



Reminder to members: Please be sure your dues are up to date. 2012 dues were due Jan 1, 2012. 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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The Oregon Electric Railway

By Roy Bonn

We moved to Gervais shortly after the OE passenger service had been abandoned. My parents built a country store, gas station and Greyhound bus depot that had a good view of the SP and OE railroads. While I enjoyed watching the SP trains, I really liked the OE freights powered by electric steeple cabs, later the new electric motors, the steam and diesels during WW II used to power the increase in freight traffic. The sound of the high pitched air whistles on the electric OE trains is especially remembered. They were quite a contrast with the air horns on the SP steam engines. The OE trains were always quite short, not as fast operating on much lighter rails and had a trolley wire over the tracks. My parents had lived in Tigard when they were young and rode the OE to Portland where both had been employed for a short time..

One day in the late 1930's we crossed the Willamette River on the Wilsonville ferry and passed through Wilsonville where a B&B work train consisting of old OE passenger cars was parked on the siding. This led my Dad to share many of his memories of riding the OE and many other trains around the country. I really became a rail fan, especially streetcars and interurbans. The OE became my favorite railroad, let me review some of the history.

What were some of the events that led up to the construction of the Oregon Electric Railway? At the beginning of the 20th century, the Panama Canal was nearing completion and with the Philippines and Hawaii in our sphere of influence, the U.S. was becoming a Pacific power. China had opened its country to trade which promised to create a market for goods to flow through Portland. In late 1900, the leaders in the city of Portland decided to launch a most ambitious project, an international exposition centered on the 100th anniversary of the Lewis and Clark Expedition. This would be the first exposition held in a western state which would put Portland on the international map

It was the euphoria of those times that shook itself free of its pioneer and frontier image and forever changed the perception of Oregon. A surge of hotel and office construction accompanied the Exposition. One thousand workers were hired to transform the shallow Guilds Lake to the 400 acre Exposition center. The fair opened on June 1, 1905 and closed October 15,

1905 with 2,554,000 attendees enjoying the exhibits and spectacles.

Tremendous growth occurred in a very short period of time. Portland grew from 90,000 to 270,000 residents from 1900 to 1910. The Portland eastside grew rapidly due to the network of streetcar lines and interurban routes that covered the relatively flat area. The west side grew much slower as the west hills were a barrier with poor roads and limited train service by SP. There was a definite need for improved transportation of food, fuel and lumber from the farms and mills to market and with better transportation, population growth would result

With these boom times, Mr. W.S. Barstow and company and Mr. George B Moffatt, a director of the Electric Bond and Share Co. of New York City, were largely instrumental in organizing the railroad and obtaining the funding for its construction. The Oregon Electric Railway (OE) was incorporated on May 15, 1905 under the name of Willamette Valley Traction Co. to serve this very productive area. George Moffatt was named President of the company.



Looking south with the OE Gray station on east side of tracks. The Jewett combines #52, 53 & 56 had been converted to double end operation on the Corvallis and Woodburn branches to eliminate turnaround trackage. The Corvallis train will turn right onto the branch line.

Lowery collection, Wortman photo early 1920's

Oregon Electric Railway Historical Society

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Secretary	Mark Kavanagh
Treasurer	William Binns

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OERM Trainer & Operations	Peter Kloosterman
WST Station Master	Rod Cox
WST Trainer & Operations	Hal Rosene
WST Depot	Lake Oswego

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 Bill Binns, 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 the public in early May 2012 on Saturdays and Sundays. For the weekday projects, contact Bill Binns or Charlie Philpot.

