



Reminder to members: Please be sure your dues are up to date. They are due on Jan 1. If you have not renewed you can pay online, or download a membership form, at <http://oregontrolley.com/join>

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The Lewiston-Clarkston Transit Company

By Mark Kavanagh



Lewiston-Clarkston Transit Company trolley unloading passengers at the Lewiston Train depot on Main Street. This artist's conception appears to have been based on one of the cars purchased secondhand from the Spokane Electric Railway in 1915. Compare this with the photograph on page four.

(Photo courtesy KLEW News)

The Lewiston-Clarkston Transit Company built one of the last new streetcar systems of the early 1900s. It would enjoy a life of only 14 years.

The cities of Clarkston, Washington, and Lewiston, Idaho, are separated by the Snake River where the Clearwater River joins in. The towns may be in two different states, but they are very much dependent on each other. The cities are named after the explorers Lewis and Clark, whose team had camped here during both their westward and eastward trips.

The City of Lewiston built its first train depot in 1895, with the hopes of a railroad to come. Trains finally started chugging into the station in 1898. Due to topography, neighboring Clarkston did not have a train station.

The first physical link between the two cities came with a road bridge that opened in 1899 as a toll bridge. In 1913 it was transferred to local governments and became a free bridge.

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Oregon Electric Railway Historical Society

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Membership

If you have overlooked paying your dues for 2020 or did not realize that 2021 dues come due on Jan. 1 this is your reminder. Memberships should be renewed on January 1st each year. The OERHS is a non-profit 501-C-3 corporation, so dues are tax deductible.

Categories

Active	\$ 30	Sustaining	\$ 250
Family	\$ 60	Life	\$ 500
Contributing	\$ 75	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 fulfill 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 below.

Please send any change of address, your dues and donations to:

Oregon Electric Railway Historical Society
3995 Brooklake Rd. NE
Brooks, OR 97303
Phone: 971-701-6327
www.oregonrolley.com

Do you want to drive a trolley?

You can be a Motorman, Conductor, Tour Guide, help restore trolleys or participate in more great activities. Want to learn to operate a 100 year old trolley or an electric locomotive?

Volunteers are needed - no experience is necessary - just a passion for trolleys! We can train you in any volunteer positions that meet your interest. 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.

How we deliver *The Transfer* and *The Monthly Pass*

Our quarterly newsletter *The Transfer* is published electronically in full high-resolution color. Members can view and download current and previous issues at the OERHS website: oregonrolley.com/transfer. You will also find an archive here of previous issues going back to the 1970s. It is easy to print copies on your personal color or black & white printer. By default, members receive email notification as soon as an issue is available. We believe you will appreciate the higher quality pictures that this process will provide to all the interesting photos that accompany our articles.

For those who prefer a printed copy of *The Transfer* a black and white version will be mailed to your home address by request. Please send this preference to Secretary Mark Kavanagh, Oregon Electric Railway Historical Society, 3995 Brooklake Rd. NE, Brooks, OR 97303 or send him an email at mark@oerhs.org.

When needed, the OERHS also updates members on events at the Oregon Electric Museum and the Willamette Shore Trolley in a short email newsletter called *The Monthly Pass*. We must have your correct email address for distribution of both newsletters. We respect your privacy and will only use your email address to send a single notification when the latest issue of *The Transfer* is ready. We do not send promotional material or advertising.



The first streetcar crossed the bridge between Lewiston, Idaho and Clarkston, Washington on May 1, 1915. (G. V. Barker photograph)

Lewiston-Clarkston from p. 1

The ultimate solution came in 1915, when business leaders began pushing for a streetcar to link the two cities. The Lewiston-Clarkston Transit Company was incorporated that year. The company bought three used cars from Spokane to

open the line as they could not purchase new vehicles due to backlogs at streetcar manufacturers.

On May 3, 1915, the streetcar line opened using the now-free bridge. On the initial run an overcrowded streetcar struggled to climb the incline to the bridge. In 1916 the company purchased brand new single-truck Birney cars.

The line, from 21st and Main in Lewiston to 13th and Highland in Clarkston was about 4 miles long. The streetcars passed the Main Street train station as they travelled through Lewiston.

