



Reminder to members: Please be sure your dues are up to date. 2010 dues were due Jan 1, 2010.

Railfans on a Portland Rail Excursion

By Roy Bonn

Since I planned to attend the OERHS annual meeting and banquet on Nov.19, 2009, I felt it was time to ride MAX and the Portland Streetcar line, all 56 miles, since I had only ridden the Blue Line twice. We planned to ride and photograph all four classes of LRV's in 7 hours in one day. The MAX schedules were used to plan the itinerary. The plan assumed that the trains would run on time; maybe it wasn't wise to assume. Dick Harrison was interested so the following Monday the excursion started in Hillsboro. It was convenient for us and was a safe place to leave our cars. So, do you think we achieved our goals?



MAX 110 in Hillsboro at start of Excursion

We met at the Hatfield Government Center MAX station a few minutes before 9 A.M. to photograph the trains prior to departure at 9:03 A.M. We boarded Type 1 car #110 for Gresham on the Blue line and departed promptly on schedule with only a few passengers on board. Passengers boarded at every station and the train had standing room only when we arrived in downtown Portland. It was interesting to note the turnover of riders at the Beaverton stations and in downtown Portland. We arrived in Gresham on schedule at 10:43 with only a few remaining passengers. So far, right on time.

I had time to take a few photos before we re-boarded the train and rode on a type 2 car. The train departed at 10:49, right on schedule. The first delay occurred when the train ahead experienced brake problems and was taken offline to Ruby Shops. We sat at the Gresham City Hall stop for 17 minutes waiting for clearance. Trains are scheduled every 15 minutes so when we received the green light, we picked up passengers that would normally have been riding on 3 trains. Each stop had

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large numbers of people boarding the train which became very crowded. With all the extra passengers, boarding required additional time that led to a slower trip to the Gateway Transit Center. Our planned transfer to the Green Line to Clackamas Town Center was impossible as the train departed just as we were arriving at Gateway TC.



MAX 213 at Clackamas Town Center

We quickly decided to forget the itinerary and take the first train to arrive, whether it be to the Airport or Clackamas Town Center, it didn't matter. While we were waiting, trains were all



MAX408 & 407, we were unable to ride the type 4 cars. as they were heading in the wrong direction.

Oregon Electric Railway Historical Society

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Membership

If you have overlooked paying your dues for 2010 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 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

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 2010 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.

Calendar of Events

Willamette Shore Trolley

Call: 503-697-7436 For more information & reservations

July-August 2010 Time Table #40

Departures Thur, Fri, Sat, & Sun (Thur July 1st - Sun Aug 29th)

Leaving Lake Oswego	Leaving Bancroft Street
10:00 am	11:00 am
12:00 pm	1:00 pm
2:00 pm	3:00 pm
4:00 pm	5:00 pm
6:00 pm (Friday only)	7:00 pm (Friday only)

September 2010 Time Table #41

Departures Thur, Fri, Sat, & Sun (Fri Sept 3rd - Sun Sept 26th)

Leaving Lake Oswego	Leaving Bancroft Street
10:00 am	11:00 am
12:00 pm	1:00 pm
2:00 pm	3:00 pm
4:00 pm	5:00 pm

Note: Also operates on Labor Day, Monday Sept 6th.

Oregon Electric Railway Museum at Brooks

Opening Saturday May 1, 2010

Schedule May through September: Saturdays 11am to 4pm: Trolley operation, tours.

Fare: Adult \$5, Children 12 years and under: free with paying adult.

Great Oregon Steam-Up at Antique Powerland

July 24th-25th and July 31st - Aug 1st.

Gates open at 7am, close at 6pm

Admission: \$10 (Children 12 and under free)

Seniors (age 65 and over) \$8

OERHS Museum and Antique Powerland Museum

3995 Brooklake Road NE

Brooks, OR 97303

How we deliver The Transfer

The Transfer is delivered electronically. This means you can see all the pictures in full high-resolution color, a big improvement over the black and white appearance in the previous printed version. This also saves your Society the printing and mailing costs so we can focus our limited funds on restoration and other museum activities.

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 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.

The electronic copy that you will get 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. Starting now, we will also begin 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.

