



Oregon Electric Railway Historical Society

THE TRANSFER

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The Last Cars in the Yard

By Richard Thompson



"Hollywood" cars 4021 and 4016 and "Yak" No. 4009 were among the last cars in the East Portland Yard when the Portland Rail & Terminal Division of the Portland Traction Company abruptly ceased operation in January, 1958. (Richard Thompson colorization)

More than 65 years have passed since the Portland Traction Company abruptly cancelled interurban service in violation of two court orders and an Oregon Public Utilities Commission decision. At 8:30 p.m. on January 25, 1958, within hours of the PUC order, all PTCO cars in service were recalled. There had been no prior announcement and would be passengers were passed by without explanation.

In 1962 Portland Transit Company, a San Francisco

corporation which had acquired Portland Traction Company in 1946, sold the interurban properties for \$3,895,000. The city and interurban systems had been separated in 1956, with a new company called Rose City Transit, taking over city operations.

Fourteen passenger cars were observed in the East Portland Yard on September 22, 1957. There was an equal amount of work equipment, including three steeples, a line car, a fire

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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

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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.

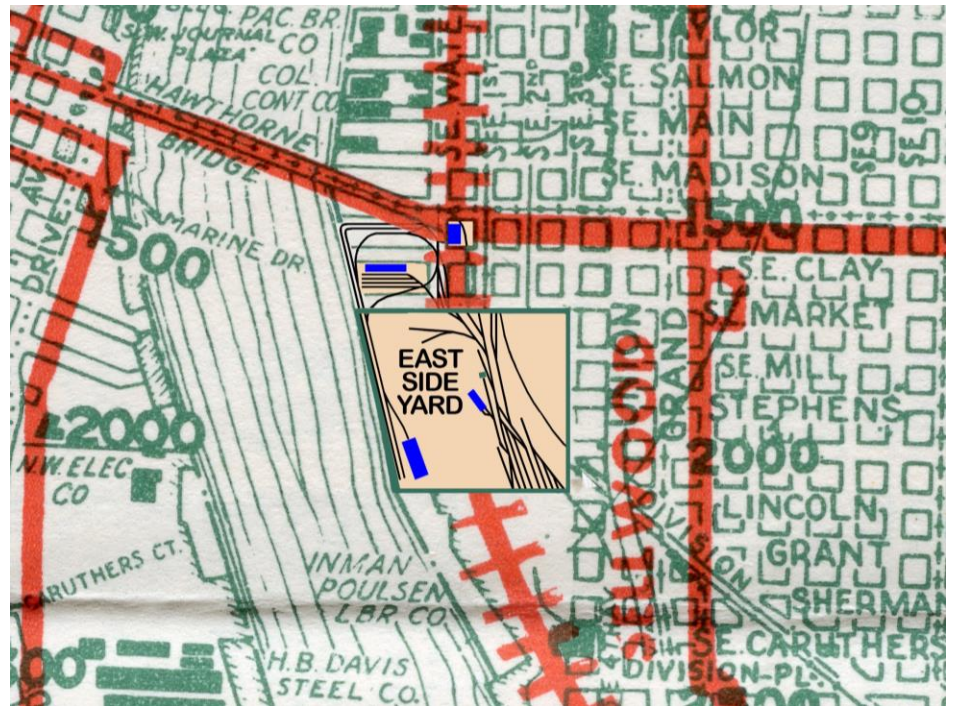
The Last Cars in the Yard

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car, and a sweeper.

That rolling stock was all that had been needed to maintain passenger service after the Hawthorne Bridge ramps were rebuilt in 1956 without tracks, cutting access to downtown. The resulting drop in interurban ridership meant base operation on the Oregon City Division could be handled with four cars. The less patronized Bellrose Division needed only one.

Interurban cars had been stored in the Sellwood Car barn until that facility was sold during World War II. As a result, cars serving the last two standard gauge lines were kept outside in the East Side Yard. This yard was the place freight was exchanged with the Southern Pacific Railroad, whose mainline was adjacent to it, and with the Spokane, Portland & Seattle Railroad a few blocks to the north.



The East Side Yard is emphasized in this zoom from Portland Traction Company's 1950 Street Map City of Portland and Vicinity. Details have been added from the SP's 1923 Industry Map of Portland and PRL&P's 1918 Graphic Sketch of Track System. Highlighted in blue (clockwise from top) are the freight depot, Hawthorne Bldg., Car Shop and PGE's Station L (now OMSI).