Streetcars opened up Clarkston for further development. However, the two cities were never very large, and the streetcars slowly succumbed to the automobile. On August 3, 1929, they stopped operating, and buses took over.

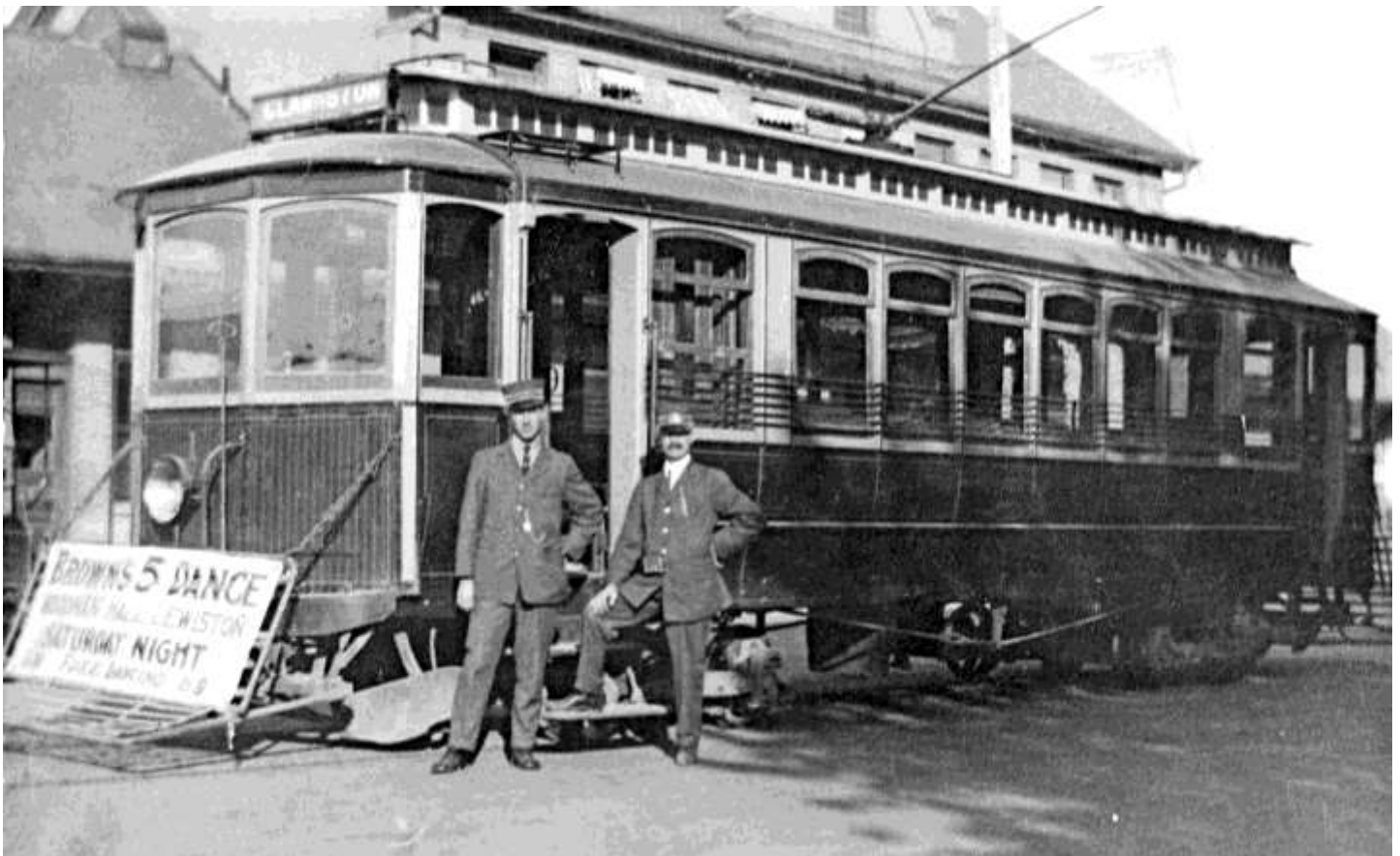
One car was saved from the scrapper. Birney No. 8 was moved from the old car barn at 18th and Main Street in Lewiston to a trailer park on Elm Street in Clarkston. The car's trucks were scrapped, but the body was made into a rental unit. It was subdivided into two rooms, with plumbing and an A-frame roof was added above the car.

