



Reminder to members: Please be sure your dues are up to date. 2019 dues are due Jan 1, 2019. If it has been longer than one year since you renewed, go to our website: oregontrolley.com and download an application by clicking: *Become a Member*.

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Steam Up 2019

By Mark Moore

Steam-Up is the largest event during the year at Powerland Heritage Park and it is our most important fund-raising activity at the Oregon Electric Railway Museum. According to Superintendent of Operations, Ken Peters, the first day of Steam-Up was the best revenue day he had experienced in his three years leading the operation. Over the four days, fourteen volunteers covered 35 shifts with an estimated combined total of 280 volunteer hours.

Fares from ticket sales and sales in the gift shop were up. Just before Steam-Up, we received a new shipment of Blackpool Trolley T-Shirts made for the Museum and they were very popular. The Great Northern Lego Railway setup an exhibit in our freight/exhibit room in the depot and they were there all four days. This was the first year that we had the Children's Trolley and it proved to be well received.



On the morning of the second Saturday of Steam-Up, car 48, the Blackpool Double Decker, had an insulator failure on its trolley pole and would no longer operate. That meant car 48 had to be moved from the mainline. Fortunately, a flume speeder was in a good position to move car 48 so car 1187, the Sydney open car, which was in readiness for operation in anticipation of the warmer temperatures, could be operated. Evan Burroughs, Steam-Up Show Manager, has offered to fabricate a new insulator for car 48 made of Oregon white oak. Just before press time, car no. 48 was repaired and put back into operation. It will be used to transport passengers for the Hops & Vines event on September 21st.

Acknowledgement is in order for these volunteers who worked their entire shifts for the OERHS on all four days: John Ballentine, Nick Christiansen, Vicki Fabryka, Mark Kavanagh, Steve Mills, Richard Neva and Ken Peters. A word of thanks is in order for all those volunteers who work behind the scenes to keep the operation going.



Crew members assist passengers boarding for the next trolley ride during Steam-Up.



Visitors poured into our depot lobby and ticket office.



Our Blackpool Double-decker trolley no. 48 and the Sydney open car no. 1187 at the depot ready for service.

Oregon Electric Railway Historical Society

Officers

| | |
|----------------|------------------|
| President | Eugene Fabryka |
| Vice President | Richard Thompson |
| Secretary | Mark Kavanagh |
| Treasurer | John Ballentine |

Trustees

| | |
|------------------|--------------|
| Carolyn Vernon | Bryan White |
| Mark Kavanagh | David Harold |
| Gene Fabryka | Mark Moore |
| Richard Thompson | John Nagy |
| Gage Geist | |

Other Positions

| | |
|-------------------|----------------|
| Board Chairman | John Nagy |
| Museum Director | Greg Bonn |
| WST Manager | David Harold |
| Newsletter Editor | Wayne Jones |
| Gift Shop Manager | Carolyn Vernon |
| Webmaster | Mark Kavanagh |

Membership

If you have overlooked paying your dues for 2019 or 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: Treasurer
Oregon Electric Railway Historical Society
3995 Brooklake Rd. NE
Brooks, OR 97303
Phone: 503.393.2424
www.oregontrolley.com

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 kennethpeters@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.

Did You Know?

Members 70.5 years and older can make tax free donations to the OERHS from their 401(k) that counts towards the mandatory percentage 2.5% that they need to take out of their IRA anyway. Consider making a donation today!

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

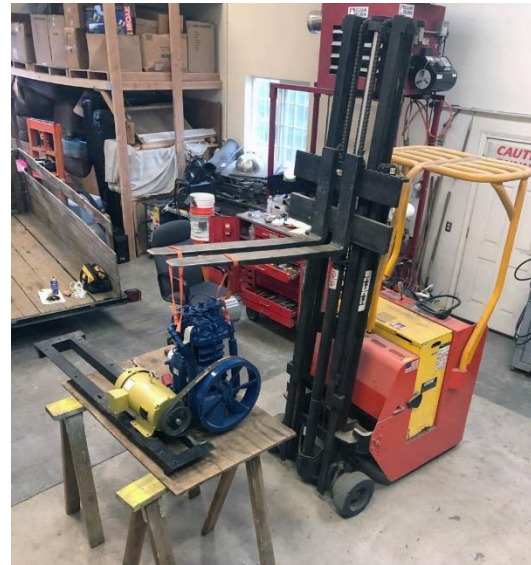
give or sell your email address to any other person or organization. You can see this issue and the previous issues by going to this website: oregontrolley.com/transfer.

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.

