



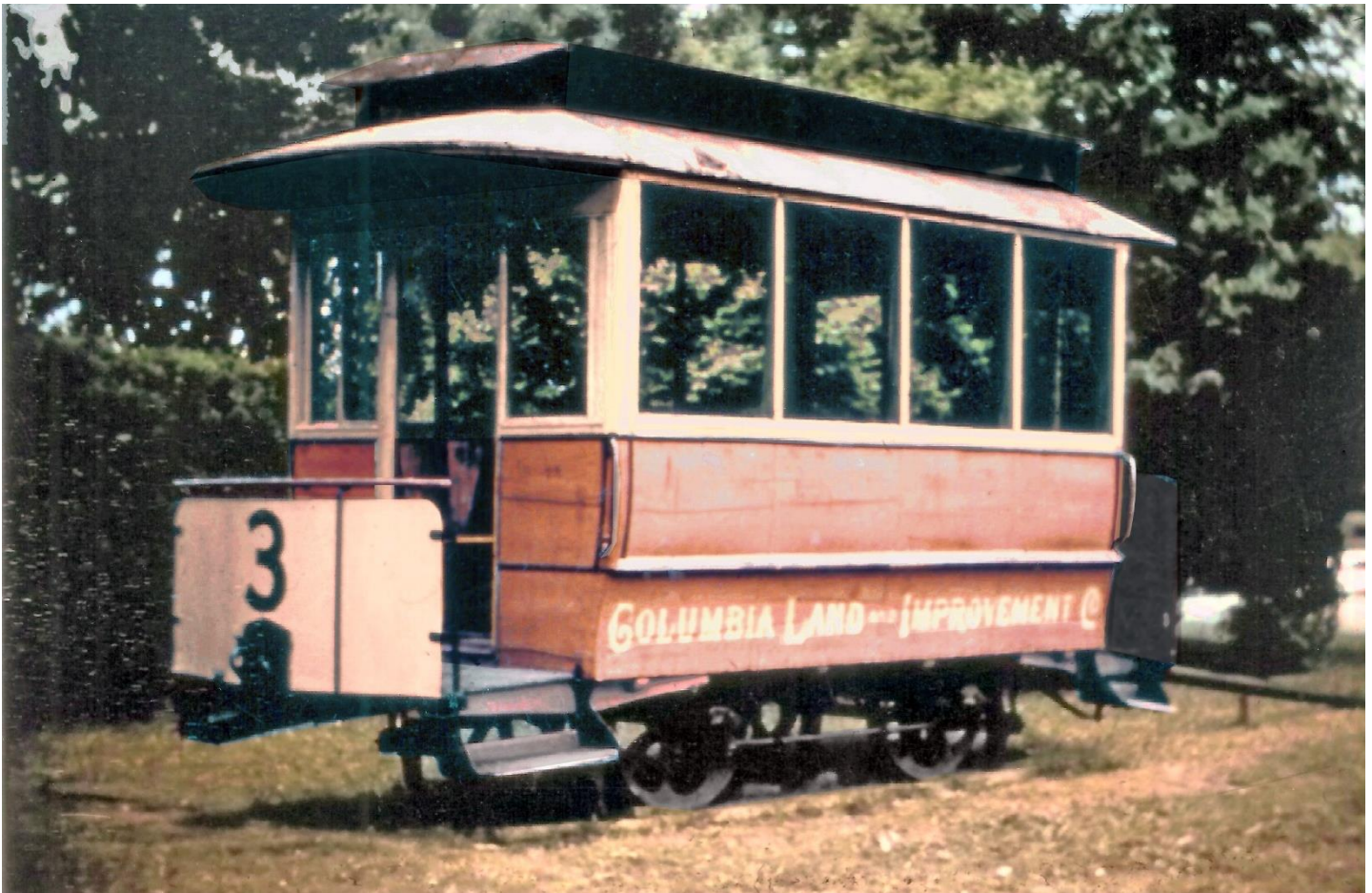
Reminder to members: Please be sure your dues are up to date. They are due on Jan 1. If you have not renewed you can pay online, or download a membership form, at <http://oregonrolley.com/join>

In This Issue

The Mystery of "Old Number 3" – <i>Richard Thompson</i>	1
Oregon Electric Railway Historical Society	2
Training on a Type 1 LRV – <i>Mark Kavanagh</i>	16
Willamette Shore Upgraded – <i>Dave Rowe</i>	17
Ticket Office & Gift Store Facelift – <i>John Nagy</i>	19
New Merch in Our Gift Shop – <i>Suzi Jones</i>	19
Interpretive Exhibit Work Begins – <i>Suzi Jones</i>	19
Hopmere Station Pathway – <i>Gene Fabryka/John Nagy</i>	20

The Mystery of "Old Number 3"

By Richard Thompson



After Portland Traction Company Superintendent of Equipment Earl B. Richardson bought "Old Number 3" in 1948 it was repainted and the words "PEPCO" removed from the side. In 1949 the horsecar was donated to the Milwaukie Historical Society, who put it on display in this small park alongside McLoughlin at Jefferson street. (Courtesy Mark Moore)

Over the years many claims have been made about the legendary horsecar known as "Old Number 3." Is it the sole surviving car from Portland's first street railway, dating from 1872? Was it built for the Multnomah Street Railway Company in 1882? Was it a survivor of the disastrous Willamette Bridge Railway carbarn

fire of 1890? Was it one of the first streetcars in Vancouver, Washington?