The East Side Yard had long been a busy place. The Portland Railway, Light and Power Company's freight depot had been located here since

around 1906 and the nearby Hawthorne Building was erected in 1911 as headquarters for the Light and Power Department.



Portland Railway Light & Power East Side Freight Depot at SE Hawthorne Avenue and Water Street is seen in this circa 1908 photograph. (A. A. Reck photo courtesy Mark Moore)

During the late 1940s a two-bay shop for the interurbans was added in the East Side Yard, but it was limited to maintenance and repair since it could not accommodate many cars. A crude "shack" had also been built just north of the shop, where cars could be washed one at a time.

The last cars in the yard were lightweight metal suburban types built during the 1920s and 30s.



Interurban cars 1092 and 1102 are next to the two bay Portland Rail & Terminal Division shop in the East Portland Yard in a photograph taken shortly before the classic wooden interurbans were scrapped in 1953. The shop building still stands today. These were the favorite cars for the writer's mother. Note the two different color schemes.

They were a motley secondhand fleet acquired from transit systems around the country beginning in 1940. The last group came in 1953 when the arrival of the iconic “Hollywoods,” saw the remaining wooden interurbans retired.

The purchase of used streetcars at scrap value after World War II appears to have been a halfhearted gesture on the part of the company that had taken over Portland Traction in 1949 to “improve service.” In reality, they were eager to sell their interurban routes to railroads interested in freight lines. That happened four years after cessation of passenger service, when the Portland Rail and Terminal Division was jointly purchased by the Southern Pacific and Union Pacific railroads.

Among the last remaining cars in the East Portland Yard in 1957 were

Announcing

PORTLAND TRACTION COMPANY'S

Modernized and Improved Interurban Service on

BELLROSE and OREGON CITY LINES

In a very sincere effort to provide better transportation for the people in the area served by the INTERURBAN lines running to OREGON CITY and BELLROSE, we have invested more than \$50,000 in newer type interurban cars, which have been completely modernized and refinished.

These new cars are going into service now and within a few days most all of the old cars will be retired and most all INTERURBAN service will have the improved equipment.

Go INTERURBAN—for all purposes. Shopping can be quicker and more comfortable. Convenient connecting service with PTC City Lines in Portland. Take the family for a picnic—visit Oaks Park, Oregon City, historic McLoughlin House and many scenic spots along the way.

Your continued use and the increased patronage along the lines will insure continuance of service and further improvements.

GO INTERURBAN—TAKE A RIDE—TRY THE NEWER TYPE CARS!

Thank You!



E. E. VONDERAHE,
General Superintendent



PORTLAND TRACTION COMPANY • Interurban Division



The entire Portland Rail & Terminal Division maintenance crew is seen inside the East Portland Yard shop. Master Mechanic Roy E Reinke is at far left and Jefferson Christie at far right. The two streetcars behind them include one of the three "Yaks" and one of the 1092-1102 series wooden cars.

two "Indians." They had been part of a group of six former Indiana Railroad cars acquired by Portland Traction Company in 1940 and renumbered 4000-4005. The double truck arched roof "lightweights" were built in either 1927 or 1928 by the G.C. Kuhlman Car Company in Cleveland, Ohio.

By 1957 only Indiana cars 4001 and 4003 remained in service, the other four having been in accidents. Car 4000 had been totalled in a collision with wooden interurban No. 1092 in 1949, after which its trucks were transferred to No. 813 (see following). Car 4002 was destroyed in an accident with a log truck in 1954. No. 4004 was wrecked in a head-on collision with another streetcar in 1949 but remained in the yard to be cannibalized for parts. Car 4005 had also been scrapped.

Car 4001, originally Interstate Public Service No. 62, then Indiana

Railroad 263, and 202, survives today at the Western Railroad Museum in California. It has been restored as No. 4001 and has kept its Portland Traction colors of blue and cream. It



Indiana No. 4001 is rounding the bend outbound on the Oregon City Line at SE Water Street and First Avenue. The Southern Pacific Railroad crossing tower is directly behind the car.

is said to have been given to WRM along with car 4011 to compensate for their car's poor condition. (see page 7).

Car 4003 is also a survivor. It was originally Interstate Public Service No. 266, and later bore Indiana Railroad numbers 266 and 205. Car 4003 was saved from the wrecking torch by Bob Hively and the Puget Sound Railway Historical Association in 1959.

