



Reminder to members: Please be sure your dues are up to date. 2013 dues were due Jan 1, 2013. If it has been longer than one year since you renewed, go to our website: oerhs.org and download an application by clicking: *Become a Member*

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As It Looks from Here: Portland's First Streetcars

By Richard Thompson

In the late 1940's *The Sunday Oregonian* ran a column by Duncan MacFarlane called "As It Looks from Here: News of 60 Years Ago." This was a history column, as the title suggests, featuring tidbits gleaned from searches through the newspaper's "morgue." "As it looks from here" was a commonly-used phrase for op-ed (editorial pages) pieces at that time. Although MacFarlane selected subjects of contemporary interest, the first of his columns, published March 7, 1948, is of interest to railway history enthusiasts today, since it provides little-known details about Portland's first two streetcar lines, as well as mention of the first trolleys.



No 1, First Streetcar on the first streetcar line, Portland St Ry horse (taken on 1st St during commemoration of Northern Pacific RR completion Sept 1883)

Portland's first street railway, a horse-drawn streetcar line, was incorporated by Benjamin, "Ben," Holladay on September 11, 1872. Holladay was known as the "Stagecoach King" because of his development of overland stage routes to California in the 1860's. By 1868, he had also become a rail baron, starting construction on the Oregon & California Railroad. MacFarlane reports that Ben, "decided that some defective O&C rails, turned upside down, would be just the thing for streetcar tracks and he felt that First Street needed such a line. So he built one the whole length of that river-parallel thoroughfare and had it in operation in 1872." A street railway was sorely needed, since at that time the commercial district stretched for many blocks along muddy First Street, with very little development inland.

Meanwhile, the O&C Railroad had overcome fierce competition to reach Roseburg, Oregon, where it was brought to a halt by the financial Panic of 1873. Holladay lost most of

his fortune in that stock market collapse, and, by 1876, he had also lost the O&C Railroad.

When Ben Holladay died in Portland in 1887, management of his Portland Street Railway Company had long since been turned over to his brother Joseph. Author John Labbe describes Joe Holladay's leadership of the railway as, "lethargic, to say the least." The company was entangled in litigation involving the Holladay estate, and Joe was reluctant to fund improvements for the First Street Line.

The business had been a good investment at first. At its peak in 1883 the Portland Street Railway had 11 horsecars and 35 horses serving a two-mile line. MacFarlane says that, "An indication of the possible profits to be made is seen in a study made of Holladay's First Street line (where) an average of three passengers a trip would meet expenses."

As he worked to clear his debts, Joe Holladay stubbornly held out for a profitable sale of the railway. Several times he hid in Vancouver, Washington to avoid court orders that he sell the property. The resulting delays, and resulting deterioration and obsolescence of the streetcar line were not attractive to potential buyers, particularly at a time when other horsecar lines were being electrified. A compromise was eventually proposed, in which a new owner would be granted a franchise in return for building an electric railway. But it was too late, during the intervening years the commercial district had shifted westward, and interest in the First Street route had waned. When the Portland Street Railway ceased operation in 1895, a year before its franchise expired, no one seems to have lamented the passing of Portland's first, and last, horsecar line. As MacFarlane explains, "By that time the city was crammed



Portland Street Railway horsecar on 1st St during the 1894 flood.

Photo Labbe

Continued on page 3...

Oregon Electric Railway Historical Society

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Membership

If you have overlooked paying your dues for 2012 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. Operator of the *Willamette Shore Trolley* line between Lake Oswego and Portland and a demonstration trolley line at the railway museum in Brooks.

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@waynejones.net or postal mail to the museum address following.

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

Oregon Electrical Railway Historical Society
3995 Brooklake Rd. NE
Brooks, OR 97303
Phone: 503.393.2424
www.oregonelectricrailway.org

Do you want to be a Motorman?

Volunteers are needed at the museum in Brooks to be trained as Motormen, Conductors, Ticket sellers and Car Barn Tour guides. Saturdays from 10am to 4pm, motorman training on Sydney 1187 and later, other cars. The Museum will again be open to the public in early May 2014 on Saturdays and Sundays. For the weekday projects, contact Bill Binns or Charlie Philpot.

Please come out to the museum and lend a hand. For more information, contact Bob Terkelsen at 503.399.1882.

If you wish to volunteer for the *Willamette Shore Trolley*, call Rod Cox or Hal Rosene at 503.697.7436 for information about the many volunteer positions that may interest you.

Interpretive Center Update

Greg Bonn

There has been considerable progress with the exterior and trim painting after the volunteers were able to wind down from this year's Steamup. Charlie Philpot had nearly completed the door and trim painting before contracting pneumonia and laying low for a month.

Tom Kneeland is also mending after suffering a broken arm shortly before Steamup and the two are now, slowly, working to install the wood trim in the interior, including door trim, baseboards and window trim. The rest of the crew is using the last few dry weekends on other outdoor projects.

