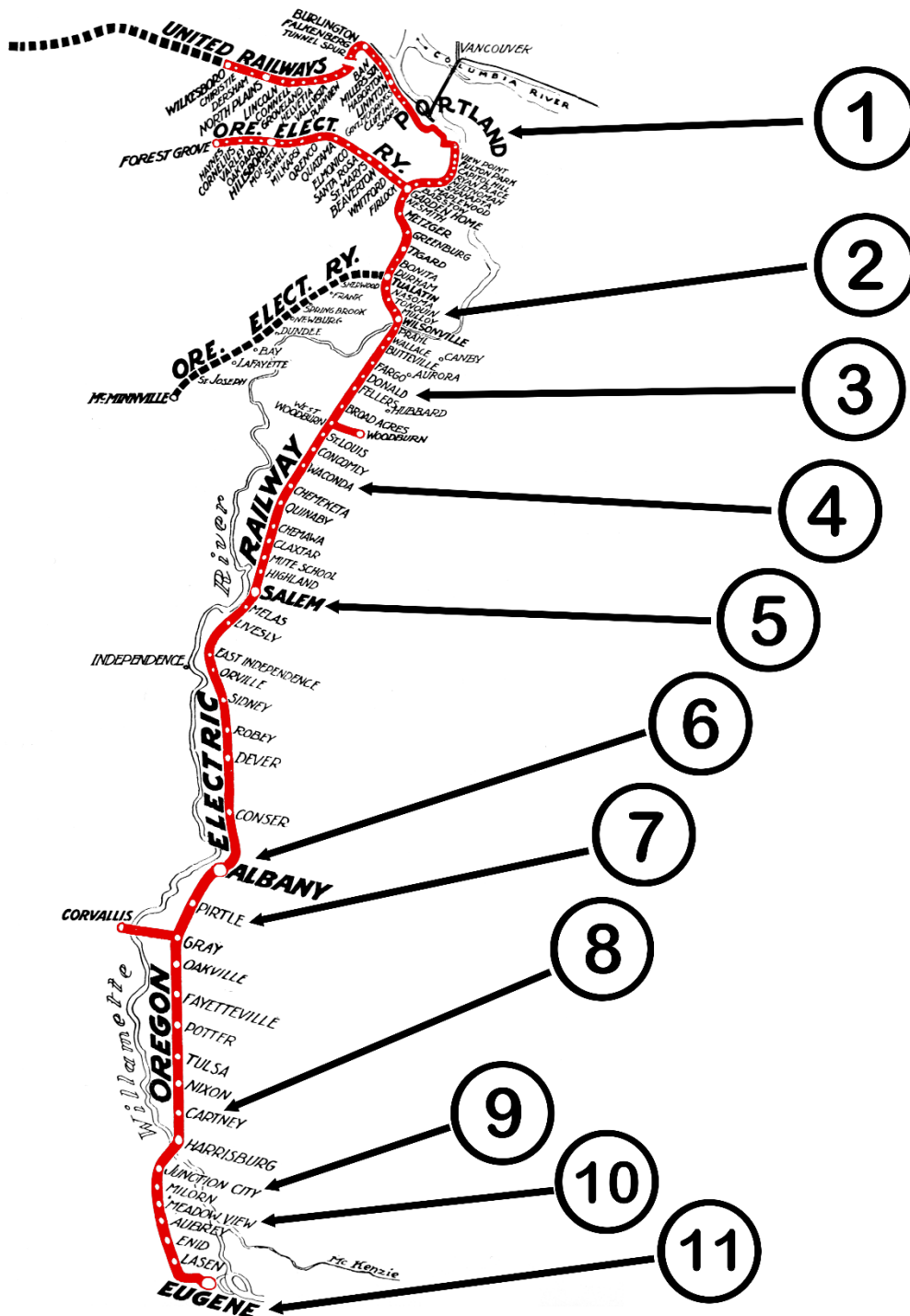
the 1980s, the railroad stopped using the Depot, and it sat vacant for a decade. In the late 1990s as the railroad yard area was starting to revitalize, the depot buildings were

renovated and converted into condominiums. In 2022, one of the condo units was for sale for over 1.5M dollars.