In 1989, after years of deterioration, 4003 found its way into the collection of the Yakima Valley Trolleys museum. They sold it to the Illinois Railway Museum in Union, Illinois in 1993.

There had also been two Fonda, Johnstown and Gloversville cars in the yard but they were gone by 1957. Car 4006, ex-FJ&G No. 176 and Albany Southern No. 206, had been in semi

retirement since 1949. It was considered too small for regular service and was scrapped. After car 4007, ex-FJ&G 177 and ASR 207,

was involved in a log truck collision in 1956 it, too, went to the rip track.

Three “Yaks” also resided in East Portland in 1957, making up the entire bevy of Brill Master Units purchased from the Yakima Valley Transportation Company in 1947. The trio had been built in 1930 by Brill subsidiary American Car Company in St. Louis and were very similar to Portland Traction’s own 801-815 series “Broadways.” Their prominent windshield hoods, gave them a more boxy appearance.

Upon arrival, the Yaks were sent to the Center Street Shops for restoration and repainting. The YVT livery of gray, green and black was replaced with Portland Traction’s red and cream. For a time these cars also featured unusual “hem stitching” lines around their base. Incidentally, not long after the abandonment of city streetcar service in 1950 the tracks to the Center Street Shop were removed, making that facility unavailable for the remaining interurbans.

All three former YVT streetcars survive today at the Yakima Valley Trolleys museum, where they have



Indiana No. 4003 and “Yak” 4009 are passing each other in Gladstone on the Oregon City Line during the late 1940s. Note the truck farmer harvesting apples from an orchard at right. (Kenn Lantz photograph)

been assigned their original numbers 20, 21 and 22. No. 21 operates for visitors, while 20 undergoes restoration. Car 22, named the “Bob Hively” has been a parts car.

Their journey back to Yakima was not quick. At first, PTC cars 4008 and

4009 were sold to different museums in the Seattle area, while 4010 went to the McCready Collection in Forest Grove. Cars 4008 and 4009 (20 and 21) resided at Bob Hively’s Puget Sound Historical Association at Snoqualamie Falls until 1989, when they were leased to the Yakima museum. Since Hively’s death in 1993 they have become a permanent part of the Yakima collection. Car 4010 (22) finally joined its sisters in 2017.

No. 4011 was a one-of-a-kind car in Portland Traction’s fleet. It was built in 1927 by the Key System in Oakland, California to an American Car and Foundry design. The car was originally KSTL No. 899 but was later assigned No. 987 to replace a wrecked original.

Car 987 was donated to the Bay Area Electric Railway Association in 1948, following Key



Former Yakima Valley Transportation No. 4010 is nearing the Oregon City terminal on Main Street at Sixth Street during the early 1950s.



No. 4011, the one-of-a-kind former Key System car, is seen at Errol Station, which was located on the Bellrose Line near present day SE 45th Place and Johnson Creek Boulevard.

They were built in 1932 as part of a 15-car series that became Portland Traction's last new car order.

Following the termination of service on the city lines in 1950 Portland Traction regauged these two "Broadways" to the standard gauge required for use on the interurban lines. Car 800, renumbered 4014, had its axles modified, whereas No. 813, now renumbered 4012, received two complete trucks from Indiana car 4000, which had been sidelined after the collision with old wooden interurban No. 1092.

As it turned out, the modification of No. 4014 proved unsuccessful, yielding a rough ride and mechanical difficulties. As a result it was unserviceable by 1954 and was scrapped.

System abandonment. However, the fledgling association had nowhere to store the car, let alone operate it, so in 1949 it was leased to Portland Traction. Sadly, No. 4011 saw little use in the Portland system. It was found to be unsuitable for interurban service due to its stiff seats and "city car" suspension, so sat idle most of the time after the "Hollywood" cars arrived in 1953.

After Portland Traction operations ceased in 1958 car 4011 was returned to California, where it is preserved by Bay Area Electric Railway successor Western Railway Museum as No. 987. Indiana car 4001 was also sent to WRM. Some say that was to make up for 4011's run down condition.

Portland contributed two narrow gauge city streetcars of its own to the hand-me-down interurban fleet. Cars 4012 and 4014, originally "Broadways" 813 and 800, were Brill Master Units like the "Yaks," but of more streamlined design.



