



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 and download an application by clicking: *Become a Member*

The Oregon Electric Railway Part 2

By Roy Bonn

Construction of the Oregon Electric Railway occurred in the era when people who lived in the country or small towns walked, rode a horse or a horse and buggy, or a wagon when traveling. Roads consisted of dirt which became nearly impassible during much of the year. Comparing that to the speed and comfort of the OE trains, people flocked to ride.

This all started to change after the first concrete and asphalt roads were constructed in Oregon in 1912. Construction of the OE passenger lines were nearly finished by this time.

Oregon created the State Highway Department in 1905 and in 1916 presented its first tentative plan for the state highway system. Then in 1919, Oregon passed the nations first gas tax to pay for roads. In 1908, there were only 700 automobiles in Oregon which increased to over 200,000 by 1930, a number which was twice the national per capita average. The only paved roads in Oregon in 1926 were the Columbia River Highway, the two Willamette Valley highways, (now known as 99E & 99W) and two of their inter connecting roads.

The initial profitability of the OE had led to the proposal to expand the system south to Roseburg and Forest Grove to Tillamook Bay. The December 16, 1909 OE timetable, prior to James J. Hill's purchase, listed 325 miles of proposed and/or under construction rail lines.

The extension from Forest Grove to Tillamook was listed as under construction. Land had been purchased in Bay City for a terminal and the proposed line had been surveyed. It soon became apparent that the Southern Pacific line was generating little traffic so the extension was cancelled. Eventually a line was built from Banks to Glenwood and from Banks to Vernonia and Keasey.

In this issue:

The Oregon Electric Railway-Part 2 - Roy Bonn.....	1
Oregon Electric Railway Historical Society News.....	2
New Portland Streetcar Exhibit.....	4
Interpretive Center Update - Greg Bonn.....	5
United Streetcar.....	6
Portland Transit Update.....	7
Seattle Transit Update - Roy Bonn.....	9
Annual Meeting & Banquet.....	10
Spotlight on Members: Mark Kavanagh.....	11

See this issue in color on line
at oerhs.org/transfer

The proposed lines were:

- 1 Salem to Eugene and Roseburg.
- 2 Tigard to Newberg, McMinnville, Dallas, Corvallis and Junction City.
- 3 Dallas through Salem to Mill City.
- 4 Albany to Cascadia.

The lines actually built were:

- 1 Extend the line from Jefferson St. station to the North Bank station.
- 2 The extension from Salem to Eugene.
- 3 A branch line from Gray to Corvallis rather than from McMinnville
- 4 Eventually a line from Lebanon to Cascadia was built with trackage rights on the SP from Albany to Lebanon.
- 5 Orenco cutoff opened Sept. 11, 1913.

James J. Hill owned the GN, NP, CB&Q and the SP&S (the northern lines) and Edward H Harriman owned the UP and SP and were fierce competitors. Hill saw an opportunity to purchase a profitable railroad that he would build south to take business away from the Harriman lines.



OE train #17 southbound with combo 63 leading a 3 car train that had departed Portland at 6:05 PM.

University of Oregon Collection

Continued on page 3...

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
Gene Fabryka	Mark Moore
William Binns	John Nagy
Bob Terkelsen	

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

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 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 to the public in early May 2013 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.

SteamUp 2012

Last weekend in July and first weekend in August were again the annual Powerland Steamup event. And trolley rides were enjoyed by many.



Car 1187 passing the newly painted Interpretive Center.

Lou Bowerman photo

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 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.

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.

The Oregon Electric Railway *continued...*

The expansion started immediately after the purchase. New passenger cars ordered, rebuilding the line to Portland, extend the passenger line to the North Bank station, build the Eugene extension and build attractive passenger stations in Albany and Eugene and freight facilities in the larger communities. The operating voltage was increased from 600 to 1200 DC except on city street operation.

Passenger revenues continued to increase and reached their peak of \$891,000 in 1920, then entered into a decline until revenues had shrunk to \$17,313 in 1932.

