



Reminder to members: Please be sure your dues are up to date. 2012 dues were due Jan 1, 2012. If it has been longer than one year since you renewed, go to our website: [oerhs.org](http://oerhs.org) and download an application by clicking: "Become a Member"

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## Portland's MAX, always moving forward.

*By Lou Bowerman*

In the Winter 2008 The Transfer, I wrote an article "Meeting MAX Face On" in which I introduced a new concept in transportation to Portland. In the article I wrote "It's been 21 years (September 5, 1986) since light rail came to Portland in the name of MAX (Metropolitan Area Express)." A lot of water has gone under the bridge since then and when MAX came to town, I was one of the first riders to try this new concept in Portland of moving hundreds of passengers efficiently and safely. A concept that had been forgotten years before. I remember the impact of opening day when it was almost impossible to get on a train.

Dramatic change came when TriMet was created, not only in new buses and color schemes, but expanding the thought process to look outside the core box and to think regional to move people efficiently over longer distances."

Some time went by when it became evident that there was a problem at the Eastern end of the line in Gresham. Instead of running two tracks from Ruby Junction (which ironically sits on an old right-of-way of what use to be the Portland to Troutdale interurban line) to the end of the line at Cleveland Avenue, only one line was built. With the number of trains running on the line, a real bottle neck became a reality at Ruby Junction and something had to be done to change it.

See this issue in color on the web at [oerhs.org/transfer](http://oerhs.org/transfer)

So, plans were drawn up to extend two tracks East from Ruby Junction thru a gully to Cleveland Avenue which resolved the problem (and you will see in some photo's I took). Since that time, a lot of changes have taken place. A new shopping center called Gresham Station was built parallel to the line along with



*New Rockwood MAX Station*



*Taken from N.W. Birdsdale at Ruby Junction which is now two tracks looking East*



*Looking West from Ruby Junction.*

## Oregon Electric Railway Historical Society

### Officers

President	Charles Philpot
Vice President	Eugene Fabryka
Secretary	Mark Kavanagh
Treasurer	William Binns

### Trustees

Carolyn Vernon	Adam Samish
Mark Kavanagh	Greg Bonn
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### Other Positions

Board Chairman	John Nagy
Museum Director	Greg Bonn
Supt. Museum Opr	vacant
Newsletter Editor	Wayne Jones
Gift Shop Manager	Carolyn Vernon
Webmaster	Mark Kavanagh
OERM Operations Manager	William Binns
OERM Trainer & Operations	Peter Kloosterman
WST Station Master	Rod Cox
WST Trainer & Operations	Hal Rosene
WST Depot	Lake Oswego

### Membership

If you have overlooked paying your dues for 2012 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. Operator of the *Willamette Shore Trolley* line between Lake Oswego and Portland and a demonstration

trolley line at the railway museum in Brooks.

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

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

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

Oregon Electrical Railway Historical Society  
3995 Brooklake Rd. NE  
Brooks, OR 97303  
Phone: 503.393.2424  
[www.oregonelectricrailway.org](http://www.oregonelectricrailway.org)

### Do you want to be a Motorman?

Volunteers are needed at the museum in Brooks to be trained as Motormen, Conductors, Ticket sellers and Car Barn Tour guides. Saturdays from 10am to 4pm, motorman training on Sydney 1187 and later, other cars. The Museum will again be open the public in early May 2012 on Saturdays and Sundays. For the weekday projects, contact Bill Binns or Charlie Philpot.

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

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

## Status of the Willamette Shore Trolley

Unfortunately we have missed our targeted date to restart our WST operations. Converting our responsibilities to operators and having the Consortium provide the streetcars and their maintenance has turned out to be more complicated than originally perceived. Several things required to get us back in business have not been completed. They include:

- New passenger service agreement with City of Lake Oswego. This agreement will not include responsibility for providing and maintaining streetcars. It includes a guaranteed financial return to the OERHS for this service.
- Major repairs required to bring the WST up to acceptable standards. Most of these have been completed except for the tunnel lining repair.

- Agreements to transfer responsibility for the Vintage Trolleys from the City of Portland to City of Lake Oswego. This needs to be done so the Vintage Trolleys can be included in our new agreement.

I am trying to get all of these items moving forward by working directly with elected officials. Unfortunately our priorities do not match those of some of the key players and unfilled positions and furloughs are not helping. Hopefully we will see some progress soon. In the meantime we will be seeking compensation to cover the costs of keeping the WST organization together and ready to operate.

