

Reminder to members: Please be sure your dues are up to date. 2018 dues were due Jan 1, 2018. If it has been longer than one year since you renewed, go to our website: oregontroolley.com and download an application by clicking: *Become a Member*.

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20th Century Electric Railway Foundation Offers Challenge Grant for Brussels Trams



The Oregon Electric Railway Museum has the chance to complete the acquisition of nine historic electric trolley cars (or “trams”) that were formerly used in Brussels, Belgium. The current owner, Claude Sabot, compiled a collection of the trolleys that were running in Brussels up into the 1960s. Many of these are wooden passenger and work cars, including a streetsweeper, that date to the 1920s. They were acquired by Sabot in the hopes of keeping the collection intact and operating at tourist park in British Columbia. The attempt at creating the park recently failed and the trolleys were without a home.

To keep the collection intact and operated for the public rather than have them be scrapped, in 2015 the OERHS entered into an agreement that all nine trams would be donated if they could reimburse the owner for the cost of transport from British Columbia to the museum: \$45,000. The owner sold a 10th car and took out a personal loan to have sufficient funds to move the trams to the museum.



The trams made it safely to the museum and members have already begun exterior painting on a few of the cars and two have been put back into operation.

Our Great Oregon Solar Eclipse Campout event last year got us almost to the halfway mark by raising \$20,000 towards this project.

Now, through a generous challenge grant from the 20th Century Electric Railway Foundation, instead of \$23,000 we only need to raise \$11,500 to complete the acquisition. 20th C.E.R.F. will match new donations dollar for dollar up to \$11,500. To help kick this off, the Board have started making their own pledges and we already raised \$2,000!

Make your donation today so that 20th Century Electric Railway Foundation can double it! Use the form included with this newsletter or go to our website at: <http://oerhs.oregontroolley.com/news/brussels/>

Act now, with your help we can do it!



Oregon Electric Railway Historical Society

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Membership

If you have overlooked paying your dues for 2018 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 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 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@oerhs.org or postal mail to the museum address following.

Please send any change of address, your dues and donations to Suzi Jones, Treasurer
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Do you want to be a Volunteer?

Be a Motorman or Conductor, give tours, and restore trolleys and more great activities? Want to learn to operate a 105 year old trolley from Australia or even a locomotive? Volunteers are needed - no experience necessary - just a passion for trolleys! We can easily train you in any volunteer positions that may interest you. Please come out to the museum and lend a hand. For the weekday or Saturday projects, contact Greg Bonn at 971-344-0755. For motorman, conductor and station agent training at the museum, contact Ken Peters at kennethipeters@msn.com or 503-646-5034. If you wish to volunteer for the Willamette Shore Trolley, call David Harold or Jan Zweerts at 503.697.7436.

Welcome New Members

OERHS is happy to welcome the following as recent new members;

Dirk Edwards, Lake Oswego	Barbara Hart, Portland	John Melendy, Portland	Elizabeth Hadley, Gladstone
Suzy Masson, Portland	Tara Connelly, Portland	George & Janet Adkins, Portland	Dean Groza, Salem
Janice Reddaway, Portland	Georgia McInerney, Portland	Michael Akey, Albany	Adams Family, Lake Oswego
Dennis Schutt, Portland	Terry Gould, Portland	Ryan Petersen, Canby Misty & Kait	Jim Perkin, Portland
Miles Sisk, Portland	Lance Rosenau, Portland	Straight, Portland	David B. Socolofsky, Portland
Ken Lite, Portland	Darlene & Steve Conkle, West Linn	Craig Arrowsmith, Portland	
Greg Marburger, Portland	Joan & Dale Hubber, Portland	Lisa Hadley, Milwaukie	

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@oerhs.org 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 website: oregontrolley.com/transfer.

We also mail black & white copies of the newsletter to all members of record. Not as exciting 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 Classic Streetcars of New Orleans

By Wayne Jones



Perley Thomas car 900 on St Charles and Jackson headed downtown.