Willamette Shore Trolley Update

The new Bendpack jacks are now in use to lift Trolley 514 off the trucks. These are semi-truck jacks which Dave Rowe made custom adapters for the jacks to lift the trolley. The trolley will be on jacks until the new AC motors arrive which is scheduled in September. Kevin Reilly and Dave Rowe have spent 314 man-hours of paid labor and over 100 volunteer hours on the project so far.



The old trolley Motor-Generator frame has been modified to accommodate a new Quincy air compressor and a three phase AC motor.

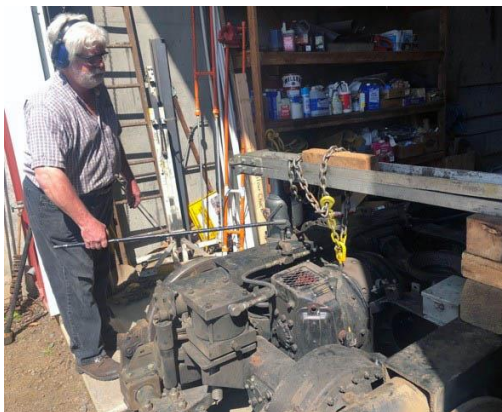
This picture was taken in Dave Rowe's shop in Battle Ground, Washington when some of the battery work has been done.



Lifting motors from truck



Dave Rowe is pressure washing one of the PCC trucks removed from Trolley 514.



Kevin Reilly using a 30 ton jack and channels to pry the old DC motor from the trolley 514 PCC truck.



The Quincy air compressor was lowered 3" and mounted on a removable tray to allow for easier maintenance from the original Gomaco M/G designed frame.

All photos Dave Rowe

Deconstructing 1058

by Gene Fabryka

While it's very early history is a bit unclear, it is likely that Portland Traction #1058 began life in 1903 as an interurban passenger car for the Jersey City Traction. Built by the Niles Car & Manufacturing company (who had a reputation for plush equipment), it only operated on the east coast for a few years before being sold to the Oregon Water Power & Railway in 1905-06. It carried passengers until 1929, when it was converted into a line car and remained in service until the end of electric operations. A rail fan purchased the car and transported it to Snoqualmie Falls, where it was stored outside. He planned to restore the car for passenger service, but the work never happened. The car was recently donated to the Northwest Rail Museum. Almost 60 years of being stored out in the weather was extremely hard on the car and the Northwest Rail Museum decided to part it out to raise funds for another project.



1058 served as shuttle car, going from Linnemann Station to Troutdale Station

Photo from Mark Moore Collection

While the loss of any Portland interurban is regrettable, the good news is that 1058's control and running gear are a match for what is needed to restore our Portland Railway Light & Power Interurban #1067. These parts are rare so we



1058 as line maintenance car

Photo from Mark Moore Collection



1058 before deconstruction started. Gene Fabryka is inside the car.

Photo by John Nagy

have been monitoring 1058 for years in the hope it would become available. The NRM offered us the first option to purchase the parts, even though they might have been able to get a higher price from museums back east.

They considered this to be an opportunity for two northwest museums to support each other's efforts.

Museum volunteers Greg Bonn, Gene Fabryka, John and Joyce Nagy, Kevin Reilly, and Vince Mendenhall, traveled to Snoqualmie Falls to disassemble #1058. Over the course of just a few days, the body was stripped down to the floor to prepare it for transportation to Powerland Heritage Park. Smaller parts were hauled back to our Museum by volunteers. The next step will be moving the body with the remaining parts, to Brooks, after Steam Up.

The funds for this acquisition project were provided in part by grants from Travel Oregon, the Oregon Heritage Commission and the Oregon Parks and Recreation Department. We are grateful for their support.



Last day, car deconstructed down to the floor, tarped and awaiting shipping to Oregon.

Photo by John Nagy



Greg and Kevin removing the brake stand.

Photo by John Nagy



Joyce Nagy disassembling the roof.

Photo by Gene Fabryka



Kevin removing parts. Joyce and Greg removing the roof.

Photo by Gene Fabryka



Removing one of the vestibules. Left to right are Vince Mendenhall, Kevin Reilly, Greg Bonn and Gene Fabryka

Photo by John Nagy

SAVE THE DATE!

The OERHS 2019 Annual Meeting and Banquet is planned to be in the afternoon of Saturday, November 9th. The location will be different this year. We are planning to be at the Old Spaghetti Factory at Bancroft Street in Portland. Details will be sent out in late September. It is sure to be a great afternoon with great food and fun! For the annual elections, we are seeking nominations for your 2020 Board of Trustees and officers. If you are interested in joining the board or would like to nominate someone, please e-mail the secretary at mark@oerhs.org. We look forward to seeing everyone there!