In 2004 Lewiston resident Don Rice acquired car No. 8. He welded axles to the frame, added tires and a hitch and pulled it out of the trailer park. In 2011 the Territorial Capitol Campaign Committee acquired it and moved it into a warehouse.

Continued on page 4



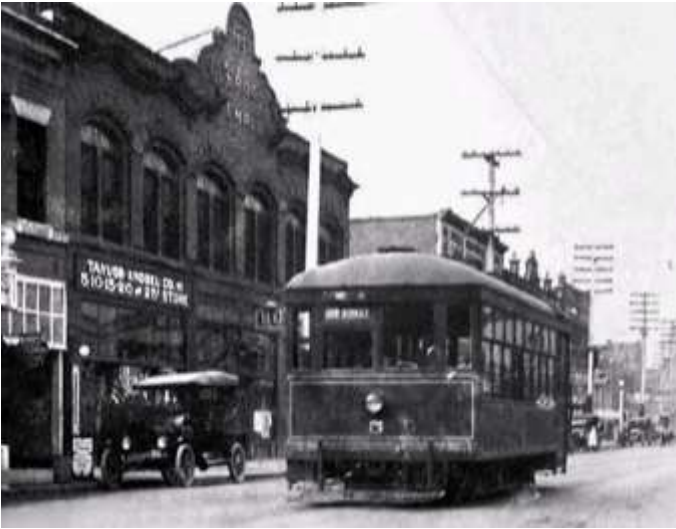
From 1915 until 1929, streetcars operated across the 1899 vintage High Bridge over the Snake River between Lewiston and Clarkston. Tracks ran along the north side of the bridge and a pedestrian walkway was on the south side. One of the former Spokane cars is seen crossing in 1919.



Lewiston-Clarkston trolley No. 1 is waiting in front of the Lewiston train station on Main Street in 1915. The sign on the safety fender reads "Browns 5 Dance Woodman Hall Lewiston Saturday Night free dancing to 9."



An ex-Spokane streetcar is outbound on Main Street in Lewiston during the first year of operation for the Lewiston-Clarkston Transit Company. At this time there were only three cars on the roster.



LCT No. 5 is on Main Street in Lewiston in 1916. The brand-new Birney has paused in front of the Taylor & Nobel dime store.

In 2015, the Nez Perce County Historical Society purchased the car. It was later moved to a location behind their museum in Lewiston. Since then, a pavilion has been built around the car to protect it from the elements.

Even after all these years you can see the car number, as well as other markings on the metal. There is interest in restoring the car cosmetically as funds and volunteers become available. Next time you are in the area, you should stop by to see a Lewiston original! 🚲