Restoration News

Greg Bonn

Gene Fabryka is continuing with preservation and restoration work on the twenty-five ton electric locomotive, chipping away layers of paint and removing years of accumulated dirt and dust from the interior of the cab. The cab doors have been removed, stripped and painted and readied for

re-installation. Efforts will continue to cover the window openings and install the doors before the winter rains begin.

Since receiving a new catwalk and the re-installation of the poles, additional restoration work has been ongoing with the warm, dry weekends since steamup. Most of the paint has been stripped from the cab interior and painting has been started on the control rack and ceiling. Bolts holding the cab to the floor have been removed and the thick growth of rust between the cab and floor has been chipped away and the surfaces treated. Some of the modifications that had been welded to the locomotive over the years of service and now have no apparent use, have been cut off and the surfaces ground, filled, sanded and primed for paint. Repairs have also been made to some of the contactors in the control group.

After the end of operations, cars were shuttled in the car barn, placing the open car over the pit for a major maintenance on the switch group under the car. Operators experienced delays in the start of the car when the controller is advanced to the first series point and no reverse from the south end. When the maintenance is completed, both of these annoyances should disappear.

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.

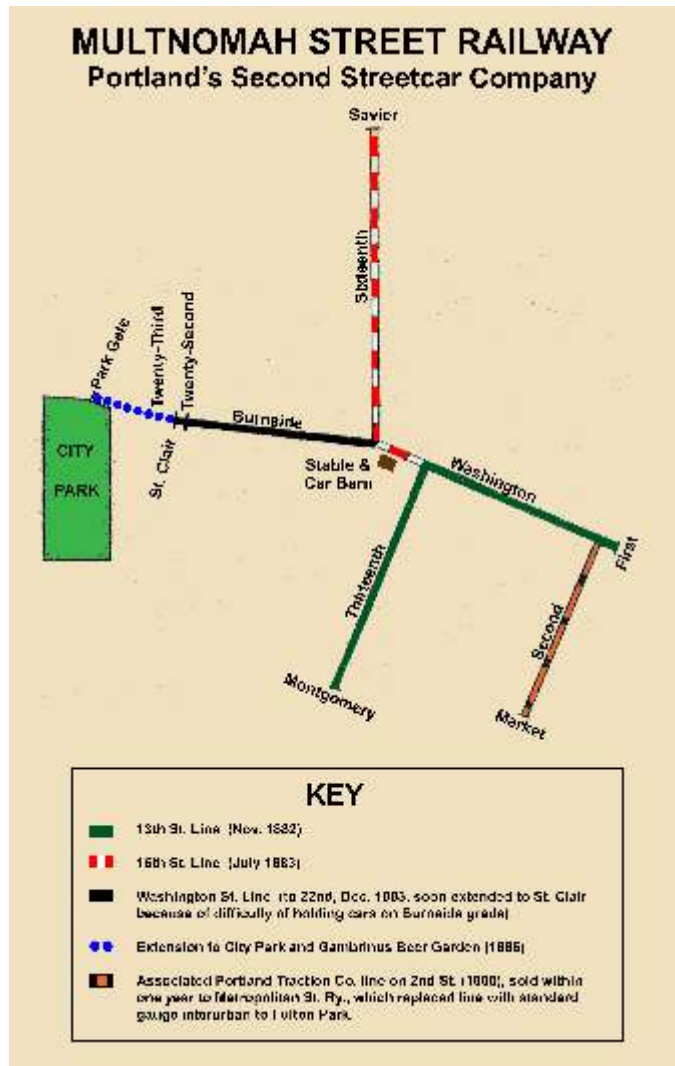
We have established a web site where you can view and download copies of The Transfer. We have set it up so it is also easy to print on your color or black & white printer if you prefer hard copy.

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@waynejones.net with your name (as shown on the OERHS membership list) and the email address you would like us to send the notification to. Of course, we will respect your privacy and we will only use your email address to send a

single notification that a new The Transfer is ready and a link where you can get it. We will never send promotional material or give or sell your email address to any other person or organization. You can see this issue and the previous issues by going to this web site: oerhs.org/transfer.

We also mail black & white copies of the newsletter to all members of record. Not as clear 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.

As It Looks from Here: Portland's First Streetcars. Continued...*Multnomah Street Ry Map 1882-1886 Horsecars*

David Stearns 1960

with all sorts of streetcar lines and companies.”

For a decade the Portland Street Railway Company enjoyed a monopoly on street railway operation. Then, in 1882, a group of local businessmen incorporated the Multnomah Street Railway Company. D. E. Budd, its Superintendent, and chief promoter was, according to MacFarlane, a former manager for the Portland Street Railway Company. In spite of experienced management, Portland's second street railway soon, “found itself in financial trouble, and a group headed by Van B. DeLashmutt, George B. Markle, Jr., and others, bought the Multnomah Street Railway Company.” Its three miles of road, 19 cars and 69 horses were worth \$75,000.