Railfans on a Portland Rail Excursion *continued from page 1*



MAX 408 & 407, better view

Overlook district and rode the trolley and diesel buses years ago. Light rail is the superior way to go. We arrived at the Expo Center just as a train departed, so, another wait. I took a few photos and we boarded the train for the ride over the Steel Bridge up 5th Ave. to Portland State University.

Passengers are not allowed to ride the turnaround by PSU 5th to 6th so we walked over to the Portland Streetcar PSU stop and waited for quite awhile for the streetcar. We boarded 006 and rode to SW Moody when the operator told us we had to get off and take the following car as he was turning back to try to get back on schedule after being delayed by a car blocking the tracks in NW Portland. We boarded 009, the following car and rode to the South Waterfront stop but left immediately as we were also behind schedule. The ride was slow as many passengers

heading down town. I don't know what the problem was for the outbound trains as it was 30 minutes before the Red line train to the Airport arrived. The ride to the airport was on a type 3 car with only a few passengers, but, as what happened previously, the departing train left as we were stopping. Another missed connection.

After a normal layover, we re-boarded our train for the ride back to Gateway TC to transfer to the Green Line to Clackamas Town Center. I managed to snap some photos of a Type 4 car while we waited. We boarded #213 for the ride to Clackamas Town Center. We had about 10 minutes to walk around before departing for the ride to the Rose Garden station. My daughter-in-law had packed a delicious lunch for us that we ate on the train, it was a great lunch and we didn't lose time while eating. We detrained at the Rose Quarter station and walked over to the Yellow Line platform for the Expo Center. We waited several minutes but I quit keeping track of the time we waited. The ride to the Expo Center was on #225 and I enjoyed seeing all the improvements along Interstate Avenue that has taken place in recent years since I had lived in the



MAX 225 on the Yellow line at the Expo Center

All Photos by Roy Bonn

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boarded and exited the car at each stop. After a change of motormen in the Pearl district, we then continued on to the end of line and rode back to the PSU stop.

We walked to the MAX stop and rode on the Yellow Line car down 6th Avenue, around the circle in front of Union Station and crossed the Steel Bridge to the Rose Quarter Yellow Line stop. We walked over to the Blue Line stop for the train to Hillsboro. It was close to 5 PM so we were glad to find a seat as the car quickly filled with standees at the downtown stops. We arrived back at the Hatfield Transit Center about 6 PM. Remember, we assumed the trains would run on time, but who cared? Not a problem to true dyed-in-the-wool rail fans. The cost of the all day ticket was \$4.75, what a bargain for a 9-hour excursion.



Compare the front of 009 as it is quite different from 006, We rode 009 for the rest of the trip on the Portland Streetcar line.



A good view of the MAX 2 color schemes taken on SW 5th near PSU. The second car set shows the newer color scheme. We were waiting for the Portland Streetcar.

The New Interpretative Center Progress

Construction of the new interpretative center at the OERHS museum in Brooks, Oregon is progressing well. As we mentioned in the previous issue of The Transfer, the building design is based on a vintage Southern Pacific two-story station.

Construction started with the concrete slab last February. The photos here show the framing that was done in May and June. And the pictures at the bottom of this page and on page six show the wall paneling being added. These were taken in the first week of July. Next step is sheet rock. Steady progress.

The building will include an electric railway transportation library, conference rooms, and a gift shop. A large exhibit hall will also display railroading artifacts. The building will also be the organization's headquarters and provide space for meetings.

Photos by Greg Bonn



Framing work in process June 2nd.



Walls taking shape on July 2nd.



Illustration by Wayne Jones

The New Interpretative Center Progress *continued...*



Artist's rendering of OERHS Interpretative Center. The building is located along the trolley right-of-way at Antique Powerland. It is located across the "street" from the Pacific Northwest Truck Museum, near where the trolley crosses the main street in Powerland.

Illustration by Wayne Jones

Great Oregon Steamup 2010 at Antique Powerland

July 24th-25th and July 31st - Aug 1st.