The Portland Streetcar now passes beside the former North Bank Depot west building. The depot buildings were converted to private residences in the late 1990s. (Mark Kavanagh)

OREGON ELECTRIC RAILWAY SUBTATIONS & DEPOTS THEN & NOW



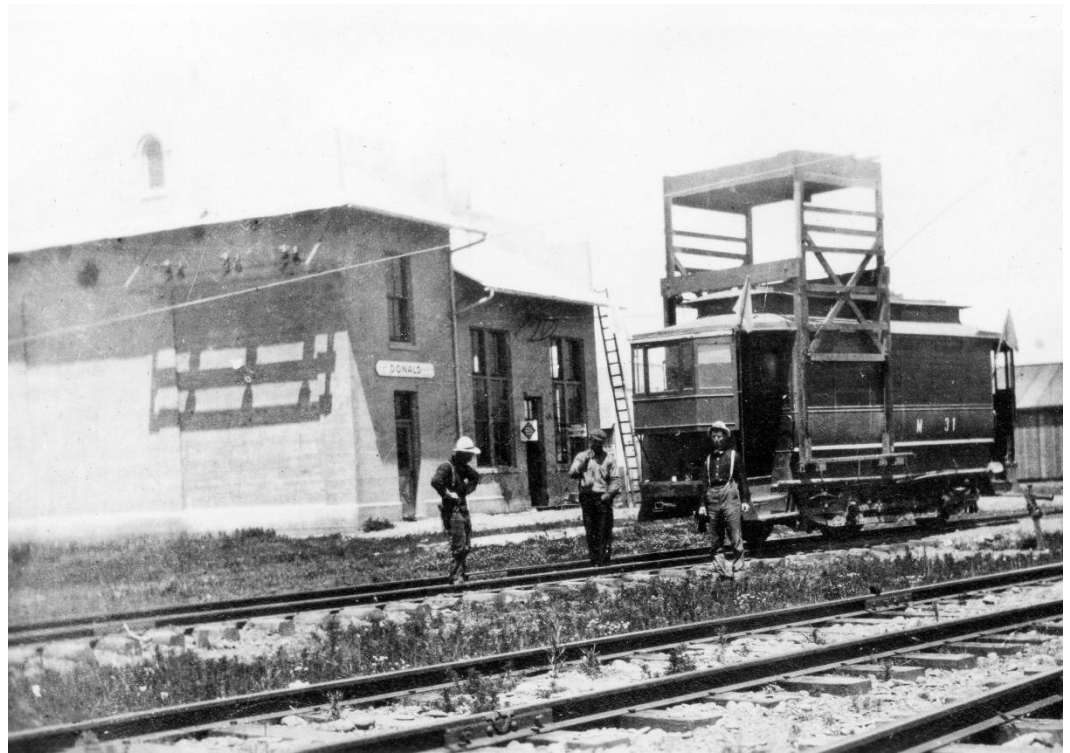
2 Tonquin Substation and Depot is located between Tualatin and Wilsonville. It opened in 1908 with the mainline to Salem. OE named the station after the Pacific Fur Company ship *Tonquin*. The substation was initially built by the OE to put out 600 VDC. With the Eugene extension, the company increased the voltage to 1200 VDC to increase the distance between substations. As such, the Tonquin received the original 500 KW rotary from the Wacanda Substation, which was placed in series with the original Tonquin rotary. The substation would have been shut down by the OE in 1945. Today, the shell of the substation still exists and is used for storage by a landscape supply company.



Today the ticket office at Tonquin Station is missing its roof, but the old substation portion is used for storage. (Mark Kavanagh)

3 Donald Substation and Depot is located in the middle of "downtown" Donald, it opened in 1908. It is named after R. L. Donald, an engineer with the construction company that built the OE. It, like Tonquin, was originally set up for 600 VDC output. However, with the OE increasing the voltage to 1200, the Donald substation was no longer needed. So the 500 KW rotary was removed and sent to the Moffatt Substation outside Hillsboro to tie it in series as part of the voltage increase.

The Moffatt substation no longer exists, but it would be where MAX crosses Baseline Road on a bridge today. Donald Station still survives intact but is boarded up. There was a plan to make it into a local museum, but that has yet to happen.



The Donald Substation and ticket office looks to be under construction in this view of a crew working with an old streetcar that had been converted into line car number M31. (Oregon Historical Society)



Donald Station is boarded up today but preserved. Faded letters show previous use as a feed storage facility. (Mark Kavanagh)

4 **Waconda Substation and Depot** is located not far north of our museum. It opened in 1908 as well. As mentioned earlier, increasing the line voltage on the line impacted Waconda. The original rotary was removed and sent to Tonquin. Waconda then received a new 1200 VDC; 500 KW rotary. The building would have been abandoned by 1945. The structure of the building is still intact. Weather and local "artists" have taken their toll, yet it survives.