Passenger service on the Woodburn branch was abandoned on June 13, 1926, freight service on August 14, 1928. Corvallis passenger trains were abandoned in 1931 and freight service in 1933. Forest Grove passenger trains were down to 2 a day in 1930 and abandoned in 1932. United Railways dropped electric operations on Jan. 18, 1923 and was replaced by steam powered passenger service from Portland to Vernonia by SP&S which lasted until 1934.

When the OE applied for abandonment of passenger service, only 6 people attended the PUC hearing.

A 1920's timetable schedule listed 66 daily passenger trains. A typical Portland–Eugene train consisted of a baggage car, combination car, 3 coaches and a parlor car. As business declined, passenger trains were operated with fewer cars.

The O.E. was never very profitable and lost money nearly every year, even after passenger service was discontinued. However, freight traffic increased dramatically during WW II and the railroad became quite profitable.

SP was not happy with Hill's expansion into Oregon so SP decided to replicate the experience they had with the Pacific Electric. SP began in 1912 the rebuilding and electrification of the rail lines west of the Willamette River as far south as Corvallis. Electric passenger trains began service on both the Westside and Eastside lines to Whiteson on Jan. 17, 1914 and the Eastside line to Corvallis on June 17, 1917. The onset of WW I dried up funding for any further expansion of the electrification. After the government returned the railroad to its owners in 1920, it was evident that any expansion was not feasible. Passenger traffic on both railroads increased for a few short years but the area population was quite low outside of Portland. Salem in 1905 had 14,768 residents and just 30,000 in 1930. Hillsboro in 1910 had 2,016 and 3,039 in 1930. The greatest cause of the decline in ridership was the automobile operating over greatly improved roads. Did the SP's Red Electrics affect the OE passenger business? Yes.

Timetables Portland-Salem passengers service

Service	Time	Year
OE Express trains	1 hour, 45 minutes	1920
OE Local trains	2 hours	1920
Greyhound bus (Local)	2 hours, 4 minutes	1940
Amtrak Starlight (no stops)	1 hour 35 minutes	2012
Amtrak Cascades (1 stop)	1 hour 22 minutes	2012

Timetables Portland-Corvallis passenger service

Service	Time	Year
OE Local trains	3 hours 5 minutes to 3 hours 35 minutes	1920
SP Red Electrics	3 hours	1928
SP Buses	3 hours 15 minutes	1928

Timetables Portland-Hillsboro passenger service

Service	Time	Year
OE to Hillsboro	57 to 71 minutes	1920
OE to Portland	61 to 75 minutes	1920
SP Red Electrics	51 to 70 minutes	1920
TriMet MAX (both directions)	51 to 53 minutes	2012

The only direct competition was between Portland and Forest Grove and Portland to Corvallis. The OE operated wooden cars, the SP operated steel cars. Passenger car capacity was nearly identical though. The OE coaches ranged from 56 to 62 feet in length while the SP cars were 60 feet long. Both railroads operated routes were nearly identical in length.

In comparing timetables, the Red Electrics were slightly faster. Average train speed on the OE Portland-Salem varied from 19 to 27 MPH. Salem to Eugene the average varied from 28 to 31 MPH. Portland to Forest Grove varied from 22 to 27 MPH.

Continued on page 4...

The Oregon Electric Railway *continued...*

The OE times are from the North Bank station and required 15 minutes to travel to the Jefferson St. station. MAX times are from Pioneer Square.

An interesting item about the football games between the U of O and OSU aka the civil war, OSU fans rode Red Electric or SP specials while the U of O fans would ride on the OE special trains.

As roads were being improved especially in the 1920's, the SP&S formed a bus subsidiary in 1924 and the SP formed a bus subsidiary in 1927 to replace service on branch lines. The SP Motor Transport Company began operations for replacement bus service for interurban rail service and branch lines. It required only one man to drive a 25 passenger bus that replaced a three man crew on the train. SP even began operating buses to California in direct competition with its deluxe trains. SP Motor Transport Company was taken over by Pacific Greyhound Lines in 1930 merging with 2 other bus companies. SP retained a 33% ownership until

selling its shares to Greyhound in 1953.