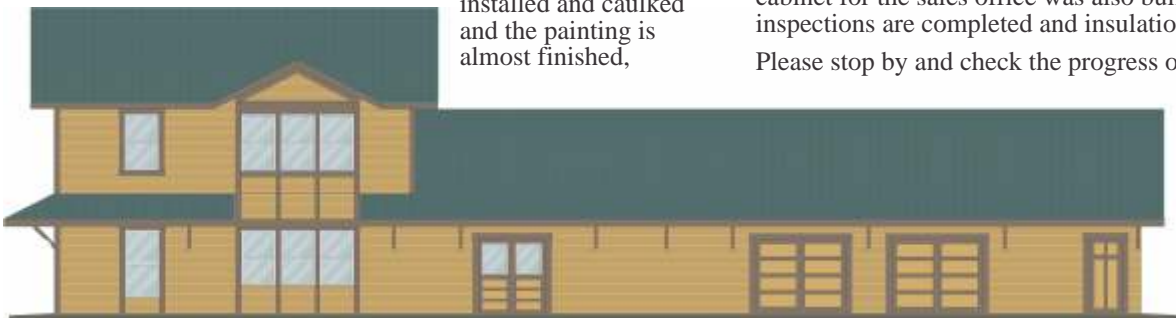
Please come out to the museum and lend a hand. For more information, contact Bob Terkelsen at 503.399.1882.

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 Construction Report

Greg Bonn

Progress on the interpretive center continues with the completion of the fire sprinkler system rough-in. The system is test ready but is on hold until we have cleared any possible chance of a freeze. The electrical wiring is nearly complete and ready for inspection as well as the heating and air conditioning systems. All of the second floor siding and trim has been installed and caulked and the painting is almost finished,



slowed due to the rain and winds over the last few weeks. As soon as the second floor exterior paint is completed, the scaffold can be removed. Siding and trim on the main level is 75% finished, caulked and ready for paint. Interior construction includes installing nailing blocks for the wainscot and cabinets and fabricating the gift shop and ticket counter. A second storage cabinet for the sales office was also built to be placed after inspections are completed and insulation is installed.

Please stop by and check the progress often.

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.

The Oregon Electric Railway continued...



The Corvallis OE passenger station in the mid 1910's. Floods occurred about every ten years until dams were built on the upper Willamette River.

Lowery collection

Construction was underway on July 11, 1906 on the six mile section from Salem to Chemawa. This section began operation September 8, 1906 with two 25-passenger single truck cars, numbers 1 and 2, under the name OE Railway that were painted traction orange. Road-bed construction of the Portland section began in January, 1907 with rail laying starting August 12, 1907. Eight passenger combines purchased in 1907 from Jewett Car Co. were delivered in traction orange paint. Ten coaches and two baggage cars purchased in 1908 from Niles Car Co. were delivered in Pullman Green paint. A test trip using one of the new cars was made December 30, 1907. How many years would it take today to construct the OE with all of today's required environmental studies and permits?

Regular passenger train service over the 49.7 mile line began January 1, 1908 with one round trip daily. The first published timetable of January 22, 1908 listed two trains each direction

between Portland and Salem. The Salem Statesman had an OE advertisement announcing two daily round trips on January 29, 1908. Again, the Salem Statesman had an OE ad for "Opening Excursion" on February 13, 1908. A daily schedule of four round trips was announced February 16, 1908. Freight service began with one freight train scheduled in each direction. The Jefferson Street station was OE's passenger terminal in Portland until August 10, 1911 when the SP&S Northbank station at 10th and Hoyt became the terminal with interchanges available with the SP&S, GN and NP railroads, the Hill lines.

After the main line was in operation for several months, construction began on the 19.1 mile branch from Garden Home to Forest Grove. The first inspection train to Hillsboro was on September 30, 1908 with combine 51. Scheduled passenger service began on October 29, 1908 to Hillsboro. The first inspection trip to Forest Grove was on December 21, 1908 with regular service beginning on December 27, 1908 by extending the train service previously established to Hillsboro. The OE in 1908 had reached 68.8 miles of main and branch lines, and five miles of industrial and passing tracks. Construction began in 1908 on the 2.5 mile Woodburn branch utilizing the old Oregonian Railway road-bed. Combine 53 was the first train into Woodburn when the line opened in 1909.