Gates open at 7am, close at 6pm

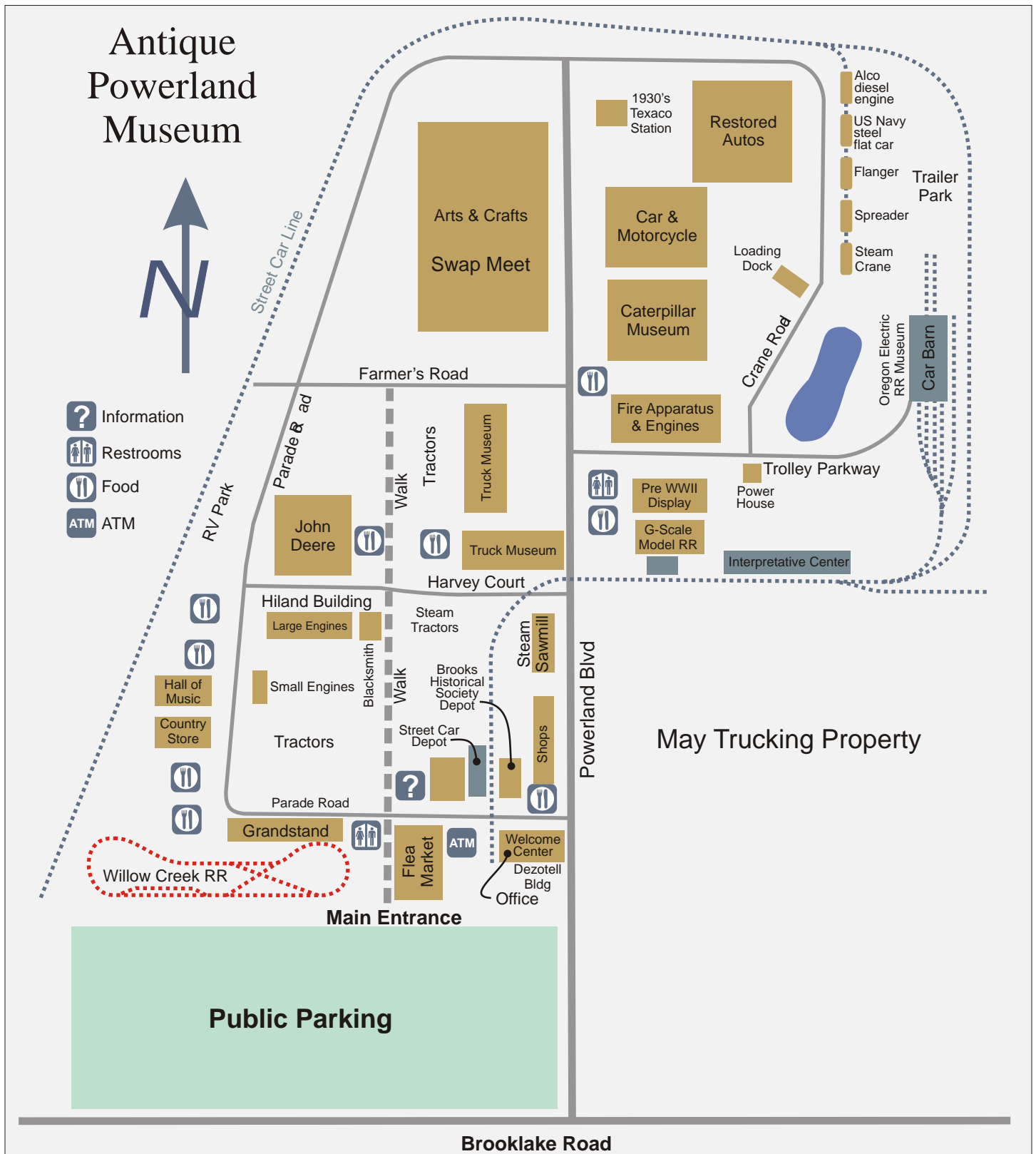
Admission: \$10 (Children 12 and under free)

Seniors (age 65 and over) \$8

OERHS Museum and Antique Powerland Museum

3995 Brooklake Road NE

Brooks, OR 97303



Spotlight on Members: *Bill Binns*

We will be spotlighting an individual OERHS member in each issue of *The Transfer*, with a focus on their memory of Oregon Electric and Portland transit. Bill Binns has many interesting stories to tell growing up with traction outside of Oregon as well as his early memories of OERHS developments. We asked Bill to share some of these experiences with us.