NP, GN and SP&S railroads moved to Portland's Union station in 1919 leaving only the OE to operate out of the North Bank station until passenger service was cut back to Jefferson Street station in 1931. The line was single tracked from Portland to Garden Home in 1932.

A review of the accident reports of the Oregon Railroad Commission from 1910 to 1950 did not list any passenger train accidents on the OE. The records showed SP and the PTC had accidents during those years. I believe this was indicative of the quality of the operations by the OE. The Oregon Electric held the record for being the safest passenger carrier in Oregon.

More next issue.

Many thanks go to Bob Lowry, Jim West, and other sources for this article.

Portland Streetcar Exhibit Opens

The Architectural Heritage Center opens a new Exhibit: Streetcars Build a City

In recent years the streetcar has made a triumphant return to the Rose City and September 2012 marks its return to the Central Eastside.

This exciting new exhibit tells the story of the rise, fall, and re-birth of the streetcar in Portland and its indelible impact on the city. Guest curators Dan Haneckow and Richard Thompson hold a wealth of knowledge about streetcar history in the Portland area. Dan is well known for his blog Café Unknown. Richard is the author of Portland's Streetcars (2006) and Portland's Streetcar Lines (2010).

Check the Architectural Heritage Center web site at visitahc.org for details of the exhibit and lectures.

Architectural Heritage Center

701 SE Grand Avenue Portland, OR 97214 Tel: 503 231-7264
visitahc.org

Lectures on Portland Streetcars

In addition to the ongoing exhibit, two upcoming lectures should be of interest to OERHS members.

Electrifying Times: Streetcars and the Building of Portland "Better Living Through Electricity"

Richard Engeman and Steve Dotterer
Saturday, October 6, 2012
10:00 am – 11:30 am

Portland Streetcars—The Council Crest Line

Art Greisser and Dan Haneckow
Saturday, November 17, 2012
10:00 am – 11:30 am

Lectures will be at the **Architectural Heritage Center**



Interpretive Center Update

Looking good...

The most visible progress to the interpretive center building was the removal of the scaffold erected to allow access to the second floor for siding, trim work and painting. After the rain gutters were installed, the scaffold was quickly disassembled and hauled away within weeks of the annual Steam Up.

Siding and painting on the first floor has progressed rapidly and the trim has been completed. Door hardware has been installed and the building can now be locked.

All excess materials have been cleared from the interior and the floor swept clean.

The fire sprinkler system has been tested, inspected and passed and the HVAC (heating, ventilation and air conditioning) systems have been inspected and passed.

Work continues to complete the siding and painting the exterior of the first floor and after a couple small structural items are corrected, the structure will be ready for the insulation crew.

Gene Fabryka has obtained and planted trees between the track and the May Company fence.

Greg Bonn



The new Interpretive Center, recently painted.



Greg Bonn busy building the Motor Car Shed.

Photos by Greg Bonn

United Streetcar

Manufacturer of Portland's new streetcars.

Portland has the distinction of being home to United Streetcar, the only manufacturer of modern streetcars in the United States. United Streetcar is currently fabricating five additional streetcars for the City of Portland's East Side Loop Extension, and seven streetcars for the City of Tucson's new streetcar project. Ten years ago, Portland became the first city nationally to reinvest in streetcars, eventually building a 4-mile line stretching from the Pearl through downtown to the South Waterfront. That line relied on European-built streetcars. The Portland streetcars are nearing completion with final testing in progress now. Here are some photos of the new cars being built in the Clackamas-based facility.



United Streetcar's Clackamas facility.



Photos by courtesy of United Streetcar

Portland Transit Updates

Portland Streetcar travels over the Broadway bridge from N.W. Portland to S.E. Portland.