At Left; Cars 914 headed uptown and 933 headed downtown on St Charles “Neutral Ground” near Erato St

In addition to the St Charles line that we focus on in this article, there are two Canal Street lines, the cross-town Rampart line and the Riverfront line. But the St Charles line is the only one still using the original 1922 cars.

When it started

The St Charles line began life in 1835 as a horse-drawn line. Soon after, steam-powered locomotives were used but the noise and soot produced by these prompted an exploration over the next 60 years of various alternative systems. Experiments were tried with several modes of power including an overhead cable traction system, an ammonia engine system, and the Lamm fireless steam locomotive. But finally in 1893, the line was converted to electric power.

Where can you find a streetcar line that has been in continuous revenue operation for over a century and is still running cars originally built almost a hundred years ago? New Orleans currently has five streetcar lines and one of them, the St Charles line, started over 180 years ago and has been in continuous operation since then. We will look at some of the history of this line and the iconic cars that have been carrying passengers since the 1920s. The St Charles line is a 13-mile streetcar system that runs from the edge of the French Quarter, through the downtown Central Business District, The Arts and Warehouse District, passes around Lee Circle onto tree-lined St Charles boulevard as it goes through the Garden District past historic mansions also a century old.

Following the curve of the Mississippi River, it continues along the crescent shaped St Charles Avenue past Tulane and Loyola Universities, Audubon Park (which includes the Audubon Zoo). Downtown, tracks run in the streets shared with automobiles. From Lee Circle to the west end of the line, tracks are located in a central “Neutral Ground”, a tree-lined grassy path separating the east and west bound automobile lanes. At the western end of St Charles Avenue the line turns north onto Carrollton Ave and eventually ending at Palmer Park at the intersection of South Carrollton Avenue and South Claiborne Avenue. This is no short vintage tourist line but a thriving and efficient revenue line used by locals and tourists alike. A ride on this line transports you back to what city transportation was decades ago. The cars are very well maintained and look like they just came out of the build and paint shop, clean and shiny.



Perley Thomas car 933 on Carondelet St near Canal St.



St Charles St near Jackson St. Two Perley Thomas cars passing.

As ridership grew the rolling stock was expanded. In 1914, an order for 30 new cars was made with the South Car Company of High Point, North Carolina. These cars were designed by Perley Thomas, the Chief Engineer and Designer of South Car Company. They were a somewhat revolutionary design at the time with a two-truck all-steel body and clean arched roof. Unfortunately, shortly after the completion of that order, the company went out of business. So a few years later in 1920, when New Orleans wanted more of these cars, they persuaded Thomas to find a way to build more. He started his own company, the Perley A. Thomas Car Company, also in High Point, NC and hired back 30 of the workers who had worked for South Car Company. His initial order was for 150 cars which became known as the “Perley Thomas” cars. The cars featured double-ended operation, convenient drop down steps, and seating for 52 people. All rode on large 33 inch wheels and were propelled by two 65 horsepower traction motors. All featured four-panel folding doors at every entrance.

Early on during the building of these cars, a fire destroyed Thomas’s new factory and several cars in production. But he was able to rebuild and complete the order. Business continued briskly over the next decade



St Charles car 900 turning from Carondelet St on to Canal St for one block then it will turn on to St Charles St.



One of the new RTA fabricated streetcars on Canal St headed north to City Park



Uptown end of the St Charles line. This is the terminus at Palmer Park at the intersection of South Carrollton Avenue and South Claiborne Avenue.



Canal St between Carondelet St and St Charles St (on the right) or Bourbon St and Royal St in the French Quarter on the left. Red car 2016 is headed to City Park and 2013 on the right is returning from there. To the right of 2013 is St Charles car 933 about to turn right on to St Charles to head uptown.

as Thomas built some 400 streetcars for other cities including Detroit. However, the depression and later the war lowered the demand for streetcars and the company evolved to bus manufacturing, becoming one of the largest school bus manufacturers. The business has been managed by three generations of the Thomas family and is now owned by Freightliner as Thomas Built Buses, Inc., the largest builder of school buses in the US.