Bill Binns pictured next to the Vintage Trolley at Lloyd Center in 1999

"I grew up in Philadelphia when *Philadelphia Rapid Transit Co.* operated several thousand streetcars plus maintenance rolling stock on over 800 miles of tracks. In addition, there were interurbans of the *Philadelphia & West Chester Traction Co.* and the *Philadelphia & Western and Lehigh Valley Transit*. The *Pennsylvania Railroad* and the *Reading Co.* operated electric commuter lines plus fast trains to such far away cities as New York, Pittsburgh, Chicago, St Louis, Allentown and Reading.

I joined OERHS in 1988 and we moved to Scholls in 1989. Dick Thompson wrote a letter asking if I wanted to become a conductor (host) on Vintage Trolley and donate my wages to the Society. I accepted and have been doing this since the inception in November of 1991. Later, Jack Norton got me in a weak moment at

the Glenwood Trolley Park and I began to run trolleys at Glenwood in 1992. I showed up one Sunday, Jack clapped a motorman's hat on my head and the next thing I knew I was running 1187 under his directions. I was in hog heaven! I was Crew Chief in 1994-95 when we closed the operation.

In 1995 OERHS got the contract to operate Willamette Shore Trolley. 1187 was put on the line and Bud Statton, Chris Larson and I completed repairs to the damaged north end. It ran for a while on the line, but was not successful as it derailed easily on the bad track. We brought the double decker to the line; it had better profile wheels. It had originally run from Banks to Lake Oswego on the tracks of *Portland & Western*. It was craned onto the tracks at Lake Oswego. We had to repair a motor because of a bad bearing which meant jacking up the car in the open because there was no car barn. The jacking was hairy, but under the direction of Museum Director Greg Bonn we got it done. The Meyer Memorial Trust helped out with a grant of \$8,000. They later helped out with another \$10,000 grant to repair the motors several years later when they began flashing over in operation.

In 1996 we received \$10,000 from Clackamas County Tourism Development Council to restore car 813 to operation. We took it to Elmonica, the west side light rail facility, where we rented a bay. From February through June, Charlie Philpot and I spent many hours on a great project. I quickly found out he knew more than I did and became his grunt. We put the car on Willamette Shore in December and the car ran for the Christmas Lighted Ship Parade. One quirk was that the tickets printed for the green double decker were red and the tickets for red 813 were green! After Christmas, Charlie and I hooked up the door air-activated motors. We scheduled a whole day for the project. We hooked up the motors in about two hours, started the generator, pumped up the air and they worked perfectly the first, time, so we quit and went over to a cafeteria for lunch where a nice Asian lady was in charge. Ten years later Greg Bonn and I rode MAX, boarding in Hillsboro. We went into a cafeteria across from Hatfield Center and the same Asian lady from Lake Oswego greeted us. She said this shop is MINE! Small world.

In 1997 Roy Bonn decided Willamette Shore had to run every day of the week. Al Mc Cready and I had the Monday schedule, 4 round trips. A great companion. He got us an appointment with Tom Walsh head of Tri-met. (Al was a former Editor of the Oregonian and on the Original Trimet Board and his wife Connie was Mayor of Portland at one time). I made a presentation to Mr. Walsh, the result of which was a grant to us of a mile and a half of 72 pound rail with all the fittings south of Ruby Junction. It took the crews 18 months to lift and move all to the museum with Gene Fabryka in charge of the project. That track is now most of the main line at the Museum.

One of the more memorable moments on the Willamette Shore was a Charter by the Electric Railroaders Association in 2002. We loaded 813 and 48 and ran from Portland to Lake Oswego. When we reached Lake Oswego we got word from Ron Vandhey that 4449 was due through Lake Oswego any time soon. It came through and I have a neat photo with Connie Cox in the picture and the locomotive roaring around the curve and through the State St. Crossing.

I have enjoyed my association with a great group of dedicated people who want to preserve and operate the cars to provide a living history of electric railway transportation for the public (and railfans) to enjoy.