Unfortunately, only the last of these claims is true. But, while doing research for a new book, I have become convinced that "Old Number 3" can still lay claim to a very

Continued on page 3

Oregon Electric Railway Historical Society

Officers

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

Trustees

John Ballentine Gene Fabryka
 David Harold Suzi Jones
 Mark Kavanagh John Nagy
 Richard Thompson Joe Tracy
 Jan Zweerts

Other Positions

Board Chairman John Nagy
 WST Manager David Harold
 Newsletter Editor Richard Thompson
 Newsletter Publisher Wayne Jones
 Gift Shop Manager Suzi Jones
 Webmaster Mark Kavanagh

Membership

Membership is based on a calendar year. All memberships expire on Dec. 31st, with renewal due by January 1st. 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, 11/14/20

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 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 either transfer@oerhs.org or trolley503@frontier.com

Send postal mail to:
 Richard Thompson, Editor
 13311 NW Keeton Park Lane
 Portland, OR 97229

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.oregontrolley.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? If you are interested in training to be a motorman, conductor, or station agent at the museum contact Mark Kavanagh at (480) 334-2352. If you wish to volunteer for the Willamette Shore Trolley, call David Harold or Jan Zweerts at (503) 697-7436. No experience is necessary just a passion for trolleys! We can train you in any volunteer position that meets your interest.

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: oregontrolley.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.

Old Number 3

continued from p. 1

impressive pedigree. While not a survivor from Portland's first streetcar line, it did become the sole survivor from its last line. More importantly, No. 3 is now the oldest streetcar in Oregon.

On June 14th, 1889, the Northern Pacific Railroad delivered three horsecars to Vancouver, WA to begin the first street railway service in that city. The three cars would operate over a line built by the Columbia Land & Improvement Company, which had been incorporated in Washington on December 28, 1888.

The thirty-block route ran from the ferry landing at the foot of Main Street to Madison Street in the new development of Vancouver Heights. There was also a branch line on E 10th to Fort Vancouver.



This oldest known photo of a Portland horsecar was taken during the 1883 celebration honoring completion of the Northern Pacific RR's transcontinental line. Although numbered 1, the Portland Street Railway car in view is obviously not one of the "bobtail" cars built in 1872.

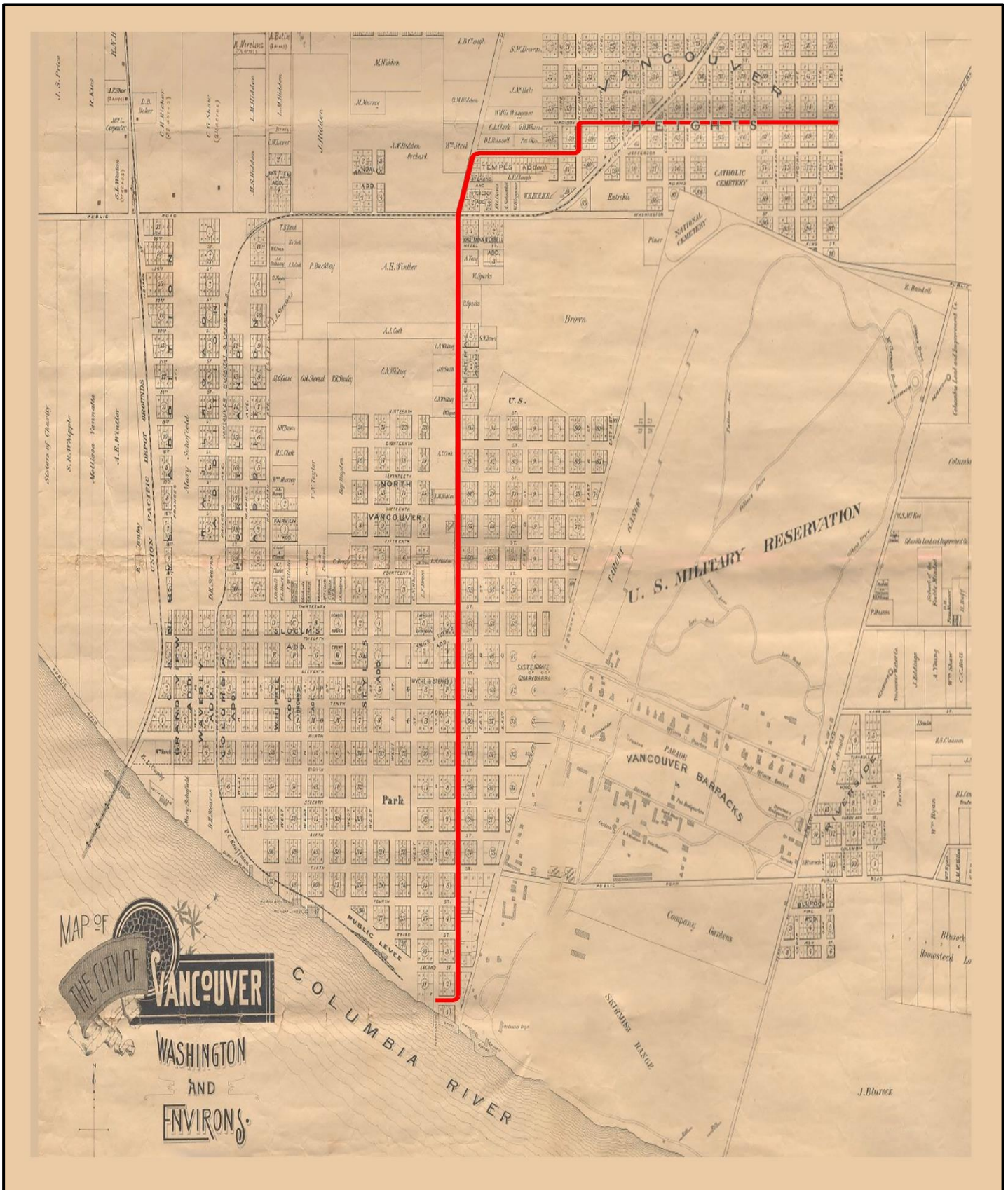
The three horsecars were among the first streetcars manufactured by the Pullman Company in Chicago, a company more noted for its luxurious railroad coaches. An article by H. S.