Car 969 on St Charles St between Canal St and Common St in the Central Business District headed west to the Arts district.

A near century of operation of Perley Thomas cars.

As mentioned earlier, the St Charles line has been in continuous operation with electric streetcars since 1893 and with Perley Thomas cars since 1922. To sustain this longevity, New Orleans has been able to maintain these cars in their own shops with a team of skilled workers. They are well-equipped to maintain, repair, and even build complete cars from scratch. For example, in 1962 to 1964, all 35 Perley Thomas cars were rebuilt to like-new condition at the Carrollton Station shops. Later in 1996, completely new cars, but exact copies of the original 1922 cars, were built from the ground up. Nothing was “modernized” for these new cars—they have the newly built 263A 65-horsepower motors and the K36-JR 8-notch controllers.

In 1973, the St. Charles line was listed on the *National Register of Historic Places* and in 2014 the St. Charles line was listed by the National Park Service as a *National Historic Landmark*. This will preserve this line well into the future and keep it in its present form and immune to external requirements that could otherwise have impacted it.

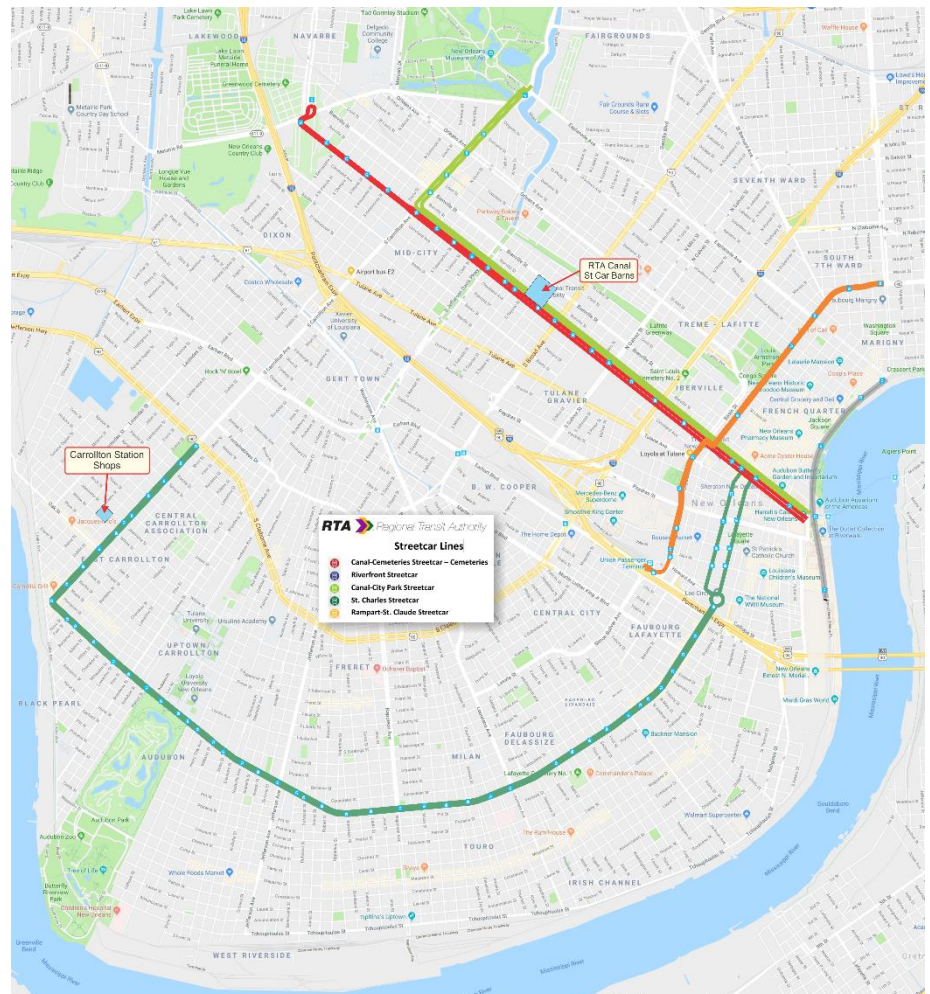
The other New Orleans Streetcar lines

New Orleans currently has four other streetcar lines in addition to the historic St Charles line. Although in the earlier half of the 1900s, New Orleans, like many other cities, had many streetcar lines, all of these were ultimately replaced with buses in the 1950s and

60s. Canal Street, a central large boulevard, and perhaps the busiest traction thoroughfare at one point, had four sets of streetcar tracks to accommodate multiple lines. But after gradual erosion of these lines, in 1964 the tracks were torn up and the central median was paved for buses.

The long and successful St Charles line, along with an affection that New Orleans has for streetcars, prompted a decision in 2004 to remove the pavement and re-install the tracks on Canal Street. Some original New Orleans cars that had been sold or otherwise disposed of were brought back and rebuilt. Additionally, retired cars were purchased from Melbourne, Australia and rebuilt in the Carrollton Station shops to look like the Perley Thomas cars. And some cars were built from the ground up. But unlike the dark olive green St Charles cars, all of these cars were fitted with modern electronic propulsion systems and painted red. And the Canal street version of these newly constructed cars have a fake clerestory superstructure on the roof to hide the air conditioner compressor coils. Doesn't look very convincing.