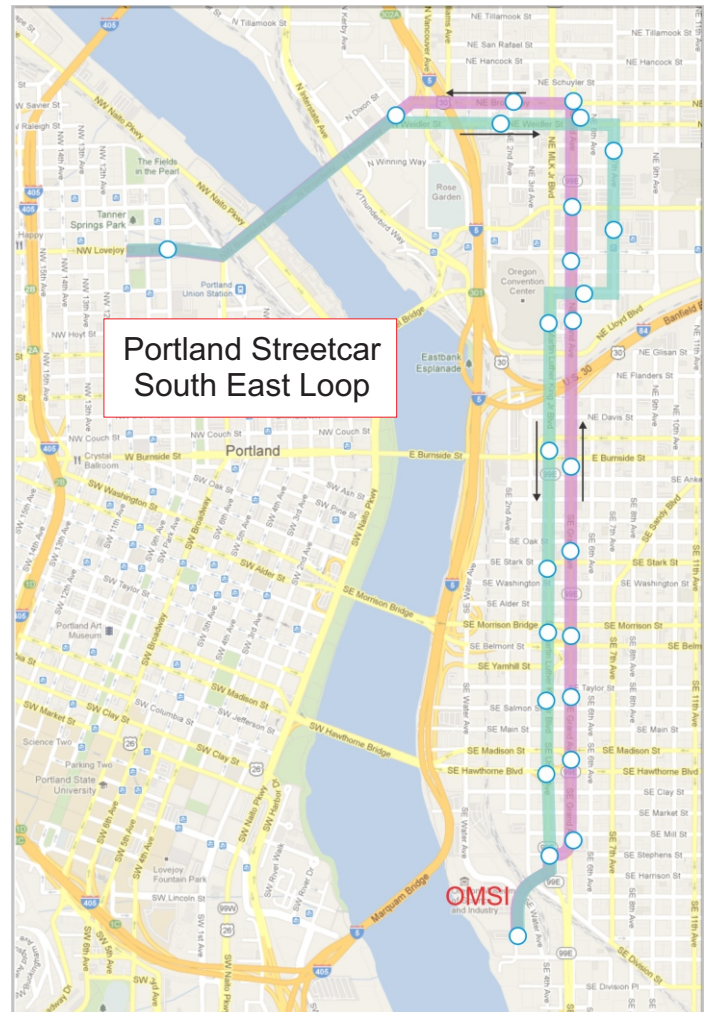
On Saturday, September 22, 2012, Portland Streetcar opened its long planned Central Loop connecting the existing streetcar line in the Pearl District in downtown Portland to the Eastside. The original line opened in the downtown area in 2001. This new loop will begin in Northwest Portland on 10th and 11th Avenue, crossing the Broadway Bridge traveling on Broadway, Weidler St, 7th Ave, Martin Luther King Blvd and Grand Ave, to the Rose Quarter, Lloyd District, Oregon Convention Center, Central Eastside Industrial District and ending at OMSI parallel to the Willamette River in Southeast Portland. This is the first project in the country where the new vehicles are manufactured by United Streetcar located in Clackamas, Oregon and the project is partially funded by a Federal Grant.



It has been many years since streetcars have crossed the Broadway Bridge. Car 005 headed East from the Pearl District on the west side of the Willamette River.



Car 006 pauses briefly at the Rose Quarter headed East.



Car 015 on the Broadway Bridge on opening day of the Eastside Loop.

Photos by Lou Bowerman, Mark Kavanagh, and Wayne Jones

Portland Transit Update continued...



Car 005 is about to cross the Willamette River on the Broadway Bridge.



Cars 005 and 006 passing each other just east of the Broadway Bridge at the Rose Quarter.



Car 005 continuing south on Martin Luther King Blvd. towards OMSI.



Car 006 headed south-bound on Martin Luther King Blvd.



Car 005 on MLK Blvd.



Car 006 at the end of the line at OMSI

Photos by Lou Bowerman, Mark Kavanagh, and Wayne Jones

Transit Updates-Seattle

Roy Bonn

With funding assured by the voters in 2008, the planning and construction of transit is in high gear. The traffic problems have become so severe that improving public transit is the only possible solution.