Robinson in the August 6, 1954, *Milwaukie Review* says they were built about 1882 for the Multnomah Street Railway in Portland. However,

Continued on page 5



One of the three Columbia Land & Improvement Company horsecars built by the Pullman Company is seen in what appears to be a circa 1889 builder's photograph at the Chicago factory. If so, this image is evidence against any connection to street railways in downtown Portland.

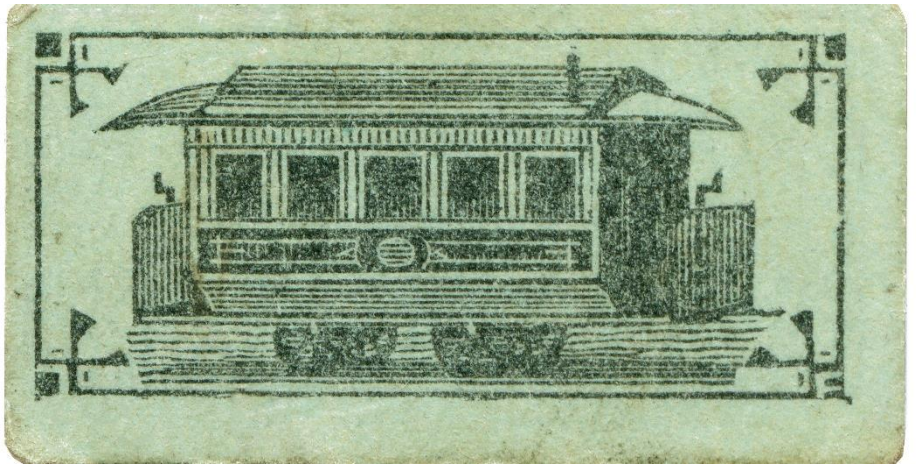


In January 1889 a group of Vancouver, Washington businessmen incorporated the Columbia Land & Improvement Company to build a streetcar line from the public levee to their new development in Vancouver Heights. Horsecars, chosen for their economy, followed the route highlighted on this 1891 map until the system was converted to electric operation in 1892. One of the Vancouver horsecars would later play a role in Northeast Portland transit. (Washington State University)

in a letter to author John Labbe written in 1958 historian David L. Stearns vehemently rejected links to either the Portland or Multnomah street railways.

“It has been stated occasionally that this is Portland’s first horse car. That is entirely erroneous – impossible, in fact. This car is definitely a Pullman product. ... Quite obviously, the old and historic car now preserved near Portland never was used as a horse car anywhere in downtown Portland.” That is in agreement with H. S. Robinson’s 1954 article which stated, “The car in question had no connection whatever with the old Portland Street Railway Company.”

If an 1889 build date for No. 3 is accurate it would be further evidence against a connection with the Multnomah Street Railway Company. That enterprise inaugurated horsecar service on November 22, 1882 and by



Although a crude representation, this illustration on the back of an 1888 Multnomah Street Railway 5 cent ticket does show a five-window car with a Bombay roof, the type of vehicle that would have been loaned to the Willamette Bridge Railway after their fleet of smaller horsecars was destroyed in the June 1890 carbarn fire. (Courtesy Don Nelson)

1889 was ordering car bodies and trucks from J. G. Brill. Due to a lack of availability from national builders several cars were also built locally by the Hand Manufacturing Company. All these Multnomah streetcars would be double ended with 5 side windows.

In perusing Hagenau’s 1912 Inventory, the classic early Portland streetcar reference, I discovered no Multnomah Street Railway orders placed with the Pullman Company until after the Washington Street



Multnomah Street Railway horsecar No. 1 is seen in front of the carbarn on 13th (now SW 16th Avenue) and Washington streets in November 1882. Unlike earlier horsecars Multnomah’s were large, double-ended cars, some of which were built locally. (Courtesy Mark Moore)



The horsecars seen in this view of the Multnomah Street Railway carbarn on 15th and Washington streets are all double enders, with four wheels and Bombay roofs. The building under construction in the background is Portland High School, which opened in 1888.

system was converted to electric operation in 1890.