The road-beds were constructed to steam railroad standards with 16 foot embankments, 70 lb. rail and 140 lb. girder rail for street operation and standard ties fully ballasted with gravel. All trestle bridges were of standard steam railroad construction, built to accommodate any kind of traffic. The company erected four concrete and one brick power substations, eleven frame standard freight and passenger stations and a concrete freight station in Portland. On January 1, 1909, there were in service two electric and two steam locomotives, sixteen cars in passenger service, and eighty seven freight cars. The Oregon Electric Railway was one of the symbols of the new economic explosion that hit Oregon.



The Tonkin substation is in poor condition and can be seen by riders on the WES line trains.

Photos by Greg Bonn 3/26/2011



The Donald substation is being used for storage by local farmers. All four substations were identical and provided 1200 volts D C for the trains.

The Oregon Electric Railway continued...

James J. Hill's Great Northern reached Seattle in 1893 but traffic was light as the NP had reached Seattle earlier and had built numerous branch lines. GN needed branch lines to provide the business required to be successful. Hill went on an expansion program building branch lines and buying railroads. He started in Minnesota in the iron ore area and the west in the farm and wheat country. The northwest was not being ignored as GN built north to Vancouver, B.C and other local branch lines. Hill founded Northern Securities to purchase the GN, NP and Burlington railroads but the court ruled it illegal. Then GN and NP incorporated the Portland & Seattle Railway in 1905 and renamed it the SP&S in 1908. The SP&S line from Spokane to Portland was completed on March 11, 1908 and the Astoria line was added. The entire line from Astoria to Spokane was opened for business eight months later. Hill invested in the 179 mile Spokane & Inland Empire railroad in 1911 and purchased it in 1927.

Hill purchased the United Railways in 1909 and ordered ten passenger cars from American Car Co. Hill purchased the OE on Feb. 2, 1910 and on March 3, 1911 assigned both as subsidiaries of the SP&S. Passenger operations were then operated by OE, freight trains by SP&S. Hill also purchased the Oregon Trunk and resumed building the railroad to Bend. Hills long term goal was to build into California and interchange traffic with friendly railroads.

Construction proceeded rapidly on the 71.5 mile Salem to Eugene extension with passenger service extended to Albany on July 4, 1912 and to Eugene on October 15, 1912. Five new Niles cars were purchased in 1910, nineteen cars from American Car and two from Barney and Smith in 1912. The last passenger cars purchased were twenty eight from American Car and twelve from St. Louis car Co. in 1913. A total of eighty two passenger cars were then in operation on the OE and ten on the United Railways lines. The cars were

painted Pullman green with a gold stripe.

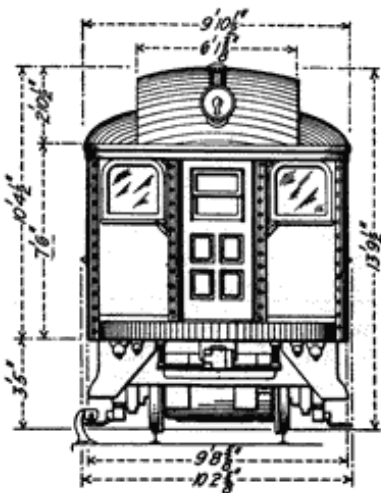
A new rail line was constructed replacing the original line between Multnomah and Garden Home. Double tracking of the line from Jefferson Street to Garden Home was completed in September 1914, resulting in much faster service.

In 1914 the system operated twenty six trains in and out of Portland. In 1919, with the US Railroad Administration operating the system, sixteen trains were scheduled in and out of Portland, six round trips between Gray and Corvallis and eight round trips between West Woodburn and Woodburn. A daily round trip from West Woodburn to Salem ran on weekdays. The US Government took control of the railroad on Jan. 1, 1918 and was returned to their owners on March 1, 1920.