A recent announcement of the approval of a new basketball/hockey arena is proposed for a site just south of Safeco field. As Boeing, Microsoft, Amazon, Group Health and other companies continue to hire large numbers of people, the politicians have responded. Build more transit facilities but still remove street bottlenecks as well. The following gives you a peak of "What is happening now".

South Lake Union Streetcar

Currently several of the large employers are funding a demonstration project increasing the street car frequency to every 10 minutes between 3 to 6 PM daily from the 15 minute operations during other times of the day.

Mayor McGinn's 2013 proposed budget includes \$2 million for an analysis for a high capacity corridor from downtown extending the SLU streetcar line through Eastlake to the University District.

First Hill Streetcar

First Hill Streetcar construction commenced on April 26th and is making great strides with tracks being laid on Broadway and on Yesler Way. As of August 10th, 900 feet of tracks have been installed on Broadway between Howell and Pine with concrete encasement. 2000 feet of rail has been laid but not encased. 25,000 feet of rail has been welded into 235 foot sections ready to be laid. The required infrastructure improvements are being completed as the project proceeds southward and then turns west.

Seattle Waterfront Streetcar

A considerable amount of the streetcar line has been removed in preparation for the construction of the replacement tunnel for the Alaska Way Viaduct.

No plans have been made to rebuild the waterfront streetcar line.

Sound Transit Light Rail

The Central Link passenger count for the first 6 months of 2012 averaged 26,268 riders per weekday compared to 19,975 per day in 2011, an increase of 10%.

University Extension

The supply train tracks have been removed, the northbound were removed first and the southbound tracks about September 21st. Work continues in the tunnels and on the station sites.

North Link Extension

A contract has been awarded for demolition to prepare for tunneling and station construction at the Roosevelt station site. Work is expected to start this fall as soon as the permits have been obtained. The 4.3 mile extension is projected to open in 2021.

Lynnwood Extension

The route from the Northgate shopping center to Lynnwood has been selected and the Draft Environmental Impact Statement & Advanced Conceptual Engineering Report is scheduled to be completed in spring 2013. Construction on this 8.5 mile extension is scheduled to begin in 2018.

The South 200th Extension

The Environmental Impact Statement has been submitted and is under review.

Federal Way Extension

Meetings are being held with the residents for their input for the best route for the extension. The Alternative Analysis will be due in mid 2013.

East Link

A cost saving report reviewing the 4 segments in Bellevue is under review. Washington DOT has started construction of the 520 bridge that the East Link will use.

Sounder Commuter Trains.

The Lakewood extension plans to open October 8 initially with 5 peak hour trains daily to Seattle. The trains operate out of the Lakewood station that was opened in 2008 with bus service.



Rail construction on Broadway showing detail that will eventually be encased in concrete, August 2012.

Joshua Trujillo photo

OERHS Annual Meeting & Banquet

The OERHS Annual Meeting & Banquet will be at the PNW Truck Museum at Antique Powerland (Brooks, OR) on Saturday Nov. 10th from 12:00-4pm (Please note the time change, we will be having the banquet in the afternoon). Trolley Operation will run from 11pm-1pm. The menu will be:

- Steaks BBQ'ed on-site, Potato Salad, Vegetable, rolls
- Chicken on request, please note that on RSVP
- Assortment of ice cold beverages and wine will be available
- Cake for dessert, and coffee will be available

During Lunch, will be the return of the Annual Traction Quiz and a slide show of the Key System by Bob Terkelsen

After Lunch we will have elections & some short museum reports. Service awards will be handed out to the top volunteers for our organization. Door Prizes will also be raffled off.

This year's headline event is titled Traction Museums of the East (Plus??) by OERHS members: Gene Fabryka & Mark Kavanagh. This presentation will highlight traction museums from the Eastern US, plus maybe a surprise or two.