I would like to thank Hal Rosene and his fantastic crew for their patience and hope they can hang on until this situation is concluded.

*Charles Philpot, President OERHS*

## 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@waynejones.net](mailto:transfer@waynejones.net) with your name (as shown on the OERHS membership list) and the email address you would like us to send the notification to. Of course, we will respect your privacy and we will only use your email address to send a single notification that a new The Transfer

is ready and a link where you can get it. We will never send promotional material or give or sell your email address to any other person or organization. You can see this issue and the previous issues by going to this web site: [oerhs.org/transfer](http://oerhs.org/transfer).

We also mail black & white copies of the newsletter to all members of record. Not as clear 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.



## Portland's MAX continued...

condo's and housing projects just North of the line. A new Rockwood station was constructed just recently to upgrade the Rockwood area as well as a new station called Civic Drive station which serves Gresham Station shopping center.

Right now, an additional MAX line from S.W. Portland near Portland State University is in the planning stages with the start of construction of a new bridge over the Willamette River which will serve MAX trains, the Portland Streetcar, bikes and pedestrians (not cars) from the Westside of town to the Eastside which will eventually end up in Milwaukie again serving Clackamas County, one of the fastest growing counties regionally. As for the Portland Streetcars, improvements have taken place with an extension of the line from N.W. Portland (Pearl District) over the Broadway Bridge to the Eastside near the Lloyd Center and then South to OMSI. Track is laid and overhead strung. Stay tuned for more updates. ■

*All photographs Lou Bowerman*



*Looking East toward Gresham from Ruby Station. Originally this was one track to end of line.*



*Civic Drive Station...NEW 212th overpass in background.*



*Looking East from Gresham Central Station toward Cleveland Station and end of line.*



*New Rockwood MAX Station*



*Another view of Civic Drive Station and art at station with Gresham train heading toward end of line.*



## The Great Oregon Steam-Up

July 28th & 29th and August 4th & 5th, 2012

The *Great Oregon Steam-Up* is the largest event at Antique Powerland during the year and involves all of the museums and many other participants. One of the unique aspects of the event is that most of the equipment is operating. A parade takes place each day at 1:30PM and includes vintage tractors, trucks, and automobiles. The steam powered sawmill operates twice a day and the trolley tours the site perimeter all four days of the show.

Learn about the early machinery that made Oregon work. Hear about innovators and manufacturers of the past. Machines include farm tractors and implements, early engines, crawlers, fire apparatus, vintage trucks and cars, logging gear, an early Oregon flour mill, and an authentic steam sawmill. Rides include an historic trolley and a miniature railroad.

Scheduled activities: Machinery demos, sawmilling, flour milling, fire apparatus demos, harvesting, kids pedal tractor pulling, traditional tractor pulling, and a Big Parade!

Other Attractions: Blacksmithing, a country store, models, early electricity exhibit, miniature farm display, children's passport program, swap meet and flea market sales, country music, and great food! Church services held Sunday mornings at 8:00 a.m.



**2010 Steam-Up.** Trolley Rides with the early Interpretive Center construction in the background.

Gates open at 7:00 a.m. - Close at 6:00 p.m.

Admission: \$10 (Children 12 and under free), Seniors (age 65 and over) \$8

Free Parking - Free Transportation on Grounds - Clean Restrooms

For more info call the APMA Steam-Up Office 503-393-2424 ■

## Interpretive Center Construction Report

*Greg Bonn*

The last few months saw little activity due mostly to the inclement weather passing through late winter and early spring. The cold rains and heavy winds made painting nearly impossible and work on the siding stopped while our volunteer carpenter, Tom Kneeland, wrestled with a case of pneumonia.

Progress was made on the interior with completion of the two hour fire barrier in the attic space between the public area and the living quarters on the second floor. This included the floor above the restroom and the entry to the second floor. The heating and cooling system for the restroom and bookstore has been installed and ducts connected. Equipment drains have been run with overflows to the exterior of the building. Overhead



*Interpretive Center June 9th, 2012. Work is progressing on siding and exterior painting. When this is completed, now*

speakers for the sound systems in the library and interpretive area were located in storage and moved to the building. Cables were strung for the intercom and p/a system. Charlie Philpot has installed and primed all of the window and door casings on both floors and is working on alterations to a few of the engineered trusses on the second floor that were accidentally drilled through by one of the contractors.