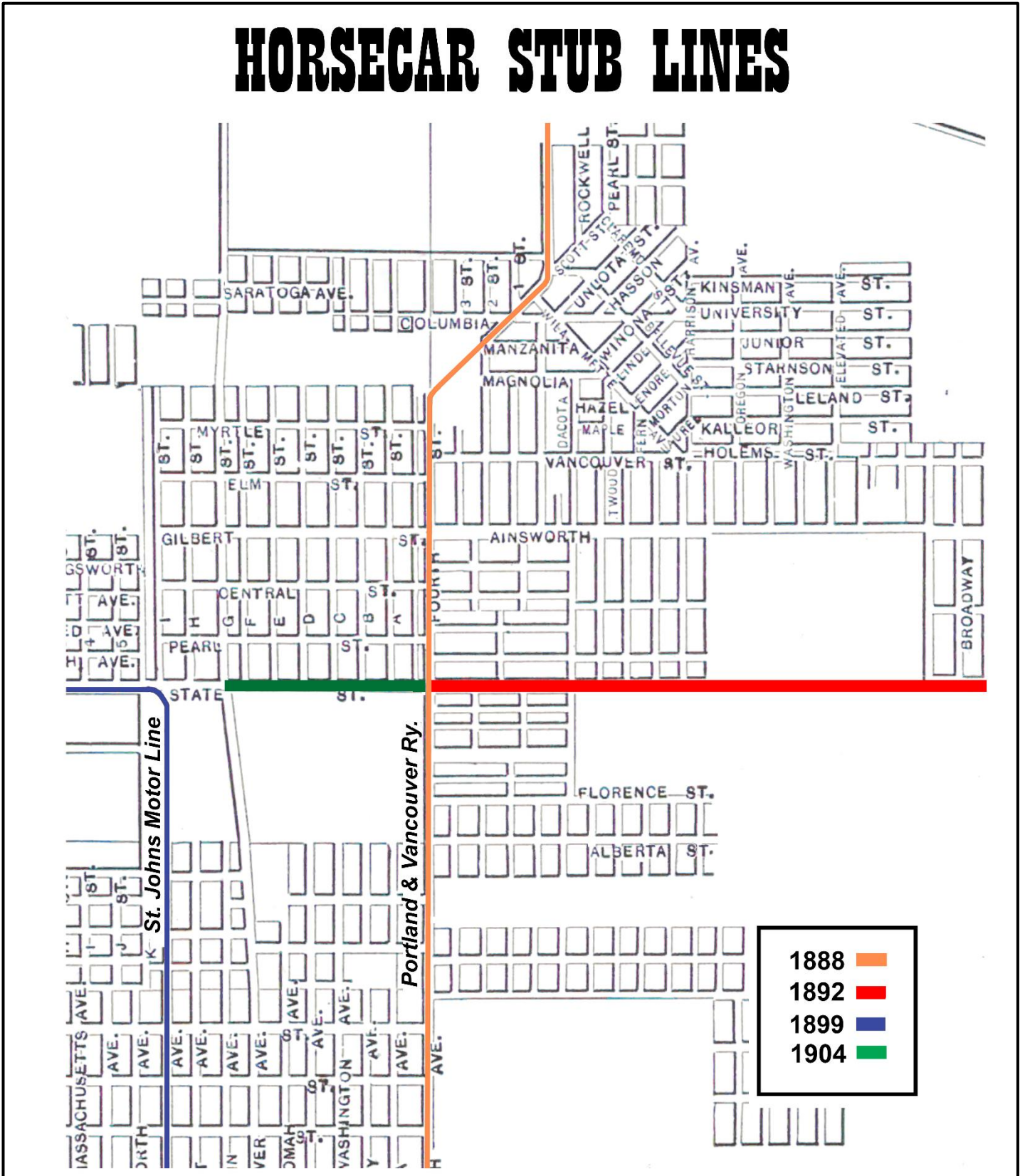
Meanwhile, the Columbia Land & Improvement Company was granted a franchise for electric operation. Trolleys replaced horsecars on August 27, 1892, with No. 1-3 relegated to duty as trailers. Three months later the system became part of the Portland Consolidated Street Railway.

Unfortunately, the flood of 1894 damaged the power plant at the foot of present Harney Street forcing closure of the railway. By 1895, when it became apparent that Consolidated would not restore its unprofitable Vancouver operation, the three horsecars had already been placed in storage in the Woodlawn Carbarn in Northeast Portland.



Willamette Bridge Railway horsecars are drawn up in front of the carbarn on N Street (now SE Morrison Street) c 1889. The company wanted to build a steam "motor" line, but the terms of their franchise limited them to becoming the sole horsecar operator on the East Side. No. 3 was not really a "survivor" of the disastrous 1890 fire here because it was never there in the first place.

HORSECAR STUB LINES



Little is known about Portland's last new horsecar lines except that they were short lived stub lines on Killingsworth Street. Both the Cloverdale and Walnut Park lines had terminals on Union Avenue, which had been the mainline for the former Portland & Vancouver Railway. Their routes, as well as those of the nearby St. Johns Motor Line, are highlighted in this detail from Habersham, Nieberding & Tarbet's 1891 City of Portland Map.

I have always agreed with author John Labbe that the first horsecar line in the city was also the last. Yet, that statement needs qualifying because two more horsecar operations were launched. One in 1892, four years before the moribund Portland Street Railway ceased operation, and the other a dozen years later.

These lines were not in downtown Portland, and one of them would not qualify as a bonafide transit operation. But they do represent the last new horsecar operations. Some might call them “phantom” lines because their existence, counted in months rather than years, proved too brief to leave photographic evidence.

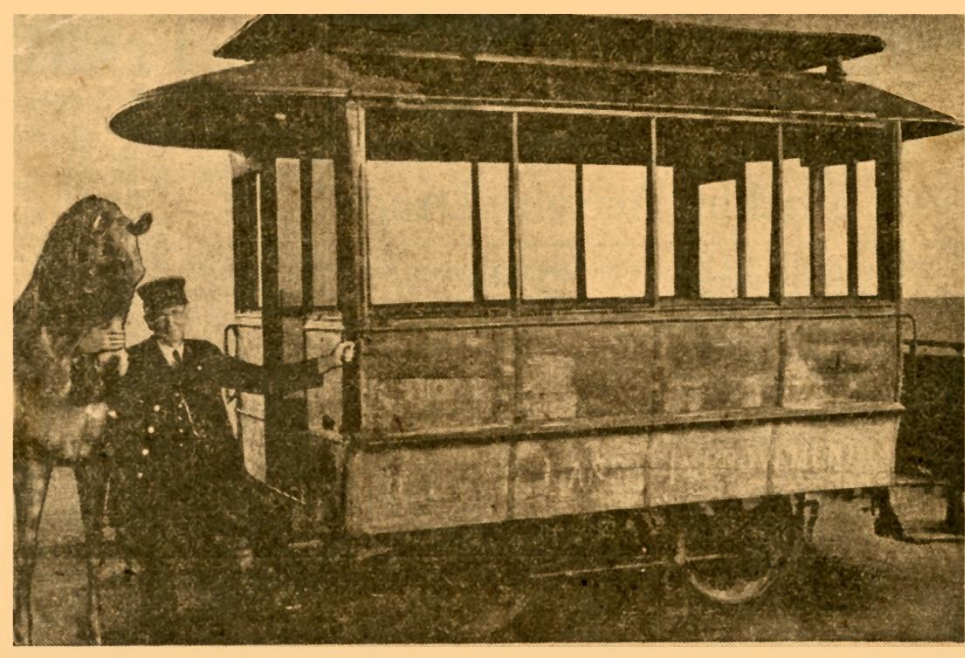
Routes for the last new horse-drawn streetcars were within blocks of each other in Northeast Portland. Interestingly, they both used “Old Number 3.”