Construction of the 5.2 mile Corvallis branch from Gray started in 1912 with some grading required around Orleans plus a lot of trestle work leading up to the river. The first trains ran on March 25, 1913, 2 weeks after the Van Buren Street bridge was opened across the Willamette River. The maximum number of trains was ten each day, most stopped at Gray but some went through to Portland. The last passenger train to Corvallis was in 1931 with the last freight in 1933 after the ICC approval of abandonment in August 1933. It was several years before the rails were removed.

Continued next issue

Many thanks go to Bob Lowry, Mike Parker, Jim West and other sources for this article.



Blueprint of OE Passenger Car



Donald freight house on 3/26/2011. This former OE freight warehouse at Donald is typical of the warehouses in the various communities in the Willamette Valley. The warehouse is currently being used by local farmers, not the railroad.

Portland Transit Updates

By Roy Bonn

Portland Streetcar

Construction is in final stages in building the SE Loop line to OMSI. Current work through the end of February is on track turnout restoration from 15th to 17th on NW Lovejoy and on NW Northrup. Work on the punch list through March 31 will be followed by platform amenities. Test trains will be operated from February to September with the line scheduled to open on September 21, 2012. The six new streetcars are scheduled to be delivered in late 2012.



Rebuilt Moody Ave looking south from Sheridan St. with the Portland Streetcar tracks on the right which had been built on the old S.P. right of way.

SW Moody Rebuilding

Construction raised SW Moody 14 feet and streetcar service resumed on November 1, 2011 with operations over the new track on SW Moody. The original tracks were on private right-of-way located to the west of SW Moody.

The streetcar stop located at SW Lowell & Bond is closed through December, 2012 to allow construction of the Tamarack Apartments. A temporary stop is located on SW Bond at Lowell.

Lake Oswego Streetcar line

The Refinement Phase Final Report dated Jan. 19, 2012

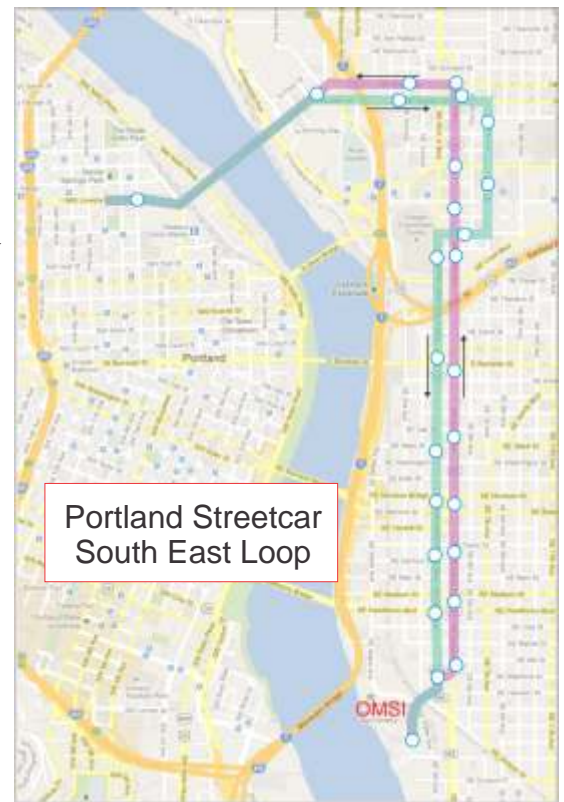


Looking north at the south end of the Moody Street rebuilding project.

compared both options to refine the estimated costs to build the line from SW Moody & Lowell to Lake Oswego. The savings are estimated at 22% if the line is built on SW Macadam through Johns Landing.

The line would extend south from Lowell and Bond / Moody street couplets to Bancroft where the double track line will turn west on Macadam south to SW Carolina where it will rejoin the WST line replacing the WST line between these points.