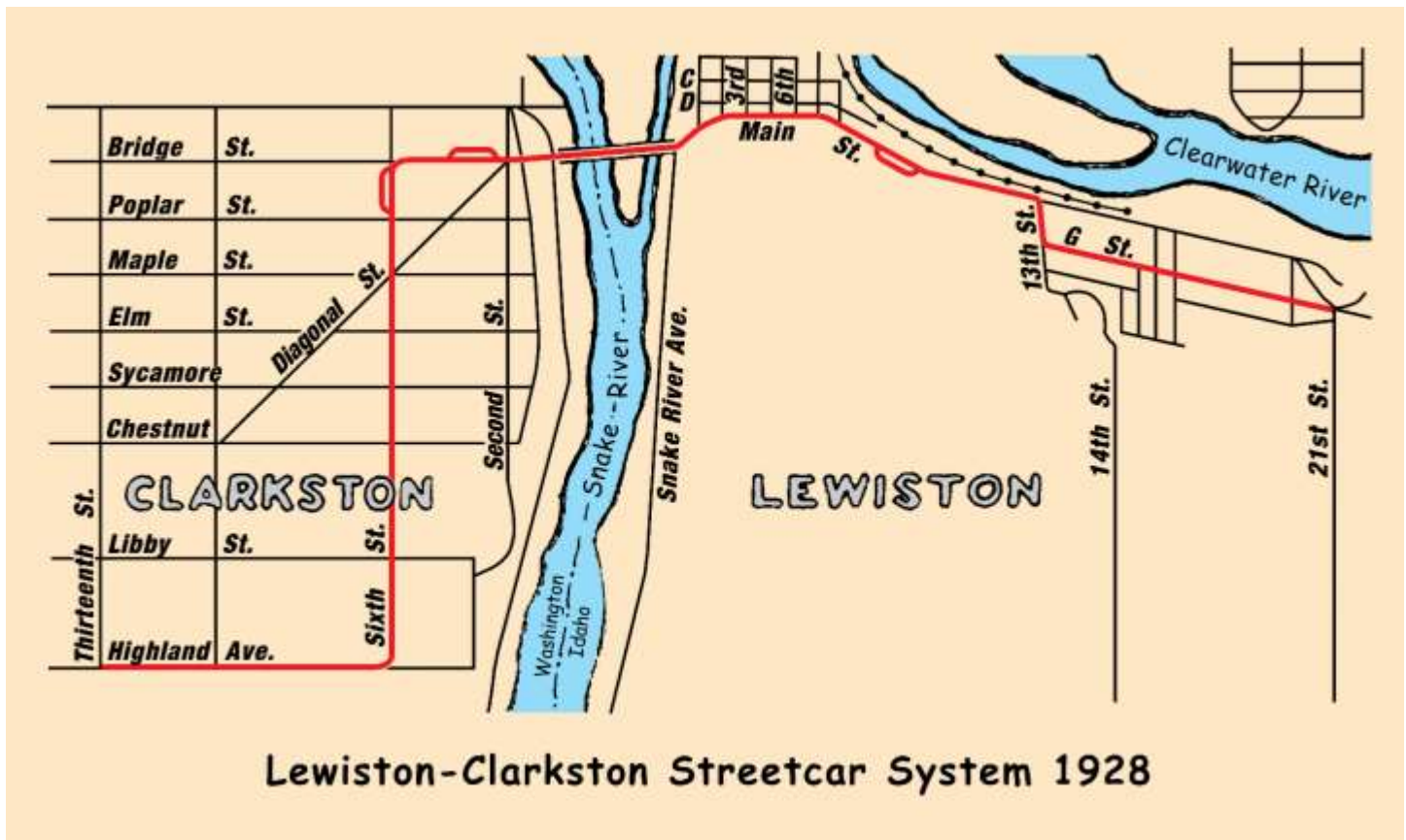
One of the original LCT cars is on Main Street in Lewiston during the 1910s.



After 92 years of "retirement" it is still possible to see the Birney car's number and traces of original paint. (Mark Kavanagh photograph).



In 2015 the Nez Perce County Historical Society acquired Lewiston-Clarkston Birney car No. 8 and put it on display as part of their Museum's Historical Campus at 3rd and Capitol streets in downtown Lewiston. (Mark Kavanagh photograph)



This mural at 513 Main Street in downtown Lewiston includes a Lewiston-Clarkson Transit Co. streetcar rolling past the Granada Theater during the 1920s. (Mark Kavanagh photograph)

Powerland Projects Resume

John Nagy

Work on projects at the Museum has continued on a limited basis in spite of challenges caused by the Covid-19 pandemic. Here is an update:

Hopmere depot has been cleaned up. It was looking pretty grimy after sitting unused for more than a year, so member Ken Peters came down and washed the exterior. It will now be nice and clean for this season.



Hopmere Depot presents a fresh face after member Ken Peters washed the exterior in preparation for the new season.

(John Nagy photograph)

Trackwork has resumed. Yard tracks are being reassembled and gravel removed between the mainline and yard curve so that the curve can be realigned.



Volunteer Crews have started to reassemble the yard tracks in front of the carbarn. (John Nagy photograph)

There have also been several equipment additions for the shop. Thanks to an anonymous donation from a couple of our members this winter we acquired a new sandblasting cabinet along with a filtration system and 1200 pounds of sandblasting media. This will help remove decades of paint from parts for restoration. We also received a vertical belt sander. These are welcome additions to the shop!