Japan Railway Museums

By Mark Kavanagh

Part 2 of 3: Private Railway Museums

This is second in the series on railway museums of Japan. The focus here is on the smaller private railway museums. The Japanese railways appear to be proud of their heritage. It also helps that the railways are integral to Japanese culture and daily life. I will cover the museums I have been to, but there are many more. All the ones featured here are in the Tokyo region only. I already covered the large JR-East Railway Museum. Here we will look at the museums of the Tobu, Tokyu and Keio railways.

The Tobu Museum



Tobu Museum: DeHa1 Electric Car #5, built in 1924

The Tobu Railway started in 1897 and is one of Japan's oldest railway. The railway is a 463 km system, the second longest in Japan (not counting JR network). It has two disconnected networks in Tokyo, the Tojo lines and the Main Lines. The Tobu Tojo line runs out of Ikebukuro station out to Kawagoe (Salem's sister city) and Yorii. Tobu's Main Line system runs out of Asakusa Terminal. It connects Tokyo



Tobu Museum: Motorman portion of Car #5



Tobu Museum: ED5015 Electric Locomotive, built in 1959

to Nikko, a major tourist destination. Tobu runs normal commuter services as well as all reserved limited express trains. Some main line Tobu trains thru-route onto the Tokyo Metro Hibiya Line and Hanzomon Line. Some Tojo Line trains thru-route onto the Tokyo Metro Fukutoshin Line. It has a fleet of nearly 1900 EMU cars. The railway also maintains a steam tourist train.

The railway's museum is located under the Tobu Railway Skytree line at Higashi-Mukojima station. Outside the museum are old Tobu electric MU cars. About a 5-minute walk away is a steam locomotive on display under the railway viaduct.



Tobu Museum: MoHa 5702 built in 1951



Tobu Museum: Inside Car #5



Tobu Museum: Nikko Tramway #203 built in 1954

As you enter the museum you will quickly find a large steam locomotive. On regular intervals there is a locomotive demonstration complete with sound and wheels moving (but the train is stationary).

The museum continues with electric and diesel locomotives and MU commuter cars both inside and in an outdoor courtyard. You will find simulators and a running model railway layout. A unique feature of this museum are windows under the platform of the railway so you can see the trains come and go from underneath. It is a rather complete and compact museum all focused on the Tobu Railway.

The best way to access the museum is via the Tobu Line from Asakusa, just make sure you board a local train. From central Tokyo, take the Ginza subway or Asakusa Subway to Asakusa, and transfer to the Tobu line.

Tokyu Rail and Bus Museum

The Tokyu is a major commuter railway in Tokyo. The railway was founded in 1922 as the Meguro-Kamata Electric Railway. Tokyu operates 99.5 km of railway consisting of seven different commuter lines, with two radiating out of busy Shibuya station. The Tokyu has trains that thru route onto the Tokyo Metro Hanzomon Line (Den-en-toshi), the Fukutoshin Line (Toyoko). The Toyoko line thru routes on its southern end onto the Minatomirai Subway in Yokohama. The Tokyu also operates one of the two remaining tram lines in Tokyo, the Setagaya line. The Setagaya Line runs on private at grade right-of-way west of the Tokyo Yamanote loop. Tokyu also runs buses, hotels, retail, and is a largest shareholder of Japan Airlines (JAL).

The Tokyu museum, like the Tobu Museum, is located underneath the railway. You will find it underneath the Miyazaki-dai station on the Tokyu Den-en-toshi Line. This museum you will find EMU trains as well as buses. There is a model railway layout (which you can operate). And of course there are train simulator. They also have a bus simulator. This is a rather small museum, but one worth visiting as a railfan, or for families.



Tokyu Museum: Model Railway



Tokyu Museum: A portion of a more modern Tokyu EMU



Tokyu Museum: Former Tokyu Bus by Hino

The best way to get to the museum is via the Tokyu Den-en-toshi Line from Shibuya Station. The Tokyo Metro Hanzomon Line thru routes onto the Den-en-toshi line for your convenience. Be sure you are on a local train to get off at Miyazakidai station. There is signage to lead you to the museum.

Keio Rail land

The Keio line is a very busy 2 track railway extending from Shinjuku to the western Tokyo suburbs of either Hashimoto, Hachioji or Takao. It also operates the Inokashira Line out of Shibuya. The railway's heritage can be traced back

to 1905 with the founding of the Nippon Electric Railway. Some trains of the Keio thru-route onto the TOEI Shinjuku subway line.