With the warmer and dryer weather and Tom's recuperation, work will resume on the siding and painting with the hopes it will be completed and the scaffold removed before Steamup.

Insulation will be next after the firewall and HVAC been inspected and passed. Fortunately, the decision was made to hire contractors to install the insulation and the sheetrock. If you've ever seen these guys at work, you know they lay it up fast.

Stop by often this summer to view the progress, get a chance to see it before it's done. ■



*targeted for the end of July, the scaffold will be removed.*

*Photographs Wayne Jones*

# Portland Transit Updates

By Roy Bonn

## Portland Streetcar

The ongoing punch list work and platform amenities work will continue through the summer up to the opening of the Loop to OMSI on September 22, 2012.

## SW Moody Rebuilding

The new streetcar stops at SW Moody and Mead are now open. The stop located at SW Lowell & Bond remains closed through December, 2012 to allow construction of the Tamarack Apartments. A temporary stop is located on SW Bond at Lowell.

## Lake Oswego Streetcar line

The majority of Lake Oswego residents seem to be opposed to the Portland Streetcar line extension to L.O. A L.O. city councilman changed his vote to no which killed the extension. However, the Portland City Council expressed interest in a much shorter extension to end the line at SW Nevada St. just past the south end of Willamette Park. I do not believe that the issue is dead however.

There are competing potential lines being considered such as east on NE Broadway, north on MLK Blvd. and others which will compete for the funding. Also there is an election in November that may change the makeup of the city councils who may wish to revisit the proposal.

## Trimet MAX

### Milwaukie Extension

Construction is underway at several locations along the 7.3 mile light rail extension from Portland State U to the Milwaukie city limits at SW Park Way. Now is the time to photograph the progress of the work.. The projected opening date is in September 2015.

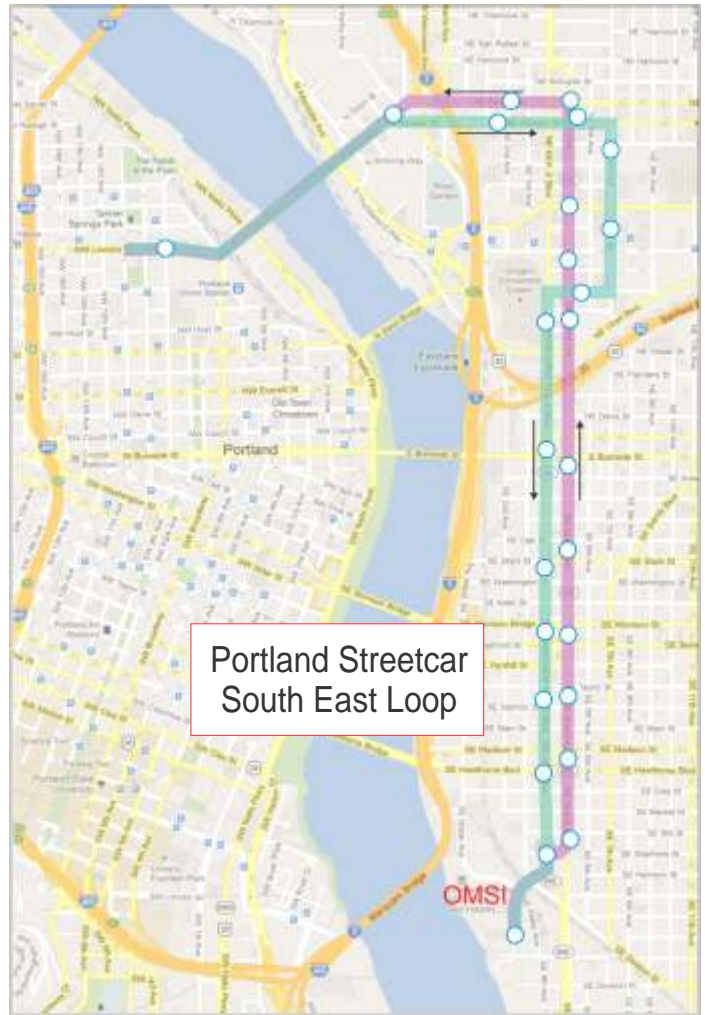
### MAX LRV Roster

Type 1	Bombardier	26 cars	#101-126
Type 2	Siemens	52 cars	#201-252
Type 3	Siemens	27 cars	#301-327
Type 4	Siemens	22 cars	#401-422
Type 5	Siemens Ordered	18 cars	#501-518