The Multnomah Street Railway was a more ambitious concern than the Portland Street Railway. Within a year it had completed three horsecar lines to become, “an important feature in the city's transportation system.” The Washington Street line ran up Southwest Washington Street from Southwest First Avenue to Northwest Twenty-Second. The 16th Street line was a branch running north on Northwest Sixteenth Avenue to Thurman Street. And, the 13th Street line ran south on Southwest Thirteenth Avenue to Montgomery Street.

The Multnomah Street Railway Company was soon part of the process whereby pioneering street railway companies were merged into larger enterprises. “In 1890 it was electrified and two years later was bought by the Portland Consolidated Railway Company, an expanding firm which also absorbed the Columbia Land & Improvement Company, the Metropolitan Railway Company, and the Portland & Vancouver Railway Company.” By 1895 the Portland Consolidated Railway could boast of “89 streetcars and over 52 miles of track.”



Multnomah Street Ry No 1 in front of car barn NW 16th and Washington mid 1880s. These were double ended horsecars unlike Portland St Ry bobtails. They required 2 horses due to W Burnside hill.

Mark Moore

As the area on the east side of the Willamette River became more populated companies were organized to provide streetcar service there too. “The city's first electric streetcar was put on the run from Northwest Third Avenue and Glisan Street, across the Steel Bridge, to Albina, in 1889. That line then was the property of the Willamette Bridge Railway Company, later succeeded by the City & Suburban Railway Company.”

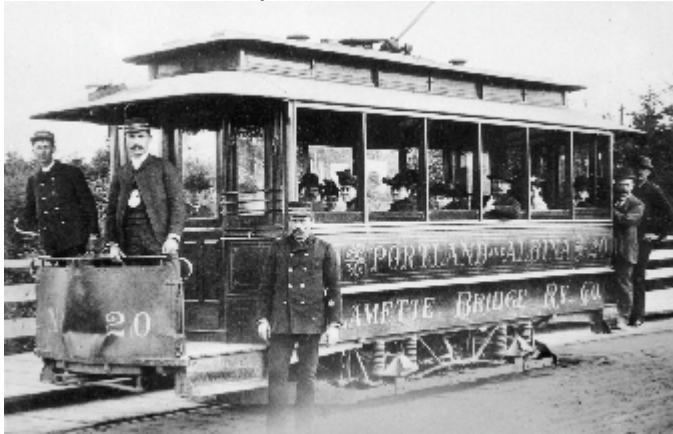
Also in 1889, the Mt. Tabor Street Railway Company built a steam dummy line out Southeast Hawthorne Boulevard to South Mt. Tabor. In mentioning this, MacFarlane relates how another company added a stub line onto it, “From its eastern terminus, the impressively named Portland, Chicago & Mt. Scott Railroad Company built southward to Mt. Scott.” The Mt. Scott line was one of several stubs that would be built from the suburban termini of existing routes.

MacFarlane's article makes no mention of the other suburban steam railroads then under development, including the Willamette Bridge Railway Company's Mt. Tabor Steam Line, and the Portland & Vancouver Railway Company's service to the south shore of the Columbia River. But, as he readily admits, his account represents, “...but a fraction of the companies moving the people to and fro. There was the East Side Railway Company, the Transcontinental Street Railway Company, the Portland Cable Railway Company, the City & West Portland Park Motor Company, the Barnes Heights & Cornell Mountain Railway Company, and others. Some were horse drawn, some were steam (the line to St. Johns, for instance) and, by the early 1890s, many were

As It Looks from Here: Portland's First Streetcars By Richard Thompson

electric. Soon all were to be.”

The MacFarlane column described a March, 1888 event in which 600 Portlanders availed themselves of an opportunity to ride five Portland & Willamette Valley Railway excursion trains to Oswego, with stops at Fulton, Riverview Cemetery, Elk Rock, and the White House (the White House was a roadside inn located on Macadam Avenue near the Milwaukie ferry landing). It should be noted that the P&WV was a predecessor of the Southern Pacific Railroad Red Electric lines, whose Jefferson Street Branch now carries the Willamette Shore Trolley.



First Electric Line in Portland - to Albina - in 1889

The three-year-old P&WV, a narrow gauge steam railroad that provided Portland with its first suburban rail service, was about to be joined by a new kind of electric rail transit. As MacFarlane put it, “Getting out into the suburbs was something of a treat, of course, and there was getting to be a way of doing it. The street railways were branching out (into the suburbs) and within the next few years were to be

found in all directions from the city.”

60 years later MacFarlane summed it up, “A number of companies lasted only long enough to get their names on the pages of the city’s history before collapsing of financial anemia. Those that survived were gradually taken over by fewer companies and, in 1907, the Portland Railway, Light and Power Company obtained practically all of them and started the system of single-company operation ... The PRL&P in 1924 became the Portland Electric Power Company, whose reorganization dragged through the courts for seven or eight years, and only a few weeks ago was finally settled. In 1932, however, the street railway part of firm was made a separate organization, the Portland Traction Company...”