South of Radcliff stop the line is single track for 0.9 mile to Riverwood which will have a passing siding. Going south from Riverwood 1.2 miles to Briarwood will be single track and then double track to the Lake Oswego station at B Ave. & Foothills Rd. with a 100 foot tail track. The line would be three blocks short of the original proposed station next to Albertsons. The alignment will change with a new bridge over Tryon Creek and a tunnel under the P&W railroad and a new right of way about 1/2 block east of the P&W tracks. The Foothills area is in a redevelopment stage with new streets being planned. Four new streetcars will be purchased instead of six. Headways of 12-14 minute frequency is planned. This route is projected to be several minutes faster than the other option.



Portland Tram Station on Moody.

Photos by Wayne Jones

Portland Transit Update continued...



East approach to Broadway Bridge--tracks and overhead in place

Trimet MAX Milwaukie Extension

Construction is underway along SW Lincoln between 1st and 4th with the removal of approximately 60 trees along Lincoln St. to SW 1st Avenue. Lincoln is being widened to accommodate the light rail line, two stations, 2-way traffic, a westbound bike lane and two 12-foot sidewalks.

Construction activities in Jan & Feb include shaft drilling for structure columns for the roadways from Naito Parkway at Lincoln to South Waterfront for light rail and buses.



East ramp up to Broadway Bridge showing overhead transition.

Construction of the light rail bridge began July 1st with creation of temporary work bridges and coffer-dams around the bridge tower sites foundations. Crews are drilling six shafts 150 to 170 feet deep in the river bed for the west tower foundation. Rebar frames will be lowered into each shaft followed by pouring of concrete. The west tower is expected to be completed in February 2012. Work on drilling the east shafts should begin in March.

Construction began in Jan on SE 17th demolishing buildings and starting on the infrastructure upgrades. Work began preparing a staging area at SE 17th & Powell for construction purposes.

MAX Columbia River Crossing

The next MAX line extension will cross the Columbia River beginning at the Expo Center 2.0 miles north to Clark College. The project will be built in conjunction with the replacement of the twin I-5 bridges across the Columbia River with two new high level bridges. The lower deck of the southbound bridge will be used for the MAX line.

A test project contract was awarded in December. The test project focuses on construction techniques for drilling shafts and pile driving. Three drilled shafts and a set of 5 driven piles are to be completed in June 2012.

Ridership

MAX average number of riders for August 2011 reached an all-time high, weekday 134,400, Saturday 97,600, Sunday 76,500. Portland Streetcar three month average number of riders for the June-August quarter was: weekday 12,400, Saturday 13,300 and Sunday 8,400. WES August 2011 daily ridership averaged 1,660 up 18.6% from August 2010.

MAX average weekday boarding in 2011 FY:

Blue Line	69,700
Red Line	25,600
Green Line	23,100
Yellow Line	16,600
On-time arrivals 2011 FY	
WES-	97.1%
Rail-	84.55%
Bus-	81.4%

Operating Cost Per Passenger Boarding

FY 2012, 6 months averages Light Rail \$1.66, Bus \$2.86, WES \$14.89, Paratransit \$29.40. It should be noted that the average cost per passenger on WES is dropping as the number of riders increases.



Detail of overhead attached to bridge structure.



Attaching insulators and overhead support structure



Overhead almost complete. Union Station can be seen in the background

Transit Updates-Seattle

Roy Bonn

Seattle has some of the worst traffic problems due to its geographic configuration but which is ideal for mass transit. It became so bad that taxpayers in recent years voted to increase their sales tax rate to add commuter trains, light rail lines and streetcar service. The planned regional system will eventually connect Puget Sound's four major centers, Everett, Seattle, Tacoma and Bellevue. Planning and construction can be found in all areas of the system.