The cost is a very reasonable \$15/person. This includes a great lunch, rental of the truck museum and a fun evening. Non-OERHS members are welcome.

Please RSVP by 11/5/12 with your name and number in your party to Mark Kavanagh

E-mail: subwaymark@gmail.com Phone: 503-399-7508

By Mail: OERHS Banquet, 865 D Street NE. Salem, OR 97301

Payment may be sent by mail (preferred) or at the door
COST: \$15/person;

Annual Memberships are also due.

Here is the detailed Agenda:

Time	Event
11am-1pm	Trolley Operation
12pm-1pm	Social Hour
1pm-1:45pm	Lunch
	Annual Traction Quiz
	The Key System by Bob Terkelsen
1:45pm-2:30pm	Elections, Reports, Service Awards, Door Prizes
2:30pm-3:15pm	Traction Museums of the East
3:15pm-Dark	Trolley Operation

Remember RSVP by 11/5/12

OERHS Board Member Elections

At the Annual Meeting on Nov. 10th the OERHS will hold elections for Board of Directors Officers and three Trustees. The Nominating committee is looking for members in good standing that would like to run for Trustee (a three-year position), or and officer position for one year: President, VP, Treasurer & Secretary. If you are interested or would like to nominate someone else, or simply ask for more information, please e-mail

Mark Kavanagh at subwaymark@gmail.com or
Bob Terkelsen at: grandpaterk@comcast.net or
Carolyn Vernon at hcvernon@comcast.net



Last year's Annual Meeting & Banquet, November 2011

Spotlight on Members: Mark Kavanagh

We spotlight an individual OERHS member in each issue of The Transfer, with a focus on their memory of Oregon Electric and Portland transit.

Who is Mark Kavanagh? Good Question, one of his AKAs is Subwaymark, but he has nothing to do with the sandwich shop. The license plate on his car is 3RD-RAL. He runs a website called ktransit.com. Something is strange here, but a pattern is starting to evolve. One would think he might like *Rapid Transit*, specifically subways. So how did this develop, and how he ended up in Oregon and as a Trustee for the OERHS, we'll let's find out.

Mark was born in 1967 in New York City. The first year of his life was in the Bronx, but then moved to Brooklyn spending his formative years there until the age of 13. In Brooklyn he was a ten-minute walk to the Avenue I Elevated station of the F (Culver) Line. His Dad took the subway everyday to work in lower Manhattan. He has fond memories of his Mom taking him, his sister and brother down to the station to wait for Dad. They were at the street level and every time a train pulled in, he would strain to see if Dad was coming down the stairs from the platform to the station house. Then he would run to wait at the bottom of the stairs on the street. This is where his love of subways began.

Mark got his first model train set when he was five. His Dad was not very technical and never got the idea of DC polarity and would short out the tracks often. But this continued to develop Mark's love of trains.



Mark sitting at the controls of a tram on the Arakawa line in Tokyo. The car was at the terminal where he was taking photos when the operator to sit in his seat and he would take a photograph motioned (Mark did not speak Japanese and the operator did not speak English). Mark thought this was awesome and it was!



NJ Transit locomotive in Hoboken, NJ during a festival back in 2002.

In 7th grade the family moved from Brooklyn to Nyack, NY, about 20 miles north of NYC on the Hudson River. Throughout his High School years Mark only got to see the occasional Metro-North Train from across the river in Tarrytown, or NJ Transit in Nanuet or Suffern, and maybe a visit to the city every so often.

College on the other hand was much better. He attended Manhattan College, which is in The Bronx. The location was at the end of the #1 IRT line at 242nd St, where there was also a small yard for the subway trains. The subway was elevated here. Many times Mark would hop on the subway to head into the city between classes, usually with no destination in mind, just riding the subways. Luckily this was the era before full width cabs, so he would be in the front car looking out the window of the front door. It was always a thrill watching the expresses fly thru stations or come barreling into a

Continued on page 12...

Mark Kavanagh, continued

platform packed with commuters to stop just in time to cram them into the train and take off again. New York Subway is Mark's favorite metro system.