MacFarlane noted, too, the emergence, and decline, of “jitney buses,” which first appeared in Portland in 1914. Jitneys were a form of unrestrained competition for regulated transit services that are topical again today, at a time when software has been developed that would allow people to hail for-hire transportation with their smartphones. Jitneys, got their name from nickels, which were known as “jitneys” in popular parlance. They were private automobiles that cruised streetcar lines in search of waiting riders. MacFarlane says that they “put a serious crimp in street railway finances until they were outlawed and denied permits to operate. For a “jitney” (five cents) automobiles would take passengers over a reasonably regular route. For some reason this mode of transportation was more appealing to many than the clanging trolleys.”

In closing, the 60 Years Ago column highlighted three milestones in local transportation history: the first streetcar (1872, motive power, horses); the rise of electric trolleys (1890’s); and the first gasoline buses (1924), which “did not supersede electricity completely as (trolleys) had supplanted horses.”

OERHS Annual Meeting

The OERHS Annual Meeting & Banquet will be at the **Antique Caterpillar Machinery Museum** at Antique Powerland (Brooks, OR) on Saturday Nov. 9th from 12:00-4pm. Trolley Operation will run from 11pm-1pm and continues after the meeting. The menu will be:

- Steaks BBQ’ed on-site, Potato Salad, Vegetable, rolls
(Chicken on request, please RSVP as such)
- Assortment of ice cold beverages and wine will be available
- Cake for dessert

During lunch, a photo slide show of various traction lines from around the world will be presented.

After lunch we will have elections, a status on the Milan Car acquisition and some short museum reports. Service awards will be handed out to the top volunteers for our organization. Door Prizes will also be raffled off.

This year’s headline event is titled *Portland Interurbans* by OERHS member and author Richard Thompson. This presentation will complement the recent release of his newest books of the same name.

The cost is a very reasonable \$17/person. This includes a great dinner, rental of the venue and a fun afternoon. Non-OERHS members are welcome

Please RSVP by 11/5/13 with your name & number of your party to Mark Kavanagh. E-mail: subwaymark@gmail.com Phone: 503-399-7508. By Mail: OERHS Banquet, 865 D Street NE, Salem, OR 97301. Payment may be sent by mail (preferred) or at the door COST: \$17/person; Payment by PayPal see the OERHS web site at: oerhs.org/oerhs/Banquet-2013.htm

Here is the detailed Agenda. Date: **Saturday Nov. 9th**

- 11am-1pm: Trolley Operation
 - 12pm-1pm: Social Hour & Slide Show by Bob Terkelsen
 - 1pm-1:45pm Lunch
 - 1:45pm-2:30: Elections, Reports, Service Awards, Door Prizes
 - 2:30-3:15pm *Portland Interurbans* by Richard Thompson
 - 3:15pm-Dark: Trolley Operation
- Remember RSVP by 11/5/13

OERHS Board Member Elections

At the Annual Meeting on Nov. 9th the OERHS will hold elections for Board of Directors Officers and 3 Trustees. The Nominating committee is looking for members in good standing that would like to run for Trustee (a 3 year position), or and officer position for 1 year: President, VP, Treasurer & Secretary. If you are interested or would like to nominate someone else, or simply ask for more information, please e-mail Mark Kavanagh at subwaymark@gmail.com.

City of Dresden Transit – Part 2

Dresden Transit Today: Strassenbahn and S-Bahn

By Mark Kavanagh

In Part 1 of this series we looked at the history of the Dresden Strassenbahn (streetcar or tram) system from horsecar thru WWII and the re-unification of Germany up to 2000. Why 2000, you may ask. My first trip to the Florence on the Elbe was in 1999. This article (Part 2 of 3) will focus on 2000 to present of the tram system and a bit on the commuter, or S-Bahn system.

I have been to Dresden three times between 2008 and 2012. Much has changed since 1999. The city has been flourishing post-unification. Many new buildings and developments have been sprouting up all over town. With this, so has traffic. Dresden, luckily, recognizes the importance for urban mobility and has been making steady improvements to the Strassenbahn and S-Bahn systems.

Let's first look at the S-Bahn system since that was omitted in the previous article. The S-Bahn was formed in 1973. The network was formed using existing rail lines and stations. In 1998 it came under VVO, the regional transportation agency for this part of the State of Saxony. Today there are three S-Bahn lines: S1, S2 & S3. The system is 127.7 km in length with forty six stations. All three lines are electrified using push-pull equipment with one electric motor double-decker carriages. Headways are typically 30 minutes with less service on the service extremities. All three lines meet at Dresden Hauptbahnhof (main train station). Trains are operated by German Railways Company, DB.

The S1 line is the busiest and longest line. It stretches from Meissen in the west (famous for Ceramics) and Schöna in the east (very close to the Czech Border) for a total of 77km. It basically follows the course of the Elbe River, on the north back to the west of Dresden city center, then switching to the south bank thru city center and to the east. It connects many villages along the river including some very tourist areas.