Evan Burroughs removing gravel between the mainline and yard curve so that the curve can be realigned. (John Nagy photograph)

Restoration entails a lot of painting, and it can be difficult to have a clean, safe place to do so. To solve this, a new paint booth/station has been completed at the shop. It is equipped with fans and filters to safely ventilate and capture paint particles.



A new painting station has been completed at the shop.

(John Nagy photograph).



Vince and Rick Mendenhall reinstalled some of the seats that had been removed from Los Angeles Railway car 1318 years ago. It will now be more presentable when Powerland opens this year. (John Nagy photograph)

Fundraising efforts have also been under way. The OERHS had a booth at the Early Day Gas Engine and Tractor Association (EDGETA) Branch 15 Swap meet on June 24-26. Even though temperatures got extremely hot, we managed to take in about \$1000 in sales of surplus items that we have accumulated over the years. These ranged from tools to camp stoves, a boat propeller, a tire, rototiller tractor grills and lots more. We even managed to sell the chair that John Ballentine was using to staff the booth (we got \$20 for it)! This also has freed up some sorely needed shelf space at Powerland.

Thank you to Gene and Vicky Fabryka, Adam Samish, Greg Bonn, John Ballentine and John Nagy for working and staffing the swap meet. Your efforts helped bring in much-needed revenue. Thanks also to Evan Burroughs, Ken Peters, Greg Bonn, and Vince and Rick Mendenhall for working on projects at Powerland and helping us prepare for a great new season! 🚂




The newly arrived sand blasting cabinet awaits use in the OERHS shop at Powerland Heritage Park. (John Nagy photograph)

Willamette Shore Trolley Reopens

David Harold

The Willamette Shore Trolley is planning to return to service on July 3 pending COVID-19 protocols. Operation during the July 4th weekend will be a test. If all goes well, we hope to continue for the rest of the summer.

Due to trestles needing work, service for 2021 will be limited, with trolleys only running from Lake Oswego to the large trestle. There will be no operation between the trestle and S. Bancroft Street in Portland.

During this trial period masks and social distancing will be required. All tickets must be purchased in advance on our website, with no refunds. Seating will be assigned. Cost for each seat is \$8 regardless of age and no lap sitting will be allowed. Those interested can order online at wst.oregontrolley.com 

TROLLEY SERVICE FOR 2021

Trolleys depart from Lake Oswego Only

Trolley Fares: We are selling each seat for \$8 each, regardless of age. No lap sitters allowed.

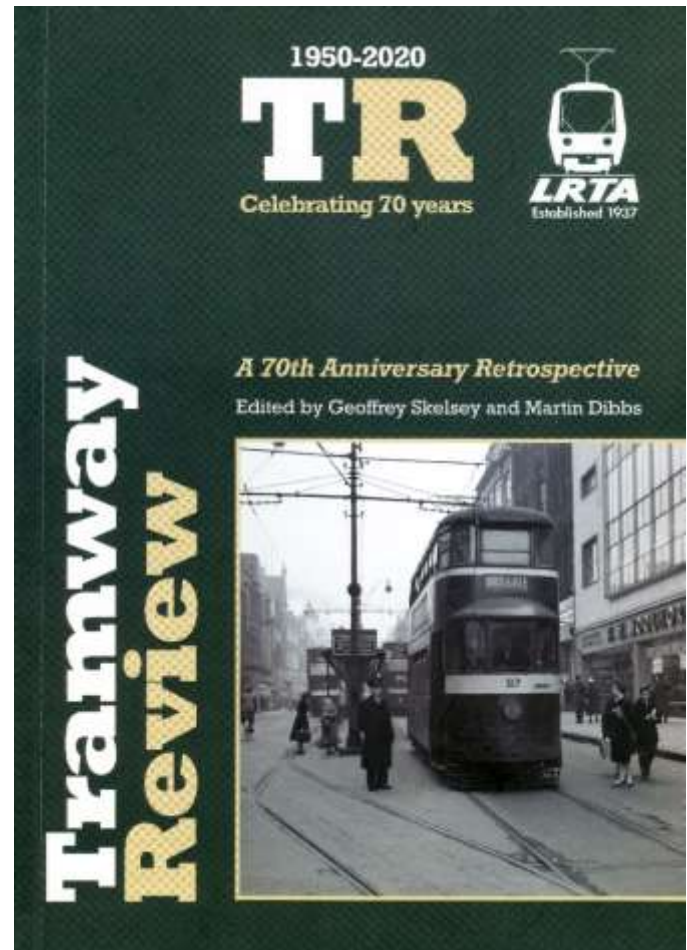
All tickets must be purchased in advance, with no refunds.