No. 4012 is passing through Oak Grove on the Oregon City Line on July 11 1957 just five months before the end of service. Today this car, restored as city division "Broadway" No. 813, is part of the Oregon Electric Railway Museum collection in Brooks. (Edward S Miller photo, courtesy Morning Sun Books)

Car 4012 led a more rewarding life. Upon cessation of interurban passenger service in 1958 it was offered to the City of Portland for use in a proposed Portland Transport Museum.

A museum like this would not be built until 2012, however the car was on display on tracks adjacent to Oaks Amusement Park (along with sweeper No. 1455 and several steam locomotives) until it was relocated to the old Trolley Park in Glenwood around 1968 where it became a mainstay of operation.

A new opportunity was realized in 1998 when “Broadway” car 4012, newly restored as No. 813, was shifted to the Willamette Shore Line in Portland. Today, after years of faithful service, car 813 is stored in the car barn at Powerland Heritage Park awaiting a major overhaul.

The last addition to the Rail and Terminal Division roster was made in 1953 with the much-heralded introduction of eight “Hollywood”



“Hollywood” car 4017 at the end of line at 6th and Main streets in Oregon City in the late 1950s. Note the Oregon City Elevator in the background. (Kenn Lantz photograph)

cars from the Pacific Electric Railway in Los Angeles. Although cars 4015-4022 were not really “modern,” they were an upgrade for local riders used to the wooden interurban cars.

The former Pacific Electric cars, built in 1924 by the St. Louis Car Company, were of lightweight steel construction and featured comfortable

seating upholstered in what was described as “mohair.” Originally in the 650 series, they had been renumbered into the 5050 series in 1949. All eight were in use at the time Portland Traction passenger service was shut down in 1958, but just one survived the scrapper’s torch. Car 4022, which had been rebuilt by PE as No. 5069 in 1950, was saved for display at the Washington County Fairgrounds in 1959. Ironically, the car came to the Trolley Park in Glenwood in 1962, only to be judged a poor fit for the OERHS collection.

In 1972 No. 4022 was sold to Eugene Stoller, publisher of *Western Engines*. Stoller moved it to join SP Red Electric RPO No. 1406 next to his barn in Woodburn. He was unable to restore 4022 so, in 1992, shortly before his death, the deteriorated car was sold to the Seashore Trolley Museum in Maine.

More than half of the trolleys seen in the East Portland Yard before abandonment have survived. Happily, those nine cars are now being cared for by museums. 🚃



No. 4017 is burning on the rip track in the East Portland Yard with the Inman-Poulson mill in the background. What a reward for years of faithful service. (Al Haij photograph)



Snow sweeper No. 1455 is sandwiched between locomotive No. 99 and steplecab No. 1413 in the East Portland Yard. The huge pile of sawdust from the Inman-Poulsen Lumber Company Mill is for PGE Station L. (colorized by Richard Thompson)



Once beautiful Niles Interurban 1058 survived until the end of service because it had been converted into a line repair car in 1930. It is seen next to a loading dock in East Portland. In the background is one of the two former Fonda, Johnstown and Gloversville cars, 4006 or 4007. In 2019 a much-deteriorated No. 1058 was scrapped in Snoqualmie by the OERHS and its engines, controls, and running gear salvaged for use on No. 1067.

The Last Cars in the Yard (September 22, 1957)

Car Numbers	Arrived at PR&T	Type	Built	Disposition
88 & 99		Cabooses	SP&S RR	?
906	4/24/1946 (regauged for PR&T Div.)	Crane	1913 - PRL&P	Scrapped
1058	6/1930	Line car (former interurban)	1903 – Niles	To PSRM, scrapped 2019 by OERHS
1195	1/55	Fire car (built on flat car to replace interurban 1190)	1954 – PR&T	Scrapped
1406, 1408, 1413		Steeplecabs	1910 & 1924 – PRL&P	Scrapped by Portable Electric Equip. Co.
1455	6/12/1940	Sweeper	1899 - McGuire	At OERM
3018		Ballast car		
3031, 3055, 3076		Flat cars		
4001 “Indiana”	1940	Suburban lightweight	1927 – Kuhlman	At WRM
4003 “Indiana”	1940	Suburban lightweight	1927 – Kuhlman	At YVT
4004 “Indiana”	1940	Suburban lightweight	1927 - Kuhlman	Out of service parts car
4008 “Yak”	1947	City streetcar	1930 – Brill	At YVT
4009 “Yak”	1947	City streetcar	1930 – Brill	At YVT
4010 “Yak”	1947	City streetcar	1930 – Brill	At YVT
4011	1949	City streetcar	1927 – Key System	At WRM
4012 “Broadway”	1950	City streetcar	1932 – Brill	At OERM
4015-4022	1953	Suburban lightweight	1924 – St. Louis Car	4022 at STM