The S2 line starts at Dresden airport, joining the S1 line at Dresden Neustadt to the Hauptbahnhof and ending at Pirna with a length of 32 km. Basically it helps increase train



Dresden S3 train at Freital-Hainburg 6/22/12

frequency along the S1 between Neustadt and Pirna. The airport station is a relatively new station. It opened in 2001 along with the new airport terminal. It is underground, the first underground station in the State of Saxony (Leipzig is building an underground S-Bahn line), and the only Airport-Rail connection in Saxony. The line started with DMU's until electrification was extended to the airport in 2002.

The S3 line runs from Freiberg to Dresden Hauptbahnhof for 40 km, although most trains start at Tharandt, trains to Freiberg only run during rush hours Monday-Friday.

The S-Bahn is a small, yet efficient system and moves about 70% of all rail passengers in the VVO region.

As far as my travels on the S-Bahn, I have been on portions of all 3 lines. Line S1 was my access the Löbnitzgrundbahn, a narrow gauge steam railway line just west of Dresden. This railway will be covered in part 3 of my Dresden series. S1 was also my access to Bad Schandau to the east to ride the Kirnitzschtalbahn, a tram line to a national park which will be covered in a separate article.

Line S2 was of course used from Dresden Airport into the city. The S-bahn is super convenient at the airport with a travel time to city center of a mere 20 minutes, very cheaply I might add versus a taxi.



Dresden S2 Line train at the underground Dresden Airport station 6/16/12



Dresden S1 train at Pieschen

Line S3 was used from Dresden to ride the Weißeritztalbahn just southwest of Dresden. This is another narrow gauge steam railway will also be covered in Part 3 of this Dresden series.

Let us now continue onto the Strassenbahn picking up where we left off in part 1, the Strassenbahn since 2000.

The system currently has twelve lines and has had a lot of changes over the past thirteen years. Line 7 had an extension to southwest to Pennrich. It was built to modern light rail standards to serve a satellite area under development. Line 10 was re-routed and extended on its west end to serve Dresden Messe (convention center), also built to high light rail standards.

In city center, the entire inner section circling the city center has been rebuilt. Each of my visits over the past ten years has had a section of the downtown network closed down for major renovations. Probably the most striking improvement is to Postplatz, the hub of the system. Not only was track renewed, and reconfigured, but a huge glass canopy was erected over the four separate platforms and the major tram junction before it. Two of the platforms are extra-long to allow two set of trams along with busses to use the platforms at the same time.

Upgrades to tracks over the Elbe River have also been

undergoing a constant over the years. There are four tram crossings. Two of the four have been rebuilt; a third was being rebuilt in 2012 during my visit. Luckily there is enough redundant trackage to allow routes to be re-routed as construction works continue through the city core.

Basically Dresden is working to upgrade infrastructure and to move trams out from mixed traffic where streets allow. But, there are still significant portions of the system



Tatra tram with traffic at Albertplatz 03/13/08



Dresden does get a lot of snow, as seen here at the terminal loop for line 3 at Wilder Mann 01/14/10



Near the north end of line 7 at Weixdorf (03/13/08)

where tram fight car traffic. A newer feature added are countdown timers at many stops telling passengers when the next tram will arrive.

Another part of Dresden's modernization is the gradual phase out of the old Tatra trams in favor of the low-floor trams of various lengths. By the end of 2012 the Tatra trams are considered retired, but some are held in reserve for rush hours or trippers. There are currently 4 versions for Low-floor trams in service by Bombardier or by Adtranz. All but one type are single-ended with lengths ranging from 30m to 45m.

Dresden also features a unique tram called a CarGoTram. There are two CarGoTrams that move automotive parts between a railroad goods yard west of city center to the VW Transparent Factory east of downtown. The VW factory builds the luxury car Phaeton in an assembly building with glass such that part for the assembly line can be seen from the outside. A tour of this facility is recommended. The two blue trams run a few times a day to deliver parts Just-In-Time to the auto factory. Often times they run right through city center via Postplatz, a unique sight to see anywhere. The countdown timers in Postplatz display when the next VW tram is schedule to run through, but is it not real time like the other tram line times.

As far as shops and yards, Dresden currently maintains three. At one time there were five or more scattered around the system. There are two main shops, one at Trachenplatz, and the huge modern complex at Gorlitz. I got a rare opportunity to tour the Gorlitz complex. In 2012 Dresden was celebrating 140 years of Strassenbahns in the city. DVB had a series of events planned. One event was called the WissensTRAM, or Knowledge tram tour. I contacted DVB and was able to get a ticket to this event. The event started at Trachenplatz yard. We boarded a modern low-floor tram.

This tram had computers wired to sensors all over the tram. The computers were collecting data on stresses the car and truck frame were seeing as well as wheel slip and other parameters. This was all to learn about sections of track that should be improved, and/or section of the trams themselves that should be improved. This was in conjunction with a local university and the tram maker. The tour took us to the large Gorlitz complex on the other side of town. Here they gave us a tour of the entire shop. At one point, a DVB person had a university student walk with me as he was the only one who could speak English. It was an enjoyable experience. After the shop tour, the same tram took us back to the other yard.

Another yard I explored is the closed shops of Tolkewitz. I did not go inside but did walk all around it. Some of the museum trams, Tatra and busses are stored inside. But most of the tracks have been severed from the tram network.