After trolleys replaced horsecars in Vancouver in 1892 they were used as trailers behind the electric cars until new owner Portland Consolidated Street Railway Company shipped them back across the Willamette, where they likely saw temporary use on the Cloverdale line that ran along NE Alberta Street from Fourth (now MLK) to 23rd streets. Afterward, the cars deteriorated during years of storage.



In this publicity photo taken at the Center Street Shops Attorney Joseph K. Carson and three unidentified officials are posing aboard a very tired looking No. 3 (the number is barely visible on the dash). They are celebrating the arrival of the new Mack buses in the background whose purchase was made possible by the 20-year franchise granted to Portland Traction Company in 1936. (Courtesy Oregon Historical Society)



Driver Richard G. Sloan posed with horsecar No. 3 for this January 18, 1934, photo at the Portland Travel & Transportation Exposition. Sloan, who was working as a motorman on the Vancouver Line at the time, was chosen for this assignment because horsecars were still in use when he began working on the Metropolitan Railway Company's 2nd Street Line in 1894. (Oregonian photograph)

Maps for 1892 show a new Portland & Vancouver Railway branch on NE Alberta Street leading from the mainline on Union Avenue (now MLK Boulevard) to what was then 23rd Street. Rather than being a three-foot gauge steam dummy route, this precursor to the Alberta trolley started as a horsecar line named for the Cloverdale neighborhood, which it served. It would be renamed the Alberta Line after the successor Portland Consolidated Street Railway Company finished conversion of its routes to electric operation in June 1893.

The last new horsecar operation was also brief. Around 1904 prominent real estate developer William M. Killingsworth is said to have built a short horsecar line as a promotion for his Walnut Park tract. It would have been on his namesake street, running for a few blocks



"P.E.P.CO." has been added to the side of horsecar No. 3 above the original Columbia Land & Improvement name in this scene at the Center Street shops in Southeast Portland. The letters were for the Portland Electric Power Company, which by 1940 had become a holding company operating the interurban lines. The buses in the background are 1920s vintage Yellow Coaches wearing early 1930s Portland Traction Company colors.

between the NE Union and N Williams Avenue boundaries for his development. Perhaps he received temporary permission to operate the historic vehicle on tracks then under construction for access to Portland Consolidated Railway's nearby Piedmont Car barn. For the event he borrowed horsecar No. 3 from storage at the Woodlawn Car barn and had its dashboards lettered "Killingsworth Ave./Walnut Park."

How "Old Number 3" managed to be preserved after that final service is a mystery. It does not appear in any railway company records after 1904. David Stearns felt it likely that the car remained with the Killingsworth family for a time. Perhaps as a "summer house" in the yard adjacent to the home Killingsworth built on N Alberta Street between N Vancouver and Commercial avenues.



The city directory listed Alexander Aitken as a motorman in 1896, so The Oregonian may have been correct in saying that he worked on horsecars in 1889. But since he lived in Portland it would not have included this one and the newspaper wrongly stated that there were once horsecars on Front Avenue. He is seen driving No. 3 on SW Front Avenue during the November 21, 1942, parade celebrating the Front Avenue Project.



The horses refused to drink from the Skidmore Fountain on SW 1st Avenue and Ankeny Street as No. 3 was made ready to lead the parade celebrating the Front Avenue Project on November 21, 1942. At the helm we see Alexander "Alex" Aitken again, and holding the horses is Paul "Gus" Buchholz. Both men started working on City & Suburban Railway horsecars in 1891 at the age of 14. (Oregonian)

We pick up the thread again some 30 years later, by which time No. 3 was stored at the Piedmont Car barn. David Stearns recalls its occasional use in parades, pulled by a team of horses. His first memory of the car was during an early Rose Festival.

However, he took a dim view of its fate during the 1930s, "Then, with flanges ground off the wheels to permit it to be run on pavement, it gained greater mobility. Horribly mutilated, and buried in posters advertising any and every 'cause,' it was dragged through the streets like a captive in a barbaric victory parade. Such misuse of an historic relic is not easy to understand or condone."