There are two lines running on Canal Street. Both start at the southern end near the river front and travel up Canal. One goes to the northern end to the Cemeteries



Route map of the RTA Streetcar System. The green line is the St Charles line.



Operator's position for the newly RTA constructed Perley Thomas cars. The K35-JR controllers were new construction but identical to the 1922 version.

district. The other turns at Carrollton Avenue, and goes to the end at the large City Park.

In 1988, the Riverfront line was opened using cars built or modified in the Carrollton Station shops. Originally standard gauge, this line was converted to wide gauge in 1997 to match the St Charles cars. The Riverfront line just closed for two years while riverfront hotel construction is being done.

The most recent new line is the cross-town Rampart line that travels from the Union Passenger terminal, east along Loyola Avenue to Canal Street, south one block to Rampart Street, and past Esplanade Avenue to terminate at Elysian Fields Avenue.

All New Orleans streetcars currently use a wide 5-foot 2-1/2-inch-gauge. Over the years, some lines were standard gauge and others the wide gauge but during the re-railing of the replacement lines and new car building, all lines have been normalized to this wide gauge.

A Streetcar Named Desire.

The 1947 Tennessee Williams play and later film of the same name "*A Streetcar Named Desire*"



Car 195 on St Charles St at Joseph, a block from Lee Circle.



Riverfront line in the French Quarter.

immortalized the Perley Thomas streetcars that were operated on the Desire line. The line ceased operation in 1948 when it was converted to buses. There have been ongoing discussions of reviving some variation of that classic line, perhaps integrating a streetcar line through the French Quarter.

Katrina

In August 2005, hurricane Katrina inflicted major damage to the newly completed Canal lines, destroying most of the 31 newly built red cars that were stored in the Canal Street car barn. They had been under five feet of water which destroyed the electrical propulsion systems and caused corrosion that severely damaged the undercarriage and bodies of the cars. Fortunately, the thirty five 900-Series Perley Thomas cars running on the St Charles line and stored in the Carrollton Station Shops escaped damage. Many of these were used on the Canal line while new replacement cars were constructed from 2006 to 2008 at a cost of \$1-million per car. It has taken almost ten years to completely restore all parts of the streetcar system, infrastructure, and rolling stock.