Trial Opening Trolley Schedule

Click "Get Tickets" for the trip you desire

Saturday, July 3rd	
11 am Departure:	Get Tickets
Noon Departure:	Get Tickets
1 pm Departure:	Get Tickets
Sunday, July 4th	
11 am Departure:	Get Tickets
Noon Departure:	Get Tickets
1 pm Departure:	Get Tickets
Saturday, July 10th	
11 am Departure:	Get Tickets
Noon Departure:	Get Tickets
1 pm Departure:	Get Tickets
Sunday, July 11th	
11 am Departure:	Get Tickets
Noon Departure:	Get Tickets
1 pm Departure:	Get Tickets

The 2021 Willamette Shore Trolley schedule is now posted on our website at wst.oregontrolley.com




Book Review

Richard Thompson

To celebrate the 70th anniversary of its quarterly journal *Tramway Review* the Light Rail Transit Association has published a 146-page retrospective issue containing specially selected articles issued between 1950-2008. 30 articles, with accompanying illustrations, give a sense of the scope and quality of the magazine, as well as providing readers with a survey of the electric railway history in the U.K. They are divided into sections, including Beginnings, Features, Notable cars, Personalities, The unusual, and Looking ahead.

This writer's favorite story was "Last Night of the Trams," which recounted a local schoolboy's journey aboard one of the last streetcars to operate over the Seaburn Tram route of Sunderland Corporation Tramways one dark night in October, 1954. An atmospheric tale like this will prove nostalgic for those of us who witnessed the demise of classic streetcars.

Highly recommended. 27£ (\$35) plus shipping. Order online from lrta.info/shop/ 

Trolley 514 Progress

David Rowe

The Vintage Trolley Battery Project is progressing at a slow pace after more than two years of work. We calculate that over 1000 hours of labor remain before car 514 is lowered back onto the track to run again. However, things are steadily advancing, as can be seen in the following photographs:



Kevin Reilly made test boxes to check system circuitry for the battery project. He is testing circuits beneath a longitudinal seat.



Dave Rowe mounting a support for the four inverter motor disconnect boxes on VT 514.



Dave Rowe drilling conduit fitting holes into one of the inverter motor disconnect boxes.



Bob Simpson with the EV Drive dynamometer, the only one in the Pacific Northwest at this time. This unit can handle from 100 to 800 volts as it synchronizes the four inverters to the new AC motors.



The Reed Electric Crew disassembled the new AC motors in order to install insulated bearings. Pictured from left to right are Kurt Schuler, Kevin Mursu, Jose Cabrera and Maricio Perez.

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	Helps create an endowment fund to support operations, staff (future) and general projects	\$ _____
Board Fund	Unrestricted Funds	Allows Board to allocate funds as needed (Projects, events, car acquisition, etc.)	\$ _____
Capital Projects	Phase 1 Yard Project	Build a permanent switch yard (~11k)	\$ _____
	Carbarn #2	Build the 2 nd carbarn (will also be the temporary restoration shop) – (~\$450k)	\$ _____
	Mainline Loop	Complete the loop for multiple car operation and operate single-ended cars. Adding ~ 2000 additional feet will complete the loop. (~\$45k)	\$ _____
	Interpretive Center	Flooring, archives, displays, and exterior landscaping (sidewalks, platforms, etc.)	\$ _____
	Buy A Tie	\$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)	\$ _____
Restoration Projects	Buy Concrete	~\$120/yd ³ for track, curbs, platforms, etc.	\$ _____
	PRL&P #1067	Help refurbish the running gear we obtained the NWRM to restore this car	\$ _____
	Car Restoration	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	\$ _____ Car: _____
Specific Items: (Donate items or \$)	Uniform Parts	Hats, pants, vests & jackets for volunteers	\$ _____
Name Your Project		Do you have an idea you would like to see done? Tell us about it!	\$ _____
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!