Total 145 cars after new cars delivered

### Date Lines Opened

Blue Line	Eastside to Gresham	Sept. 5, 1986
Blue Line	Westside to Hillsboro	Sept 12, 1998
Red Line	Beaverton to Airport	Sept 10, 2001
Yellow Line	Downtown to Expo Cntr	May 1, 2004
Yellow & Green	Transit Mall to PSU	Aug 30, 2009
Green Line	South- Clackamas T.C.	Sept 12, 2009
Orange Line	Milwaukie	Under Construction.





# Transit Updates-Seattle

Roy Bonn

The economic news for Seattle has been quite upbeat lately with announcements of Amazon planning to build 3 new 30 story buildings for their expanding work force. Plans to build a new arena south of Safeco Field for major basketball and soccer teams have also been in the news. The question is “Where will parking be available as parking space is almost impossible to find now.”

The answer is, riding public transit. Construction is in full swing on new light rail lines, a new streetcar line with more in the planning stage. Additional commuter trains are scheduled and the line extended south to Lakewood. Sound Transit purchased the abandoned NP rail line between Renton and Woodinville for future commuter train service. The line had been severed when I-405 was widened.

**South Lake Union Streetcar**The South Lake Union Streetcar line had over 700,000 riders in 2011, compared to just over 500,000 riders in 2010. Local business owners requested that the streetcars operate on 10 minute headway, currently operating every 15 minutes. The owners pledged \$65,000 to cover the increase in operating costs. Since the city owns only 3 cars, they are hesitant to operate all three except during special events.



## Seattle Streetcar

The First Hill Streetcar (Broadway Line) Construction commenced the week of April 23 with a ground breaking ceremony with Mayor McGinn and other dignitaries digging the proverbial first shovel of dirt. Construction preparations started on the 26th with the delivery of equipment and safety barriers to the work site. Removal of the trees, irrigation system and the median on Broadway began at Madison St. and continuing south.

The median was repaved work began on infrastructure such as rebuild manholes, drainage connections, electrical ductbanks and new water pipes as needed. Payment cutting for the streetcar tracks began on June 11th. This work will be followed by pavement removal and track laying. Trolley Coach overhead wires exist over the line and will need some modifications for the streetcar pantograph.

Contracts were signed for the purchase of six streetcars to be manufactured by Inekon which will be shipped to Seattle for assembly, painting and testing by Pacifica in Seattle. The line is projected to be placed into operation in early 2014.

## The Seattle Urban Circulator Line.

Seattle is in phase 3 of the study for the circulator line.

## Tacoma Link Streetcar

Tacoma Link, a 1.6 mile line, opened Aug. 22, 2003. Streetcars operate every 24 minutes 5:30 a.m. to 7 a.m. and later from 8 p.m. to closing. From 7 a.m. to 8 p.m. cars operate every 12 minutes on weekdays. Weekends have fewer trains operating except for events at the Tacoma Dome.

## Sound Transit Light Rail

The Central Link light rail passenger count for 2011 averaged 23,617 riders per day, an increase of 12% over 2010.

## The South 200th Extension

Sound Transit has placed the 1.6 mile extension from SeaTac to S. 200th on an accelerated schedule. Preliminary engineering has been completed. The line will be built on an elevated guideway at an estimated cost of \$383.2 million, however, bids are expected to come in under estimate due to the slow economy. The extension is planned to open in 2016 in conjunction with the University extension.

## Sound Transit University light rail Extension

Tunnel digging between UW and Capitol Hill station has been completed and 15 cross connecting tunnels are underway. The tunnels between Capitol Hill station and downtown are 100% completed. Station construction is underway at UW but not started at the Capitol Hill station. The project is estimated to be near 100% completed.

## North Link Extension

Work has begun on the 4.3 mile North Link Extension which will be built from the UW station to Northgate Shopping Center. Demolition of buildings is underway at the site of the Roosevelt station. Open houses are being held at several locations for input from local residents on station design.

The Brooklyn station will be located 60 feet under ground from NE 43rd to 45th. The Roosevelt station will be located 90 feet underground between NE 65th and 67th.