The Oregon Electric Railway's Waconda station was another that featured a combined substation and agent's office. (illustration from 1915 Electric Railway Journal).



Waconda Station as it sits today. A nearby sign on Waconda Road notes that this was formerly the Waconda Townsite. (Mark Kavanagh)

5 Salem Ticket Office. The Oregon or Hubbard Building, at the corner of State and High Streets, contained the Oregon Electric ticket office on the ground floor corner. The building opened in 1913, with OE trains and Salem Streetcars stopping right in front.

Today the building still has offices and retail. But it is visited by no streetcars or interurbans.



OE observation car No. 1001 "Champoeg" is awaiting passengers outside the Salem ticket office at State and High streets. The OE shared the Hubbard building with the Oregon Theater and other businesses.



The Hubbard-Oregon Building in Salem as it looks today. (Mark Kavanagh)

6 Albany Station. This Depot opened on the corner of 5th Avenue and Lyon Street. in 1912. Based on a photo from the Oregon Historical Society, there was a temporary depot shelter when the OE started Albany operation on July 4th 1912. I don't have the exact date when the more dignified brick depot opened.

When passenger service ended, the depot and the tracks on 5th Street were no longer needed since the OE had a freight bypass along the riverfront.

The most recent tenant in the Albany OE Depot was Ciddici's Pizza. They kept the main part of the building intact but grafted on an addition that did not blend in well. Ciddici's closed the depot location during the pandemic. In 2022, the owners of Sybaris Bistro purchased the Depot and started renovations with plans to return it to its former glory.



The finishing touches were still being applied when this picture of an OE train in front of the Albany station was taken c. 1912. Newspaper accounts heralded this brick station as being decorated in as fine a style as those built by steam railroads in cities of the same size.

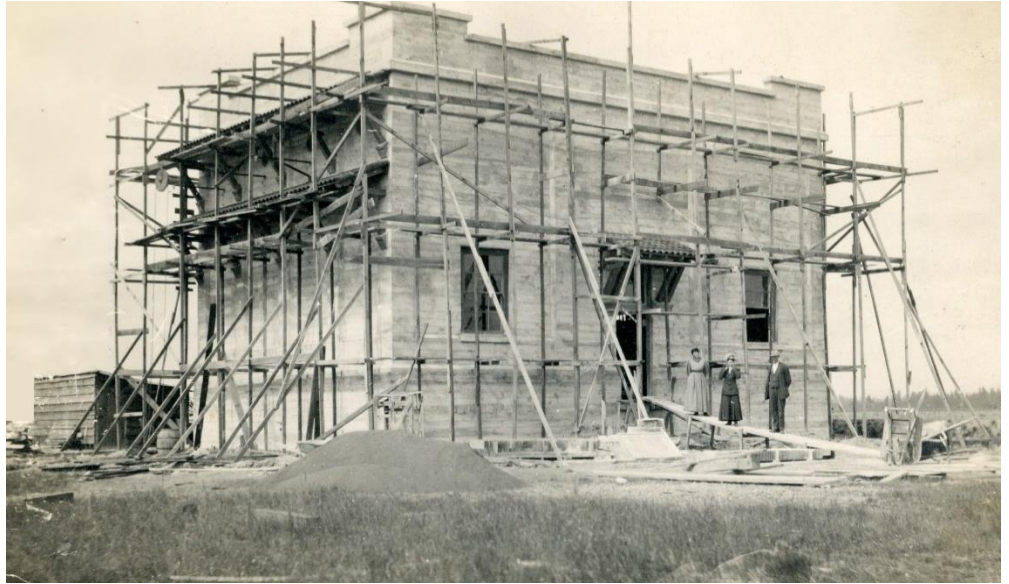
Note: the OE rails are still visible along the curb in front of the depot.



The pizza restaurant in the old Albany OE depot closed during the pandemic, but it is being restored as a bistro. (Mark Kavanagh)

7 **Pirtle Substation**, located south of Albany, was one of the 1200 Volt DC substations built as part of the Eugene extension. Unlike the older substations to the north, this substation did not have a depot office.

The old substation remains today along the active railroad right-of-way a few hundred feet north of Pirtle Road. The building still has “good bones.”



Pirtle Substation is under construction in this 1912 postcard scene. (Michael Hafner Collection)



Pirtle Substation still stands but graffiti artists have given the classic structure a foreboding look, with eyes that stare out at the bystander. (Mark Kavanagh)

[illegible][illegible]

As seen here Cartney substation, 101 miles from Portland, was listed on official OE timetables throughout the 1910's, however by 1928 it had disappeared.