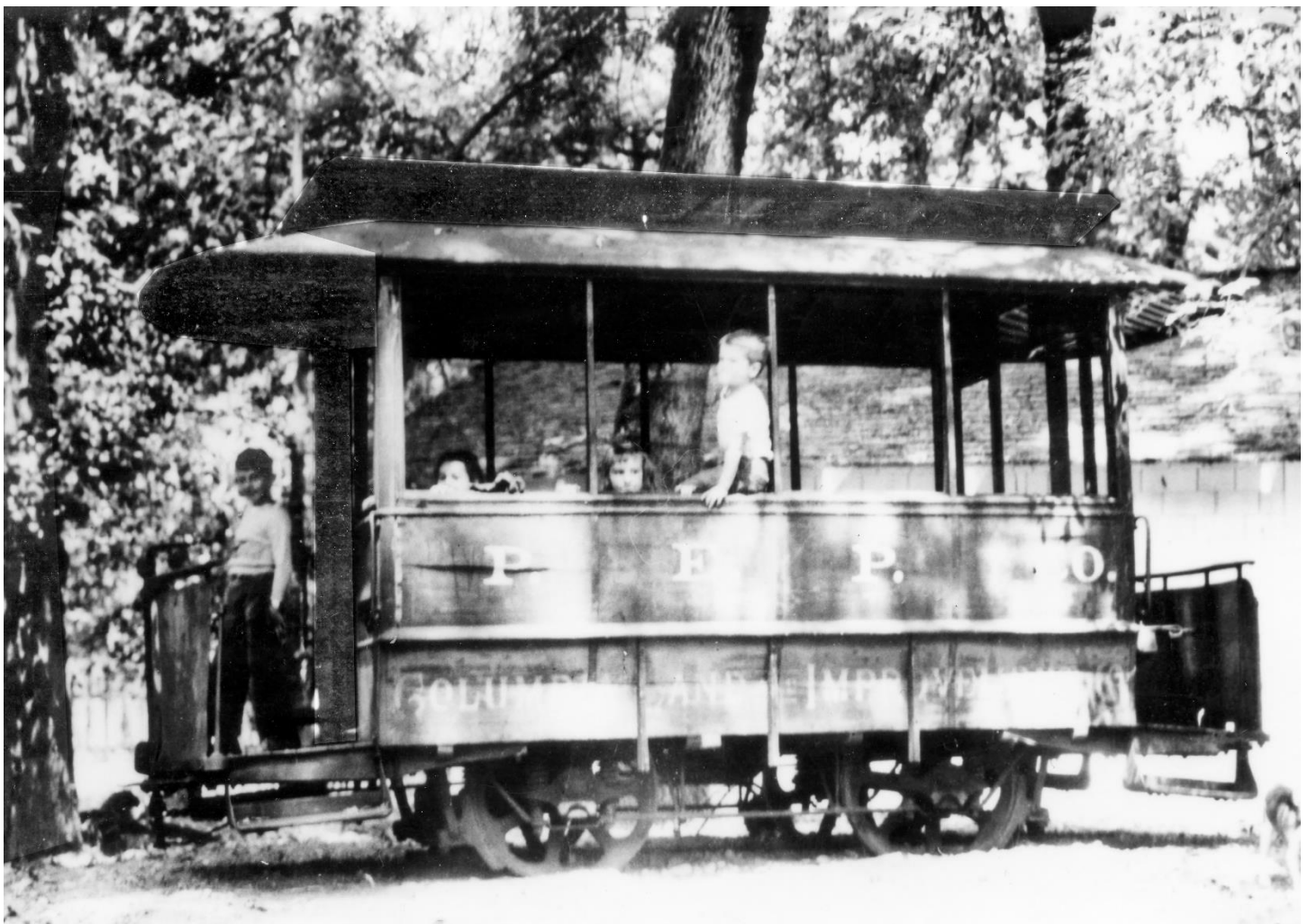
No. 3 can be seen in a circa 1940 parade at the corner of SE Hawthorne Boulevard and 50th Avenue. By now the historic horsecar had become a slave to public relations. Note the track is standard gauge but due to ground flanges the car is not actually on the rails. (Courtesy Don Nelson)

According to a recollection compiled by Herbert Williams in 1954 “Old Number 3” was gathering dust in the Piedmont Car barn in 1948 when Portland Traction Company Superintendent of Equipment Earl B. Richardson became interested in it. “Noting that it was falling into disrepair,” Richardson contacted PTC President Gordon Steele who accepted his offer to purchase the car.

Richardson moved No. 3 to the yard at his residence in Oak Grove where it was cleaned up after years of gathering dust in various carbarns. He recalled that on weekends, as young and old alike came to see the relic, his place became “as popular as a public park.” In fact, after a few months the car would be placed in a park.



Portland Traction Company Superintendent of Equipment Earl B. Richardson is seen at his desk in a late 1940s advertisement for the Clayton Dynamometer, a hydraulic device used in analyzing defects in motor vehicle engines. He is quoted as saying “Frankly, without the Clayton Dynamometers we feel our maintenance bill would increase ten to fifteen percent.”



The “P.E.P.CO.” lettering and vertical wood bracing for posters are still in place in this snapshot of kids clambering over Columbia Land & Improvement horsecar No. 3 in Earl Richardson’s Oak Grove backyard on July 20, 1948.



Mrs. Joyce Bischoff is posing aboard "Old Number 3" on SE McLoughlin Boulevard in Milwaukie in 1949. It has received a new coat of paint and varnish, and the PEPCO markings and poster frame are gone. It would be displayed here for five years. (Courtesy Don Nelson)

In 1949 Mrs Nancy Richardson presented "Old Number 3" to the Milwaukie Historical Society. They displayed it in a park along SE McLoughlin Boulevard (then known as US Highway 99E) at the foot of Jefferson Street.

A big change for No. 3 came in 1953, when five years of vandalism and exposure to the elements encouraged the Society to loan the historic streetcar to Marine Electric Company President Damon Trout, who wanted to restore it for display at his Rancho Marelco in North Plains.



In 1953 the Milwaukie Historical Society loaned Oregon's oldest streetcar to a fraternal organization called the Footprinters. Footprinter Damon Trout then had it "restored" as Portland Street Railway No. 3 for display at his Rancho Marelco in North Plains. He is seen here in a Milwaukie parade on July 24, 1954, prior to No. 3 being moved to North Plains.

Trout, with the assistance of a law enforcement and business leaders service organization known as the “Footprinters,” arranged for the aging horsecar to be completely rebuilt. The restoration, carried out at the Albina Engine & Machine Works, involved machinists, tinsmiths, boilermakers and carpenters.

For all that, an ill-advised decision was made during the process of renovation. The words Columbia Land & Improvement were obliterated from the sides and the name Portland Street Railway Co. substituted. As H. S. Robinson, who was Vice President of the Milwaukie Historical Society at the time, observed in his 1953 article, “That legend is highly misleading. It is not, as we were smugly assured, ‘a restoration of the original wording.’”

No. 3 arrived in North Plains in July 1954. It was displayed along with other vehicles in the WOD & DJT Railroad (the initials for Trout and his



Footprinters President police lieutenant L. R. Mariels and others climb onto horsecar No. 3 to join Damon Trout for a rainy trip to the Albina Engine & Machine Works aboard an ancient Marine Electric Company Mack truck. The Footprinters sponsored the restoration.



During the summer of 1972 “Old Number 3” was exhibited at a Portland Exposition Center show. Later, it was returned to the Milwaukie Historical Society after an absence of nearly 20 years.