South Lake Union Streetcar

South Lake Union Streetcar ridership increased 15% in 2010 over 2009. The greatest increase was seen in weekday ridership which averaged around 1800 riders with over 500,000 riders in 2010, ridership is up 25% from its first full year in 2008. Weekday streetcar ridership in early July exceeded 3,000 passengers a day. During rush hours and noon time, cars often carried crush loads of passengers. But during other times of the day, the cars were running almost empty

The employers adjacent to the streetcar line have provided \$65,000 to the city to operate the third streetcar during the 4:00 to 6:30 P.M rush hour service during weekdays. The streetcar will arrive every 10 minutes from 15 minutes, which will improve the service to Westlake Transit Center for transfers to express buses and to light rail trains. The improved service begins in June for a period of one year. Providing the funding for improved streetcar service makes sense as it

costs about \$60,000 per slot for each automobile parking space. The South Lake Union neighborhood is undergoing a rebirth changing from warehouse to office, residential and retail with over 6 million sq. feet built since 2004. Amazon.com moved their headquarters with 24,000 employees into 14 buildings and more are being hired. The area has attracted large numbers of employees when Amazon.com, Group Health Cooperative, Fred Hutchinson Cancer Research Center and others relocated to the new offices erected along the streetcar line. The question being raised, "How do the people expect to get to work when there is very limited parking?" With expanded streetcar service is the answer! Extending the line to the UW and to Ballard is the answer.

Streetcar ridership is up 38% in 2011 over 2010 to 2250 per day. The streetcars serve more riders per revenue hour than Metros entire bus fleet.

The annual July 4th Gasworks Fireworks Show on Lake Union attracted a huge crowd who came to picnic and watch the fireworks after dark. All 3 street cars were in operation all day until after midnight carrying loads up to 130 passengers on each trip. Many of the riders had transferred from the Central Link light rail line at the Westlake Transit Center.

Seattle Streetcar

The First Hill Streetcar line (Broadway line) construction is scheduled to begin in early 2012. The Environmental Analysis & Impact Statement has been approved and the streetcar stop designs have been completed. Infrastructure and track work are scheduled in segments to reduce the impact on traffic and on adjacent businesses. The streetcar line will replace an electric trolley bus line.

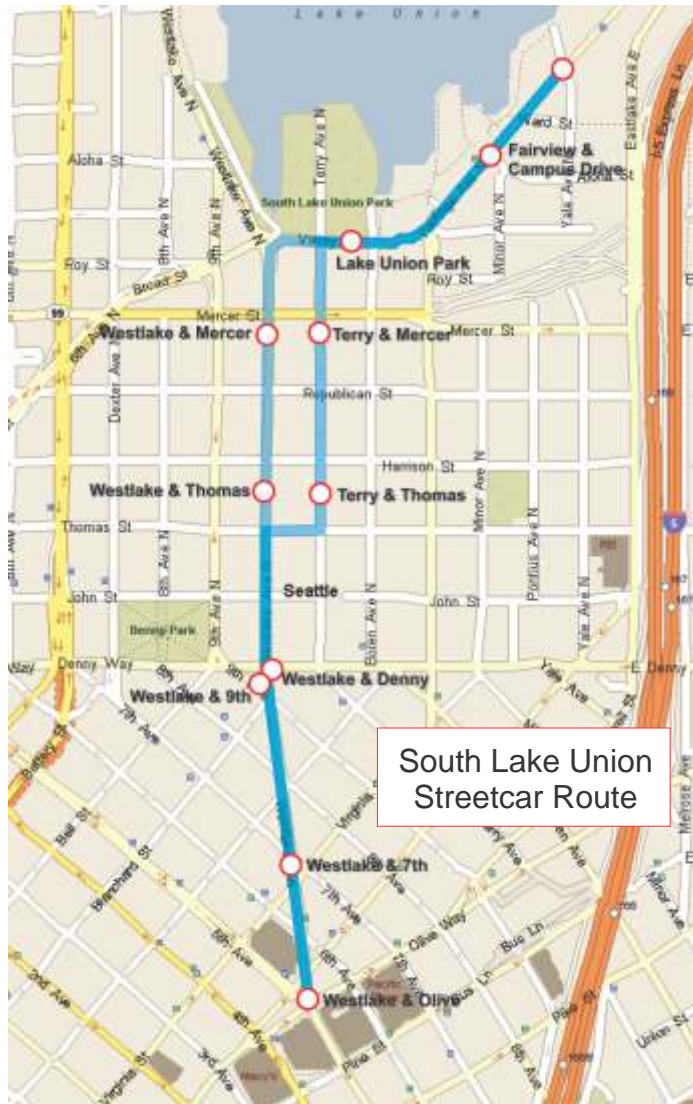
The northern terminus for the initial project is Broadway & E. Denny way. The estimated cost of the line, facilities and cars is estimated at \$132 million. If the bids come in considerably lower, an extension to Roy Street will be considered which is estimated to cost \$20 million. The line is scheduled to begin operation in late 2014.