As of 2012, I have been on over 90% of the Dresden Strassenbahn network. The big remaining gap is the outer portion of Line 4 which is outside the Dresden tariff zone, thus requires extra fare than the normal day tickets allow. In my last visit in 2012, when I had the time, this section of the line was shut down for track renewal.

The network is varied running in high end residential areas, run down industrial zones, and busy commercial districts. The top 10 areas I would recommend tram enthusiasts to visit are as follows

1) Postplatz (Lines 1, 2, 4, 6, 7, 9, 11, 12): The hub of the network. A tram runs through this junction every minute or so, plus the CarGoTrams

2) Hauptbahnhof & Hauptbahnhof-Nord (Lines 3, 7, 8, 9, 10, 11), another major junction of trams. This one is in front of the Main Dresden Train Station. While here check out the station, or board an S-Bahn.

3) Augustus Bridge (lines 4, 8, 9): This offers great views of Old City Dresden with trams running over the bridge every couple of minutes

4) Albertplatz (lines 3, 6, 7, 8, 11) Although Grand Union exists here, although not fully utilized in service. IT is also a great are to photograph.

5) GorlitzerStrasse (Line 13), Here the line is a gauntlet single track along a narrow city street with apartments that pre-date WWII. It gives a feel of what parts of the old city was before the war.

6) Schillerplatz (Lines 6, 12) located by the famous



The VW Cargo tram coming into Postplatz. (6/21/13)

Blue Wonder Bridge. The first steel bridge across the Elbe in Dresden. The two funicular lines in Dresden are located a short distance across the Blue Wonder from this stop.

7) Strassenburger Platz (Lines 1, 2, 4, 10, 12, 13) Located by the VW Transparent factory, the Dresden Park Miniature railway and large city park.

8) Hellerau (Line 8). This section, of mostly single track, runs through a planned "garden" community from 1909 with English design influence.



Dresden tram at Postplatz (6/17/12)



Tram going across Augustus Bridge with the old city in the background. FrauenKirche, or Church of Our Lady, is the dome building. It was restored in 2005 after laying in ruin since 1945.

9) Pirnaischerplatz (Lines 1, 2, 3, 6, 7, 12) Another busy junction in city center, although this area is much bigger as this area was redeveloped with wide streets by DDR.

10) Neustadt Bahnhof (Lines 3, 6, 11) I recommend to stop here to check out the train station. There is a large mural in the waiting room/ticket hall that is a must see..

There are plenty more areas to choose from. To see more of my photos of the Dresden Strassenbahn, or S-Bahn, please see my website:

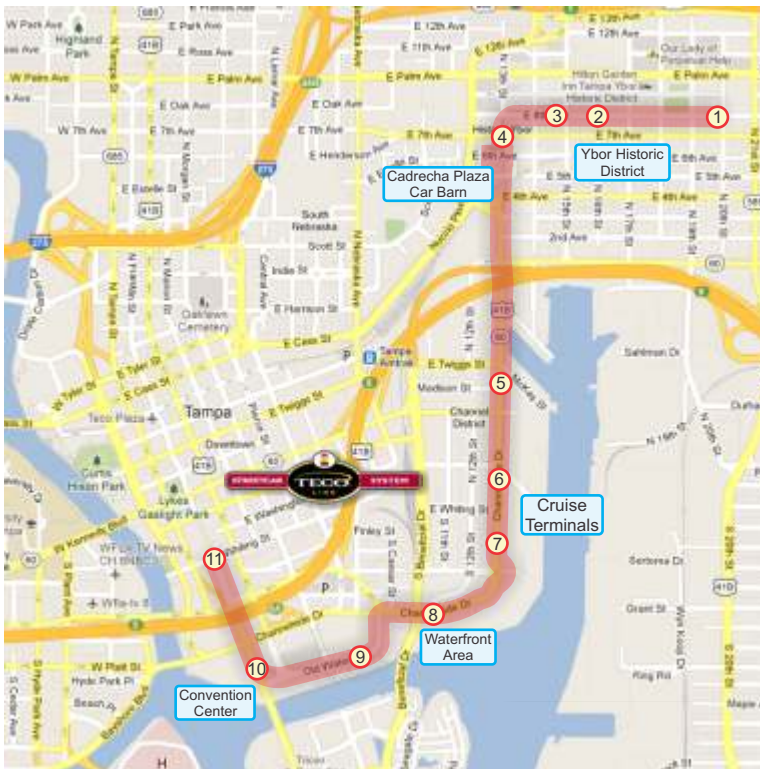
<http://ktransit.com/transit/Europe/Germany/dresden.htm>

In the next edition of The Transfer we will conclude the series on Dresden with a look at the two Funicular lines and two Steam Railways near Dresden. Until then, Auf Wiedersein!