KEY: PR&T Portland Rail & Terminal Div.; PRL&P Portland Railway, Light & Power; PSRM Puget Sound Railway Museum; OERM Oregon Electric Railway Museum; WRM Western Railway Museum; YVT Yakima Valley Trolleys Museum; STM Seashore Trolley Museum



Edmonton Radial Railway No. 33 is crossing the High-Level Bridge with downtown Edmonton in the background. (Mark Kavanagh photograph)

The Edmonton High Level Bridge Streetcar

Mark Kavanagh

Edmonton is in central Alberta and is the northernmost city in the Americas to have rail transit. It is also the first city to usher in modern Light Rail. That history may be covered in a future article. Today, the focus is on the Edmonton High Level Bridge Streetcar.

This heritage streetcar is operated by the Edmonton Radial Railway Historical Society (ERRHS). They also operate streetcars at Fort Edmonton Park. The ERRHS has similarities to the OERHS. They operated a trolley museum inside a history park, similar to our museum operating inside Powerland. Here, they restore and operate their

collection; the only main exception is that trolley rides are included with the admission into the park. A future

article will dive deeper into the Fort Edmonton operation.

The High-Level Bridge Streetcar (HLBS) is similar to the Willamette



Edmonton Radial Railway No. 40 is using the left-hand track as it heads northbound across the high-level bridge in 1920. (Wikipedia)



A view of the tracks on the High-Level Bridge. How would you like to do track or overhead work here? (Mark Kavanagh photograph)

Shore Trolley in that it serves as a quasi-transit service between central Edmonton and Strathcona, which is now part of Edmonton, but is a separate, vibrant community.

The line starts at Jasper Ave. in Edmonton. It stops at Government Center, near the provincial capital buildings, and is a short walk from the underground Government Center light rail station. After crossing the river, it has a passing siding with a flag stop for hikers, then continues on its way to the Whyte Ave terminal in Strathcona.

The HLBS is so named because, yes, you guessed it, it crosses the High Level Bridge over the North Saskatchewan River. Construction of this bridge started in 1910 to extend the Canadian Pacific Railway from its current northern terminal in St. Athanasia into central Edmonton. The river runs in a canyon here, separating the two sides of what is now Edmonton. So, this bridge needed to span the river at a very high level. Locals pushed the railroad to include a road deck for cars on the lower level. The final

design included provisions for streetcar tracks on the upper level, along the outside edges, with the railroad occupying the central portion. The bridge opened to the CPR on June 2nd, 1913. Road traffic was completed later.

A unique feature of the bridge is that the streetcars crossed on the left-hand side. Edmonton Streetcars were predominantly single-ended cars with doors opening on the normal right-hand side. On either side of the bridge, crossovers were installed to switch to left-hand running. This was so that in the event of an emergency, passengers could disembark the trolley toward the center of the bridge deck, where the railroad was located, rather than at the outside of the bridge, which was a long way down.

The Edmonton Radial Railway commenced streetcar service on August 11, 1913. Their system would eventually grow to include 55 miles of track and 73 cars. The system ceased operation in 1952 when the entire streetcar network was shut down. The trolley tracks were removed at a later time. The CPR continued to use its center track on the bridge until the 1980s.

In 1997, the ERRHS started formal heritage trolley service from Grandin (now Government Center) on the north side of the river, over



Edmonton car 33 and Melbourne tram 930 at the Jasper Avenue High-Level Bridge Streetcar terminal. (Mark Kavanagh photograph)

the bridge to central Strathcona. The line was extended north in 2005 to Jasper Avenue. It operates from May to October and, in 2019, carried over 90,000 passengers. They also host a lot of charters on the line.

Three historic cars are assigned to the HBLBS. They are stored in a very tight car barn in Old Strathcona. Next to the current barn is the Old Strathcona Farmers Market, which is located in the Old Strathcona Streetcar and trolley bus barn.

The three streetcars currently running on the HLBS are:

Edmonton No. 33: was built in 1912 by the St. Louis Car Company. It was restored in 2010 and has been on the HLBS since 2011

Osaka No. 247: This car ran on the Hankai Electric Railway. It was built in 1921 by Umebachi/Sharyo and rebuilt in 1947. It was retired in 1990 and acquired by the ERRHS. It started operations on the HLBS using a



Melbourne tram No. 930 is departing Whyte Avenue in Old Strathcona. (Mark Kavanagh photograph)

towed generator in 1995, then switched to overhead in 1997.