Cartney's OE heritage still shows on the side facing the railroad, although it has been fully integrated into a warehouse complex. (Mark Kavanagh)

9 Junction City Depot. This depot opened in 1912 as part of the Eugene extension. It is located on the corner of Holly Street and 5th Avenue, where trains continue to run down the middle of the street. The OE Depot is now part of a food truck pod and taproom.



The semaphore has given the “all clear” as a woman in a hobble skirt walks away from the Portland-Eugene express at Junction City Depot. (courtesy Oregon Historical Society OrHi 39382)



The Junction City OE Depot has been repainted and is now a taphouse and food truck pod called The Beer Station. (Mark Kavanagh)

10 Meadowview Station and Freight House.

The quaint waiting station at Meadowview no longer exists. However, the Meadowview Freight House, which was a separate structure, survives. It is located near the Eugene Airport on Highway 99. The Freight House has seen better days, but the exterior appears to be undergoing restoration.



The crew waits with OE Combine No. 61, the Eugene Local, at Meadowview Station in 1914. This was one of the OE's picturesque chalet style stations.



The exterior of Meadowview Freight House has recently undergone a cosmetic restoration. (Mark Kavanagh)

11

Eugene Depot is located at the corner of Willamette and 5th Avenue (did the OE

have some fondest for the number 5?). The current depot opened in 1914 and was the southern terminus for the OE.

The depot served a number of occupants over the years. When the OE stopped passenger service in 1933 the Eugene Depot became an office and storage facility. By the late 1930s it housed a farm tractor dealership. In 1961, it became the Eugene branch of OMSI. The museum became independent and moved to another location in 1973 after which the station was converted into a restaurant called Andy's Eugene Station. Several rail cars were added to the facility. The station building was placed on the historic register in 1979. Andy's later became an upscale eatery known as the Oregon Electric Station Restaurant. However, it closed in 2020, citing the pandemic.

Luckily, the Portland-based Old Spaghetti Factory restaurant chain took over the building. OSF renovated the building and rail cars but kept the charm offered by the prior restaurant. There are nods to the OE in photographs and a mural in the restaurant. I highly recommend enjoying meals at this location!

Today nothing survives on the OE line to Forest Grove except for the names of stops on the MAX light rail line. However, the MAX Hillsboro Central Station has a depot-looking building with a "semaphore" and is in the location of the original OE depot.

The many buildings still in existence is a testament to the Oregon Electric Railway. All the substations are still standing except for the Moffatt Substation and the substation in Multnomah (where John's Marketplace stands today). It would be interesting to know how many modern light rail stations will remain 100 years from now. 🚋



An OE train with parlor car rests at Eugene Depot after having completed the 3-and-a-half-hour trip from Portland. The \$30,000 ornate brick station opened for business in 1914. (Norm Gholston)



Today the OE Eugene Depot is a splendid addition to the nationwide Old Spaghetti Factory restaurant chain. (Mark Kavanagh)

An Ice Storm Accident on WST

Dave Rowe

During the last part of January, 2024 Oregon was hit by a severe ice storm and Lake Oswego, home to the Willamette Shore Trolley, was not spared.

A WST line trestle, but thankfully none of the trolleys, fell victim to a storm-related accident when the driver of a pickup truck attempting to park on an ice-covered driveway above the line lost control. The pickup rolled five times as it slid down the 300-foot bank, coming to a stop on its side against the Willamette Shoreline Trestle.

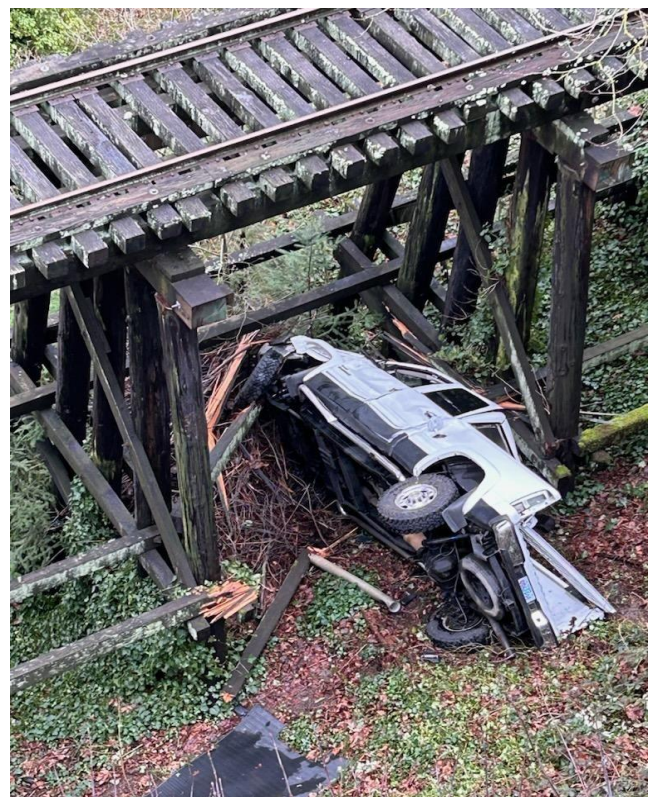
The driver suffered minor injuries and had to be pulled to the top of the hillside with a cable. All of this occurred prior to the opening of the WST season, of course, but it made for an interesting event. 🚃