Tampa's Streetcar System

Wayne Jones

Tampa's heritage streetcar line was opened in October 2002. The 2.7 mile long line has eleven stations running from downtown and Channelside, past the riverfront area to the historic Ybor district. What the TECO system has in common with Portland is that the nine replica cars were built by Gomaco Trolley Company of Ida Grove, Iowa, the same company that built Portland's four Vintage Trolleys. The Gomaco cars are double-truck Birney cars. The double-ended cars have a welded steel body with cosmetic rivets added to make them look older. The cars are wheelchair-accessible, air-conditioned and have wooden seats that are reversible for when the car changes direction.



2.7-mile TECO Streetcar line runs from downtown Whiting St. to the historic Ybor district with eleven stations.

Tampa's first electric streetcars were introduced in 1892. Streetcars in Tampa reached their peak of popularity in the 1920s, with almost 24 million passengers carried in 1926. The first line shut down on August 4, 1946.

The Gomaco streetcars are based on a design created by Hillsborough Area Regional Transportation Authority resembling the double-truck Birney Safety streetcars used on Tampa's streets between the 1920s and 1946. The numbers on the streetcars picked up where the original Tampa system left off, the final car in the original system was #427, so the replica cars begin with #428.

In addition to the new Gomaco cars, TECO also has a restored single truck Birney car, #163. Over 10,000 volunteer hours went into restoration of this car salvaged from a backyard in 1991. It runs on the line for special events.



Car 435 arriving on Franklin Street at the end of the line station at Whiting Street, downtown.



Car 434 headed southbound down Franklin St. towards the waterfront area.



Cars 434 and 436 on passing tracks on 8th Avenue at Centro Ybor district.



Car 436 eastbound on 8th Avenue passing Centennial Park in Ybor City.

Tampa's Streetcar System continued



Inside of the Gomaco-built double truck Birney replica cars.



View of the Cadrecha Plaza car barns on 13th street. Birney #163 is visible on the right.



Approaching the Centro Ybor passing tracks on 8th Avenue with a westbound car in the distance.



Restored single-truck Birney at the Car Barns



Car 435 at the end of the line on 8th Avenue at 20th Street in Ybor City getting ready for the return run.



Motorman's position with vintage controller and modern fare collection box. Waiting on Franklin Ave. at Whiting St. station. Also shown is the builder's plaque that is located inside the car.

All photos Wayne Jones

A rail fan trip in Portland

By Roy Bonn

As I grow older and my eyesight deteriorates, I rarely make the trip from the Olympic Peninsula to Portland. But with the urging of family members, I traveled down to spend time with them and one day riding and photographing the Portland Streetcars. Dick Harrison, my rail fanning buddy, met me in SW Portland at my son Brian's home and drove to the various Westside MAX stations to find a place to park for the ride to downtown Portland. We discovered that parking lots next to MAX stations to be nonexistent so downtown Dick drove finding a parking place close to the streetcar shop under I-405.



Car #005 on the NS line

We stopped at the Portland Streetcar office and had a nice chat with the receptionist, picked up schedules, literature with map and all day tickets. All day tickets are very inexpensive for seniors and are also usable on MAX. We were able to take a photo of #06, #22 and #23 in the shop. Neither 022 nor 023 had been placed into operation yet. We walked across the street and rode #04 on the NS line west and south to the OSHU aerial tram on SW Moody Ave. A ticket checker boarded the streetcar with us and remained on the car checking tickets. This has been the only time when riding MAX or the streetcar that I had my ticket checked. We rode the tram up to the hospital, took a few photos before taking the tram back to street level. We continued our trip on car #05 back to NW Portland to transfer to the CL line. We boarded #07 for the trip across the river to Lloyd Center south to the temporary end of the line by OMSI. It was a beautiful sunny day, we were impressed with the great motormen we encountered, and my daughter-in-law had packed us a delicious lunch so we could eat as we rode. The OMSI station is a layover point so we had time to take pictures and return on car #07 to NW Portland to transfer for the ride back to our parked car. We experienced heavy passenger loads on the NS line but the CL line had considerably fewer passengers.

I look forward to riding the MAX Milwaukie line and the streetcar line over the transit bridge after its completion.



Newly arrived from United Streetcar cars # 022 and #023



End of the CL line at OMSI



OSHU tram arriving at the upper end and disappearing into the clouds

All photos Dick Harrison

Spotlight on Members: **Richard Thompson**

We spotlight an individual OERHS member in each issue of The Transfer, with a focus on their memory of Oregon Electric and Portland transit.

This issue we feature long-time OERHS member Richard Thompson. Richard was also editor of this newsletter from 1975 to 1993. He is digitizing many of these historic issues and you can find them at oerhs.org/transfer/archive.



Richard & Daisy on ex PTC 4011 at Western Railway Museum Oct 2012

Richard Thompson counts himself lucky to have been part of the last generation to have ridden on Portland's classic streetcars. In fact, he barely made it, since, in 1958, Portland Traction Company brought down the curtain on transit history dating all the way back to 1872.