Mark got a full time job in the Semiconductor Industry early on in 1987. The company was based in Congers, NY, just a few miles from Nyack. He married in 1989 and in 1990 moved his new family to Oregon as part of a job transfer. His new position was Field Service Engineer, servicing equipment at customer sites. This same year, Mark started traveling more. His first big trip that year was to Japan right before Christmas time. This trip accelerated Mark's interest in traction. This was his first trip ever outside of the US. Since this trip Mark has been to Japan at least 20 times over 22 years. The trains and the Mass Transit of Japan intrigue him every time. The frequency and variety of trains is simply outstanding

After starting as a field service engineer, Mark moved on to eventually become the Program Manager he is today, still in semiconductor equipment working closely with customers. In addition to Japan, his work has brought him to France, Belgium, Netherlands, Germany, Austria, Czech Republic, Italy, Israel and South Korea, along with many cities in the US. During business trips he tries to reserve at least 24 hours that is strictly for riding and photography of subways, trams, and trains and visiting rail museums. Some trips he would spend evenings doing the same, if work allowed. Germany is Mark's second favorite transit country (Japan being #1). Dresden is the city he has been to the most. The first visit in 1999, Dresden was just barely starting to rebuild post-Soviet era. The last visit in 2012 showed a city renewed, with its Tram system still vibrant, albeit with new low floor cars. All the Tatra cars have since been retired.

As far as subways that Mark has been to outside of NY, Paris and London are his favorites for their history and design, Berlin is close behind. For streetcars, it is harder to choose, but Prague is probably the winner with lines going seemingly everywhere and having a huge variety of equipment.

Mark's bucket list of transit cities to visit in the future is huge, but the top 5 would be Moscow, Madrid, Buenos Aires, Budapest & Melbourne. All have history and complexity that any transit fan would want to visit.

What about the OERHS? Mark first visited the old Trolley Park in 1990. He was just developing his interests in trolleys at the time, but the museum did not impress him on the first visit. He returned in 1992 and started talking to the volunteers. Then somehow he submitted his membership application and was ultimately drawn in. Mark has served as Secretary at different times over 20 years for the OERHS, as well as Trustee. He also served as newsletter Editor for several years. He is the OERHS webmaster and has been the coordinator for the Annual Banquet and handles ticket sales at Steamup. He has operated trolleys at the old Trolley Park,

on the Willamette Shore Line and of course at the museum at Brooks. The only regret he has is his job takes much more than 40 hours a week, plus he has competing interests including being a Tenor in a local church choir, and active in a local Geocaching club. All this limits him the time it can devote to helping out at the OERHS.

Over the years Mark has operated most of the equipment owned by the OERHS. MUNI 1213 LRV is the coolest to operate, in his opinion, for its response to the controller. But its complexity in the complex interlocks is not so fun. On the other hand, Sydney car 1187 is simply the easiest to operate and with the new air brakes now installed on the car, much more fun.

The only car he has ever derailed is double-decker #48. It was at the old Trolley Park on the last weekend of the last season the OERHS operated at that location. The first run of the morning with passengers; it was foggy can be quite chilly although the car was working fine. But just before the loop switch, the front truck jumped the tracks and the car was on the ground. He first jumped out of the car and pulled the pole and checked on the passengers. He then radioed the station for help. It took all day to get the car back on the rails. Upon inspection it looked like the rail broke when the car ran over it. Between the weather and the day before when the 40-ton locomotive (401) had been operating on the line, the probably over stressed the rail. To this day, it still haunts him.

So in a nutshell, Mark is a traction buff. He is not only a member of the OERHS, but also the Electric Railroader Association, Shoreline Interurban Assoc, CERA, and charter member to the New York Transit Museum.

If you would like to see the places Mark has visited over years with lots of rail/transit photos, please visit his website: <http://ktransit.com>



Velcopede during Steamup two year ago. One of the Speeder guys brought it down and let us "play with it".