Even after horsecar No. 3 was returned to the Milwaukie Historical Society it appears to have been a participant in parades as seen in this snapshot at an unknown location. Could this have been celebrating the car's centennial? (Courtesy Mark Moore)

friend Chief Justice William O Douglas) until the early 1970s.

I first saw “Old Number 3” in 1972 at the OERHS Trolley Park in Glenwood where I believe Paul Class was in the process of brokering the sale of Trout’s fleet. It was sitting next to another of Trout’s cars, California Street Cable Railroad No. 45. That summer No. 3 was spruced up for temporary display during a show at the Portland Exposition Center.

Shortly after this No. 3 was returned to the Milwaukie Historical Society and placed on display next to their museum. A protective roof was eventually built over it.

Misleading lettering still adorns “Old Number 3.” But one thing is clear; this artifact from the dawn of the street railway era is the oldest streetcar in Oregon. 🚃



Information on the reverse of this old postcard showing No. 3 in front of the Milwaukie Historical Society incorrectly labeled it as dating from 1872. However, it also describes it as the sole survivor of the area’s earliest streetcars, which is true.

Training on a Type 1 LRV

Mark Kavanagh

Since the OERHS hopes to acquire a Type 1 LRV TriMet offered our museum the chance to receive operator training before cars in this series are retired. Of course, we jumped at the chance. TriMet limited the number of slots to make the training effective in the brief time available.

On Monday, July 8th, seven OERHS members converged at TriMet's Ruby Junction Shops at 8 a.m. They were Gage Geist, Mark Kavanagh, Rick Lucia, Pete Manuele, John Nagy, Kevin Reilly, and Dave Rowe.



The OERHS crew participating in Type 1 LRV training included (left to right): TriMet staff, Kevin Reilly, Dave Rowe, Gage Geist, John Nagy, Mark Kavanagh, Rick Lucia, TriMet staff, Pete Manuele, TriMet staff.



Rick Lucia is concentrating as he takes the throttle of Type 1 LRV No. 110 on the test track at Ruby Junction. (John Nagy photograph)

The morning started with classroom training by a TriMet train instructor. The course covered basic operations and how to recover from typical road failures, such as passengers manually opening doors and system failures.

After the classroom session, the group was escorted to the Ruby Test Track, where a Type 6 was undergoing acceptance testing. We boarded the brand-new car and experienced brake testing on slick rails (Dove soap was sprayed on the rails for the test).

Type 6 LRVs may seem similar to types 4 and 5, but they have more advanced computer systems allowing the cars to send performance and failure data directly to the control center. Software testing has been one of the things delaying Type 6 LRVs entering revenue service. It is expected that riders should see one in service very soon.

After the brake test, the group was escorted to Type 1 LRV No. 110 while The Type 6 car was removed from the test track. No. 110 then ran around the yard and entered the test track for our training on a live train.

The group was split into two groups, half on the "A" end and half on the "B" end. Each person had two or three chances to operate the car on



Type 1 LRV No. 110 was used for the OERHS training session at Ruby Junction. Type 1 LRVs were built by Bombardier during 1983-86 for the original MAX light rail line between Portland and Gresham. The pre-low floor cars are the oldest in the TriMet fleet. (Mark Kavanagh photograph)

the test track under the direction of TriMet trainers.

No. 110 is built like a tank, and the controls and reaction time reflect it, but the car is relatively easy to operate. Our group was also shown how to react to door failures and other system failures in the car.

The last stop of the day was the Ruby Junction Shops.. This visit was relatively brief, but it gave our members a chance to view the underside of a car in the pit. TriMet has offered the museum a future training class on essential maintenance.

TriMet (as well as the public) is very excited at the opportunity to have one of these LRVs preserved at our museum. The car they donate to us will be the only one of these historic cars to be saved.

We do not know which car it will be as of press time. TriMet has already scrapped a couple of cars, however the following day it was announced that No. 116 would be the next car to leave the property. Our group saw it at Ruby and its body is in rough shape.

TriMet is targeting the month of September for donating a car. Due to

the delays with approval of Type 6s the last runs for Type 1 on MAX will probably need to be extended until sometime next year.

For breaking news on the Type 1 donation follow the OERHS and TriMet pages on Facebook. 🚃

Willamette Shore Upgraded

Dave Rowe

Several long awaited upgrades to the Willamette Shore Trolley line were completed this summer, including work on the long trestle, the Jones Trestle, and the Nebraska Street Crossing.

We expect the ODOT inspection will take place in August. As soon as ODOT approves, and motormen are trained on the new section of the line, the WST will be running all the way to S Bancroft Street and the Old Spaghetti Factory area!

On July 26 Steve Dudley was at the Nebraska Street crossing to throw the switch into the WST yard track so the contractor could deliver five huge timbers “left over” after the work was completed.

The pavement painting and “stop” markers on the sidewalk are now finished and for the most part drivers are either stopping or making a rolling stop. As with any crossing a few blew right past the signs so when we begin to operate over this section of the WST line operators will need to be very alert to traffic and make themselves known before crossing.



A CAT HyRail excavator was used to insert bridge timbers under the high trestle from one side (Dave Rowe photograph)

The rail car used to load timbers for our project was an interesting piece of equipment to watch. It was fitted with road tires and hauled to the WST by a truck tractor. Once on site the road tires were removed, and it was lowered onto the rails. That is when the gymnastics began.

The rail car had to be facing north so they could take it off on the south side of the Riverwood Crossing and then head straight up the street to Highway 43.

However, since the rail car had been delivered facing southward, it needed to be rotated 180 degrees. There is no room for any turns at Riverwood Crossing, so the rotation was accomplished at Nebraska Crossing. Once in position a base was



The Stacy & Witbeck rail car has been rotated perpendicular to the track by a CAT HyRail excavator in this view at Nebraska Crossing on the WST line. (Steve Dudley photograph).