Richard grew up in Albany, Oregon, where he watched trains rumble past the historic Southern Pacific depot and reenacted railroad operation on the Lionel O gauge model train layout in the basement of his parents' house. However, his lifelong enthusiasm for streetcars did not start there. It began in the mid-1950's, when he spent summer vacations visiting his maternal grandmother in Milwaukie, Oregon. As fate would have it, she had not driven an automobile in many years, so "Dickie" tagged along with her for afternoons of



Richard in home office for Oregonian Interview (Feb 28, 2011)

shopping by streetcar in downtown Portland or Oregon City.

His only regret was not having been born in time to have experienced the city streetcars, which ceased operating in 1950, or to remember riding on the home-built wooden interurbans that were his mother's favorites (they were burned after the final batch of secondhand cars for Portland Traction Company arrived in 1953). But, he does cherish memories of the ragtag fleet of 15 lightweight, metal-skinned, suburban cars that provided passenger service during the final five years.

Richard and his Grandmother waited "to catch a car" at Island Station, the first stop south of Milwaukie on the Oregon City Line. He can recall his excitement at catching sight of a freshly-painted "Hollywood" car (No.'s 4015-22) as it came out from beneath the SP Railroad overpass over Southeast McLoughlin Boulevard. And, he remembers how surprising it was when the trolley pole on an "Indiana" car (either No. 4001 or 4003) came off the wire near Lakewood Station. He thought the trip to Oregon City was over, until the motorman walked around to the back of the trolley and put the pole back on the line.



Richard with 813 at opening of Trolley Trail Milwaukie June 2, 2012.

Tracy Brown Photo

Richard Thompson, continued



4004 leaving Oregon City by Chev dealer.

Kenn Lantz photo

Richard may have been too young to appreciate car details, yet recollections of streetcar sounds from those summers long ago remain; the “nunga, nunga, nunga” of the air compressor, the slap of closing doors, the click of the ticket punch, the jangle of coins dropping into the farebox, and the thrilling growl of the gears as the streetcar accelerated. He will also never forget the cheerful motorman who bade he and his grandmother goodbye with the humorous warning, “Now don’t get lost in Oregon City.” It was not long before he wanted to be a motorman himself when he grew up.

Childhood passions never completely disappear, so it should come as no surprise to learn that a favorite pastime while studying for a graduate degree in history at the University of Oregon was searching for old streetcar line routes. The clang of trolley bells had disappeared from Eugene in 1927, yet vestiges of the streetcar era remained to be uncovered during neighborhood walks 40 years later.

In 1969, while still in college, Richard discovered the OERHS’ Trolley Park in Glenwood. He joined the Society four years later, and, in quick succession, became a volunteer motorman, corresponding secretary, and board member. He designed, with Chuck Hayden, the exhibit “How the Trolley Changed America” in the Trolley Park Depot Museum in 1976, wrote the “Motorman & Conductor’s Training Manual” in 1977 (reprinted in 1984), and served as Trolley Park News



4001 Oregon City Line in downtown Portland



4002 at Evergreen Station on the OC Line, two stops south of the station where Richard and his grandmother caught the cars.

Kenn Lantz photo

editor from 1975-93.

After college, Richard relocated to Portland, where his “real job,” from 1978-84, was as Director of the Georgia-Pacific Historical Museum. His continuing love of trolleys was evidenced here by the 1982 exhibit “Stumptown Streetcars” (G-P’s only requirement was that displays relate to wood). Portions of that show, including a wonderful 1890’s streetcar painting by Dale Varner, were donated to the OERHS for use in their museum.

After the G-P Museum closed Richard became a high school media specialist and librarian, working in Vancouver, Washougal, Oregon City, Forest Grove, and Eugene. Those wide-ranging work assignments provided fertile ground for research into Oregon’s small town streetcar systems, which resulted in fourteen entries for the online Oregon Encyclopedia.

In 1991 Richard began serving as Crew Coordinator for Vintage Trolley, Incorporated, which operates reproduction streetcars on the MAX line through downtown, and has recently placed a car in service on the Willamette Shore Trolley. His passion for trolleys also influenced the formation of a consulting business, which provided historic images for the Interurban Saloon on North Mississippi Avenue, and the lobby of the Franklin Ide Building on Northwest Lovejoy Street, and assisted with the 2011 production of the OPB documentary “Streetcar City.”

As retirement approached, Richard realized another dream, becoming a non-fiction author. Naturally, his books are about streetcars. “Portland’s Streetcars” (2006), “Willamette Valley Railways” (2008), “Portland’s Streetcar Lines” (2010), and “Portland’s Interurban Railway” (2012) were inspired by the archive of street railway images he inherited from the late Bill Hayes. Bill and Richard became great friends over the course of 30 years through their shared hobby of collecting streetcar memorabilia.

In the summer of 1981 the Oregon Electric Railway Historical Society bulletin began publishing a series of streetcar reminiscences called “I Remember.” These first-hand accounts were written by Bill Hayes, Mike Parker, Phil Hedene and others. Richard says that his own transit memories are miniscule in comparison with theirs, yet he admits that they did start him on the way to becoming a railway historian (or, perhaps just a “trolley nut”).