A white pickup slid down the 300-foot embankment coming to rest against the Willamette Shoreline Trestle in late January 2024. Waverley Country Club is in the background (photographer unknown)



The driver received minor injuries and was hoisted back to the top of the bank using a cable. (photographer unknown)



Close-up view shows trestle damage that will need to be repaired. (photographer unknown)

Museum Orientation Day

Mark Kavanagh

You are invited to our first Museum Orientation Day at the trolley museum in Powerland Heritage Park. It does not matter whether you are new to the OERHS or a veteran member, we request your presence. If you have wanted to know more about the OERHS or our trolley collection now is your chance. You will also learn about volunteer opportunities from restoration to operations. Trolley rides are included. Here are the details:

Date: Saturday, April 27th

Time: 10 am – 5 pm

Location: Hopmere Station

Free Pizza & soft drinks included.

Please RSVP to mark@oerhs.org. Let us know of any special dietary needs.

SCHEDULE (times approximate)

- 10-11 am: Overview of the OERHS: History, volunteer opportunities available
- 11-Noon: Tour the carbarn
- Noon-1pm: Lunch
- 1 pm-5 pm: Operator Training/certification

Even if you do not want to operate, you are encouraged to ride the trolley during training or talk to other members about projects we are working on. We look forward to seeing you all at the museum. 🚃

TriMet Opens New MAX Station

Mark Kavanagh

On Monday, March 4th, TriMet opened the newest MAX light rail station, Gateway North, on the Red Line, is the first new station to open since the Orange Line began in 2015. It is part of the “A Better Red” project.

The Red Line opened to Portland International Airport on September 10th, 2001, one day before the world



Gateway North opened March 4, 2024. The Red Line stop was the first new MAX station since 2015. (Mark Kavanagh)

changed. It was built as part of a public-private partnership to develop what is today called Cascade Station.

The line had single-track sections to keep costs down. The unique feature was how the airport line integrated with the existing MAX Blue Line at Gateway Station with a single track from the airport going under the Blue Line tracks from Portland (and over I-84), then quickly climbing and doing a full 180 degrees to connect to the existing tracks.

The Red Line effectively does a full 270 degrees to get to Portland City Center from the airport at Gateway. The single-track section here, and at PDX between 82nd and the Airport station, were considered bottlenecks. The junction at Gateway also caused conflicting movements between Red Line city-bound trains needing to cross the outbound Blue and Green Line trains. It doesn't help that the Green Line junction is further south, causing more conflicting movements.

“A Better Red” project goals were to untangle this mess and extend the Red Line from its current terminal at Beaverton Transit Center further west to Fair Complex/Hillsboro Airport station. This will relieve some

capacity constraints on the Blue Line between those stations.

The first step was rebuilding Portland Airport Station to widen its island platform. Then, double track was added from there to 82nd Street.

The next step was to untangle the Gateway interlocking by adding a track for inbound Red Line trains bypassing Gateway. City-bound trains diverge from the existing Red Line a bit north of where the single-track section had been before along I-205. The track then climbs to go over the now airport-bound track and crosses over I-84 to enter the new Gateway North station. The track then joins the Blue Line to the city center, bypassing Gateway. Airport-bound trains continue using the former route, stopping at Gateway, and spinning around 180 degrees to head to the airport. Gateway North is a simple one-track and platform stop about 500 feet north of Gateway, so transfers are still available to Blue and Green Line trains via a short walk.

The final piece of A Better Red is improvements at the Fairplex station for trains to turn around west of the station. The Red Line will start running from Fairplex to Portland Airport in the fall of 2024. 🚃

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 (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!