This view looking southwest shows replaced cross timbers and laterals on the WST Jones Trestle. (Dave Rowe photograph)



Pavement painting and stop markers are now finished at the WST Nebraska Crossing. (Steve Dudley photograph)



lowered that lifted the car so that it could pivot 180 degrees. Then the track shovel was used to “nudge” the rail car around. Once the head end had been lowered back down to the track the crew was ready to roll south to Riverwood. 🚃

Ticket Office and Gift Shop Gets a Facelift

John Nagy

Volunteers continue to make improvements to Hopmere Station. In addition to the paved walkway around the station a very noticeable change has been made to the museum’s ticket office and gift shop.

Under the leadership of Gift Shop Manager and OERHS Board Member Suzi Jones, multiple projects have given the space a more professional appearance while improving the amount of available sales display area.

Suzi and Joyce and John Nagy installed carpet tile flooring to cover the bare concrete floor. Greg Bonn and Suzi built new display furnishings to use in the gift shop area.

With the renovated space now ready to go Suzi and the gift shop team have worked hard to purchase, price, stock, and create new items for sale. The refreshed space welcomes visitors, gives an excellent impression of our museum, and has increased gift shop sales. 🚂



New ‘Merch’ in Our Gift Shop

Suzi Jones

New to the Gift Shop, is our New & Used Books section, which includes



The Ticket Office and Gift Shop at Hopmere have been updated to include a New & Used Books section and carpeting. In the inset Suzi Jones and Joyce Nagy are laying carpet tiles. (John Nagy photograph)

books donated from the personal collections of our members. They make for interesting historical reading.

Recent new merchandise including T-shirts and hats, sport our recently adopted new logo. We are proud to be using the logo to better “brand” the OERHS. Hats have the embroidered museum logo, and our new T-shirts have OREGONTROLLEY.COM on the sleeves.

Kids T’s feature Blackpool car No. 48, or a Council Crest car. The T-shirts and hats make great gifts.

Since we have discovered an “artist in residence” there is also art. Motorman and museum volunteer Rick Lucia has a multifaceted background, including art studies at San Francisco City College and electronic engineering.

Rick, who is known for his amazing continuous contour line drawings, has donated two mounted pen and ink prints. 100% of the proceeds from their sale will go to the OERHS!

If you are interested in ordering any gift shop items, please contact Suzi at, suzi.jones@oerhs.org. 🚂

Interpretive Exhibit Work Begins

Suzi Jones

Several years ago the OERHS contracted with museum exhibit consultants, Ed Austin Associates, to develop a master plan for a Hopmere Station interpretive exhibit that would educate visitors on the history and impact of the electric railway past, present and future.

Work has now started on construction of that exhibit. The first picture is part of that plan, and the picture following shows progress on that exhibit. It is located along the North wall of the Hopmere Station museum.

The wall will begin with a video display showing the history of electric railways. Next to that is a timeline with pictures of inventors who made an impact on electric railway development, and their contributions.

My son, Chris Livengood, and I framed the wall. Then, with supervision from Greg Bonn, I applied brick facing to the pillar. Working together was fun.



This artist's conception of the interpretive exhibit at Hopmere Station includes a wall of inventors and their contributions to electric rail transit.

The wall is now painted, and the brick pillar is in place, minus the final trim. Work was a little delayed by Steam Up!

The inventors, their stories, and the timeline have been developed and will be completed soon. The dynamometer shown in the master plan picture is ready to be installed in front of the brick pillar. It can be seen to the left of the pillar in our work-in-progress picture.

The cabinet in the master plan, will be a refinished existing cabinet. The trim molding will be completed once the cabinet is in place. A video display is being donated for the exhibit.

A 1920's era streetcar mock up will be located along the East wall. It will show how trolleys work. The outside of the streetcar has been fabricated and materials for the roof and siding are ready.

The fun is just beginning, and we are so excited to be moving forward with our Interpretive Center goals.



Construction of the Hopmere Station interpretive exhibit begins.

Visitors are curious and asking questions already!

If you have an interest in helping us going forward, please contact me at, suzi.jones@oerhs.org. Whether it be help with construction, finishing, or funding – ALL are accepted. 🚂

Hopmere Station Pathway

Gene Fabryka & John Nagy

Though the structure of Hopmere Station at Powerland Heritage Park

was completed in 2015, there are still multiple items left to complete the project. Of these, one of the most important was the installation of a hard surface walkway. Thanks to a grant from Travel Oregon, the station now has an ADA accessible, wrap around, paver block pathway. It extends from the road, to and around the station, and provides a platform for trolley passengers to load and unload.

Travel Oregon awarded \$69,840.00 to the Oregon Electric Railway Museum for the project. The contract was given to Bell Gardens Landscape (with a subcontract to Leo's Concrete for the curbing) at \$72,780.00.

Gene Fabryka was the project lead. He was assisted in planning the project, writing the grant, putting together a contract, and prepping the site by John and Joyce Nagy, Greg Bonn and Vicki Fabryka.

There have been multiple events at Powerland so far this year and the Train & Trolley Fest and Steam Up saw record crowds. The many mobility challenged attendees, as well as parents with strollers, greatly appreciated improved access to the building. In addition, the walkway has given the museum a more finished, professional appearance. Our thanks to Travel Oregon for making this project possible. 🚂



This view of the completed pathway installation around Hopmere Station shows the use of red pavers to define a safety zone along the tracks. (John Nagy 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

Endowment Fund	<u>Items</u>	<u>Description</u>	<u>Amount</u>
	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	Phase 1 Yard Project	<i>Build a permanent switch yard (~11k)</i>	\$ _____
	Carbarn #2	<i>Build the 2nd carbarn (will also be the temporary restoration shop) – (~\$450k)</i>	\$ _____
	Mainline Loop	<i>Complete the loop for multiple car operation and operate single-ended cars. Adding ~ 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>Help refurbish the running gear we obtained the NWRM to restore this car</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!