Tokyu Museum: Former Tokyo Tram

I often ride the Keio Line as the company I work for has offices located near Nagayama Station, and the hotel I stay at is one stop away at Tama-Center (these station area also served by the Odakyu Railway). The Tama-Center station is decorated for Hello Kitty as Sanrio's Puroland, Hello Kitty amusement park is a short walk from the station.

Keio Rail land is not like the others in that it is not under a railway. It is attached to the branch line terminal station of the Keio Tama-Dobutsukoen line (Tama Zoo).

It is small building with a covered patio filled with railway rolling stock. The museum includes various displays, model railway, simulators and a bus (Keio also operates buses and taxis). The outdoor space has 6 full size pieces of EMU trains that you can walk into. This is probably the smallest of the 3 museums in this article. But another you should visit.

Access to this museum is a little more complicated. You can take a Keio Line train towards Hachioji, transfer at Takahatafudo Station for the Keio Dobotsuen Line. Go one stop to Dobotsuen terminal, the museum is right there (the zoo is across the road). For a more fun access, there is the Tama Toshi Monorail Dobotsukoen Station right across the street from the museum. From Tokyo there are various options to get to the monorail. Take a Keio Line train towards Hashimoto, and transfer at Tama-Center. Take a Keio Line Train towards Hachioji and transfer at Takahatafudo. Take a JR Chuo Line train from Tokyo/Shinjuku and transfer at Tachikawa.



Keio Rail Land: Traction motor on display



Tokyu Museum: Guest can operate the train from the cab seen in the photo. The control group seen above the trucks would function, and the wheels on the truck would rotate based on operator input.



Keio Rail Land: Keio Rolling stock thru the years



Keio Rail Land: Another view of Keio Rolling stock thru the years



Keio Rail Land The motorman controls of the DeHa class # 2015 (the green car the from above photo)

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

Remember the OERHS in your Will or Trust. Even a small bequest can help the museum grow!

Did You Know?

Members 70.5 years and older can make tax free donations to the OERHS from their 401(k) that count towards the mandatory percentage 2.5% that they need to take out of their IRA anyway. Consider making a donation today!

Donation Opportunities

| | <u>Items</u> | <u>Description</u> | <u>Amount</u> |
|---|---------------------|--|------------------------|
| Endowment Fund | Endowment Fund | <i>Helps create an endowment fund to support operations, staff (future) and general projects</i> | \$ _____ |
| Board Fund | Unrestricted Funds | <i>Allows Board to allocate funds as needed (Projects, events, car acquisition, etc.)</i> | \$ _____ |
| Capital Projects | Carbarn #2 | <i>Build the 2nd carbarn (will also be the temporary restoration shop) – (~\$450k)</i> | \$ _____ |
| | Mainline Loop | <i>Complete the mainline loop to run multiple cars at a time and operate cars that are single-ended. Adding less than 2000 additional feet will complete the loop. (~\$45k)</i> | \$ _____ |
| | Interpretive Center | <i>Flooring, archives, displays, and exterior landscaping (sidewalks, platforms, etc.)</i> | \$ _____ |
| | Buy A Tie | <i>\$55 buys us a new fir tie to replace worn out ones (we need about 2000 of them so every single tie is a great help)</i> | \$ _____ |
| Restoration Projects | Buy Concrete | <i>~\$120/yd³ for track, curbs, platforms, etc.</i> | \$ _____ |
| | PRL&P #1067 | <i>Buy the running gear from the NWRM that we need to help restore this car (~\$15k)</i> | \$ _____ |
| | Car Restoration | <i>All our cars need love & care and many are awaiting restoration. Donate to the car fund or specify a car. Some of the projects underway are: 813 (Broadway car), 1159 (PCC), 1455 (snowsweeper) & locos 254 & 401</i> | \$ _____ Car: _____ |
| Specific Items: <i>(Donate items or \$)</i> | Uniform Parts | <i>Hats, pants, vests & jackets for volunteers</i> | \$ _____ |
| Name Your Project | | <i>Do you have an idea you would like to see done? Tell us about it!</i> | \$ _____ |
| TOTAL | | | \$ _____ |

To: OERHS, 3995 Brooklake Rd, Brooks, Oregon 97303

Name _____ Date _____ Cash \$ _____ Check \$ _____

Credit Card: \$ _____ Visa ☐ MasterCard ☐ American Express ☐ Discover ☐

Card # _____ Sec Code _____ Expires _____ Signature _____

THANK YOU!