Melbourne 930: is a W-class tram built in 1947 for Melbourne,

Australia. It ended service in 1997. In 2004, it arrived in Edmonton and entered service in 2006.

The HLBS is a very popular and scenic line. During festivals in Old Strathcona, they run multiple cars to keep up with the crowds. The line is single-track with passing sidings. It is 3.8 km (2.36 miles) long. The ride takes approximately 16 minutes one way.

The trip over the bridge is very scenic. The line also goes through a tunnel that is purported to be the only Railroad tunnel built by the CPR in Alberta.

A visit to the HLBS is just one of the many reasons you should consider a trip to Edmonton. It is a long drive from Portland, with the fastest drive time of nearly 16 hours. From Portland, WestJet will get you to Edmonton with a stop in Calgary. 🚃



Hankai Electric Railway car No. 247 inside the car barn in Old Strathcona (Mark Kavanagh photograph)

M. Robert Terkelsen 1933 - 2025

Maurice Robert, “Bob” Terkelsen was born on May 30, 1933, in San Bernadino, California and passed away on April 21, 2025, in Mt. Angel, Oregon at the age of 91.

Like many OERHS members, he was interested in rail since childhood, tagging along with his rail fan father on visits to the Southern Pacific, Union Pacific, Santa Fe, and Pacific Electric railroads in Southern California where he grew up. His curiosity grew as he watched trains, rail yard work, and listened to discussions about rail activities.

Bob served in the Air Force during the Korean War. In 1956, while completing his service in Amarillo, Texas, he recalled his commanding officer accusing him of “...working for the railroad...” rather than the Air Force, since he would spend all his



Bob Terkelsen relaxing during Steam-Up at Powerland in 2012. No. 1187 is in the background.



Bob Terkelsen is in the front row during the group photo in front of Oregon Electric No. 21 at the OERHS 2017 annual meeting.



Bob at the controls of No. 1187.

free time riding the Santa Fe. Bob took memorable photographs of the steam locomotives that were being brought out of storage at that time to handle a growing demand for freight transportation.

After the service, Bob returned to California, where he married Elaine and began working for General Telephone. His career lasted many years, first in Southern California, then in Northern California, and finally in Portland, Oregon, where he worked for Northwest Rail Electric until retirement.

While living in Southern California Bob turned his attention to streetcars from the Pacific Electric and Los Angeles Railway. That avocation continued after he transferred to the San Francisco area. There he rode on MUNI, the Key System, and the Sacramento Northern and took pictures of them all.

Bob's pastime extended well beyond California and the Pacific Northwest. He visited Washington, DC, and Pennsylvania, to photograph GG1 and E44 electric locomotives.

Bob's participation in railway museums began nearly 70 years ago. In 1958 he became a life member of the Orange Empire Railway Museum in Perris, California. Later, he joined the National Railway Historical Society (NRHS) and served two terms as president of the Central Coast Chapter in San Jose.

Bob dedication to rail preservation and history continued after he moved

to Oregon in 1991. From 1994-1996 he was President of the Pacific Northwest Chapter of the NRHS. Shortly thereafter he became President of the OERHS, serving in that role until 2010.

Members tell stories about Bob's volunteer work at Brooks. In addition to operating trolleys Bob declared himself the safety officer for the track gang building the mainline and overhead. Yet, while supervising he suffered more falls than the crew, who named a ditch along the track "Terkelsen Slough" in his honor.

Bob jokingly boasted of being one of the three members of the "1213 derail group" (along with the late Bill Binns and Jack Norton). It was easy to derail that articulated LRV as its

center truck often struggled to negotiate the frog leading onto the main line from the car barn.

Bob donated his huge slide collection to the OERHS. Each image carries a number corresponding to details kept in tiny notebooks. Greg Bonn has started scanning them to build a digital collection. Bob also donated his traction book library, which, along with Bill Binns' collection, forms an impressive addition to the museum.

Bob helped make our museum what it is today at Powerland. His humor, laughter, and stories will be missed. We wish you this:

May your trolley always stay on the track, the pole on the wire, as it glides in full parallel into the sunset.



Peter Kloosterman, Bill Binns, and Bob Terkelsen building rebar forms for the overhead poles.

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 or 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	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 from 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 (snow sweeper) & 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!