Well worth a visit

Every streetcar enthusiast should find a way to visit Streetcar Mecca, New Orleans. Purchase a multi-day RTA Jazzy Pass on-line, and travel back to 1922 in historic New Orleans.



Sign on the St Charles line on Carrollton St. citing the 1835 beginning.



Riverfront car as seen from the French Quarter. The Mississippi River levee is just beyond.



St Charles car turning from Carrollton St on to St Charles St headed east.



Car 968 on the Neutral Ground along St Charles St.



Canal St from the corner of Carondelet St. Two St Charles cars are waiting to turn on to west-bound St Charles.



Car 945 on St Charles St at Jackson St headed east.



Car 2010, Rampart Line, on Loyola St at Tulane Ave. The Tulane Medical Center campus is on the left.



Cars 953 and 945 passing along St Charles St at Martin Luther King Blvd.



Operator's position of the newly built Red Cars with modern electronic propulsion systems.



Car 953 on St Charles at Erato St headed downtown. Lee Circle is a couple of blocks ahead.



Interior view of the Perley Thomas cars.



Car 2016 on the Canal – Cemeteries line at the northern end turn around.



Car 963 on St Charles St in the Garden District looking west.



Canal St at night.



Cars 953 eastbound on St Charles St.



Cars 933 on Canal St.



RTA Canal St Shops. Only minor repair work is done at this location.

Image from Google Earth.



RTA Carrollton Station shops. This has been a streetcar repair and construction facility since 1893. It includes a complete maintenance and fabrication facility, paint shop, wood shop, motor rebuild shop, and machine shop able to build cars from scratch. 35 copies of the 1922 Perley Thomas cars were built here in 1991 and new red cars in 2006.

Image from Google Earth.

Except where indicated, all photos by Wayne Jones

Save the date

...for the annual meeting. It will be on Saturday Nov. 10th. It will run from around 11:00 to 3pm. Lunch menu and cost is TBD. Presenters will be Bob Terkelsen (Steam Railroads) and Russell Holter. Russell is the author of the book "The Fateful Fourth, The Story of America's Worst Trolley Disaster". It a true story that occurred on July 4th 1900 in Tacoma, Washington.

DONATION REQUEST (Tax deductible receipt will be mailed to you)

	<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>	\$_____
General Fund	Unrestricted Funds	<i>Allows Board to allocate funds as needed (Utilities, phone, internet, insurance, etc.)</i>	\$_____
Capital & Restoration Projects	Brussels Trams	<i>We only need \$23,000 more to complete our purchase of all nine Brussels trams!</i>	\$_____
	OE Rwy Loco #21	<i>Return Oregon Electric Railway Loco 21 to operation</i>	\$_____
	Carbarn #2	<i>Build the 2nd carbarn (will also be the temporary restoration shop)</i>	\$_____
	Interpretive Center (Hopmere Station)	<i>Finish the flooring, archives, displays, caretaker's quarters and exterior landscaping (sidewalks, platforms, etc.)</i>	\$_____
	Mainline Loop	<i>We need to complete the mainline loop so we can run multiple cars at a time and operate cars that are single-ended. Adding less than 2000 more feet will complete the loop. (~\$45k)</i>	\$_____
	Car Restoration	<i>All our cars need love and care. Many are in dire need of restoration. Current projects underway are: 813 (Broadway car), 1159 (PCC), 1455 (snowsweeper) & locos 254 & 401</i>	\$_____ Car:_____
	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 one is a great help)</i>	\$_____
	Buy Concrete	<i>~\$100/yd³ for track, curbs, platforms, etc.</i>	\$_____
Specific Items:	Queen Size Bedding	<i>Queen size sheets & pillow cases for the guest/caretakers quarters</i>	\$_____
(Donate items or \$ towards purchase)	Washer/Dryer	<i>Stackable washer & dryer for the Interp. Ctr.</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!