The line will emerge from the tunnels at NE 94th and will be on elevated tracks to the Northgate station to be built spanning NE 103rd.

## Spotlight on Members: Greg Bonn

We spotlight an individual OERHS member in each issue of *The Transfer*, with a focus on their memory of Oregon Electric and Portland transit. Greg Bonn has a long history with OERHS starting as a child when he would accompany his Dad, founding member Roy Bonn, as a child. We asked Greg to bring us back through his long traction relationship.

As a kid with two brothers and three sisters, sharing was part of daily life. Dad worked every day for one lumber company or another and my mother was a stay at home mom, doing all the things that moms do in addition to packing and moving every few years as the lumber industry had started to unravel. The moves meant more than leaving just friends behind, it meant downsizing belongings to fit in the space allowed for each move. Toys once cherished didn't always make the move to the new place but with two brothers close in age we always managed to pack the important stuff.

Fortunately, I had something that I never had to leave behind and always something new to play with whenever I had the chance to visit. While most kids went camping or fishing or went to the beach, dad and I went to the Trolley Museum. As one of the founders, he made the trip often



Greg working in the lift bucket on overhead for the extension to the Brooks museum depot. Another photo shows him attaching pull off wires for curve between sawmill and truck museum. The work on the rail extension was in 2003.



Greg at age 5 on 1187, the open Sidney, Australia car, his first time at the controls (with dad's help of course). In the top photo, you can just see his head barely over the lower window sill.

and while we didn't always live that close, he managed to make the time to go.

Those early days at the museum were very active as the track was being laid, the picnic and camp grounds being developed and cars beginning to fill the barn. Every visit found a new addition (probably the reason for going) and that usually meant a new car to run.

Operating cars then meant having to power the overhead which was a lot more than turning on a switch. Before starting the generator, the radiator would have to be filled by walking down to the creek with buckets, bringing them back to the shop, climbing the ladder and filling the reserve barrel (to make up for the leaks). I would wait as patiently as I could for the generator to roar knowing I would soon get my chance at the controls, after my dad of course. Remember the sharing part, my brothers and sisters usually never got to run the cars, they were always playing in the water at the creek or happy as passengers. The new power supply made operations much simpler and safer as the old diesel frequently set the grass next to the shop on fire.

As I got older and we moved closer, we were able to make more frequent trips to the museum and I became more involved, learning how to run more of the equipment other than the cars. I also spent a lot of time digging through all the different parts and pieces stored in the various rooms and buildings on the property trying to learn about them and finding where they fit and what

[Continued on page 8...](#)



## Greg Bonn, continued

function they had on the different cars. Life was good.

Puberty hit and the museum took a temporary backseat while I chased girls. High School happened about the same time and thankfully after four years of chasing I found what I wanted and married her after two years of dating. She knew what she was getting into as many of the weekend outings were at the museum. Referring to herself as my second wife (after the museum) we will be celebrating our 34th wedding anniversary in a couple weeks.

Since Karen worked weekends, it gave me the opportunity to spend my days off at the museum, working on the cars I grew up with, learning how to keep the overhead over head, even though most of the poles were rotted at the base. There was always plenty of work to be done and new ideas in the works.

I was in the pit working on the Broadway car compressor when the call came, Karen was on her way to the hospital, her water broke, Teresa, our first was on the way...as well as a change in the weekend schedule.

My son David came along a couple years later shortly after we completed the restoration and dedication of the Brooks Depot at Powerland, the same year the lease negotiations for the current museum began.

After spending my childhood watching the museum grow and the many years working to keep it going, tearing it all down and moving it to Brooks was probably the most depressing project I could encounter. However, the upside was a permanent location on a larger property and a chance to start over with more emphasis on the museum and less on camping and picnicking.

Unfortunately, one of my oldest childhood friends will not be with us when we dedicate the new interpretive center next year, although her passing made the center possible, BCER #1304 was one of my favorite cars to operate. The Sydney car was my first, since it was the first operating car at the museum. I was lucky that I was tall enough to see over the top of the controller and with dad's help, I ran that first five hundred feet from the barn to the crossing (end of track) like a five year old pro.

That feeling of operating a car for the first time never really goes away.

Three old friends are still waiting in the car barn for their chance to come out and play again and my plans are to be there when they do. ■



*John Nagy is working with Greg placing rebar cage for the foundation for the steel poles.*



*Greg welding rail at the Brooks museum in 2009.*