The streetcar project is being funded solely with local taxes which opened the bidding process to foreign suppliers as well as US manufacturers. The cars will be built by Inekon in the Czech Republic and will be shipped to Pacifica in Seattle for assembly, painting and testing.

Pacifica specializes in refurbishing and fabricating transit vehicles and has worked on Amtrak Cascades trains, the monorail and streetcar. South Lake Union streetcars were built by Inekon."

The Seattle Urban Circulator Line.

Seattle has received a \$900,000 grant from the government with the City adding \$1.5 million for early design work on a circulator streetcar line. The line would connect on 5th Ave. with the First Hill line then North through downtown to connect with the South Lake Union line. The First Hill line would be extended northwest to link with the South Lake Union line thus creating a circulator line. Mayor Greg Nichols has proposed a line along First Avenue but the city's Transit Master Plan explores making use of Fourth and Fifth avenues for the circulator route through downtown



Tacoma Link Streetcar

Tacoma Link, a 1.6 mile line, opened Aug. 22, 2003 built on Commerce St. between S. 9th Street/ Theatre District to S. 25th to the north side of Freighthouse Square (xMilwaukee RR freight house). Previously, about 400 riders a day rode the bus that the streetcar replaced. Streetcar ridership has far exceeded projections which now average over 2600 weekday passengers and 2000 on weekend days.

The Tacoma station for Sounder trains is located on the south side of Freighthouse Square while street cars are on the north side for ease of transfers. Streetcar rides are free. Freighthouse Square will begin serving Amtrak passengers in 2016 when upgrading of the Prairie line to Nisqually is completed.

The success in revitalizing downtown Tacoma has attracted national attention. Several city delegations visited to learn more that might be used by their cities. The millions of dollars that has been invested has resulted in businesses relocating to downtown.

Another clear example of the amazing and unique power of rail transit-even a tiny tram system-to pull motorists out of their cars, and to pull in new business development to help achieve urban revitalization goals. Local officials are looking forward to extending the system.

Sound Transit Light Rail

The Central Link light rail passenger count for the first 6 months of 2011 averaged 19,975 riders per day compared to 17,557 per day in 2010, an increase of 13.8% even in a down economy

The South 200th Extension

Sound Transit has placed the 1.6 mile extension from SeaTac to S. 200th on an accelerated schedule. Preliminary engineering has been completed.. The line will be built on an elevated guideway at an estimated cost of \$383.2 million, however, bids are expected to come in under estimate due to the slow economy. The extension is planned to open in 2016 in conjunction with the University extension.

North Link Extension

Design and engineering is underway for extension from the University station to Northgate shopping Center. The line will be built partially in a tunnel and on overhead guideway. Tunneling is expected to begin when the TBM's complete the boring for the University Extension

Sounder Commuter Trains.

The south extension to Lakewood is scheduled to open in late 2012 with 18 trains daily scheduled in each direction to Seattle.

The Sounder trains to Everett are scheduled to increase from 2 to 4 in each direction as signal work and added double track is completed.

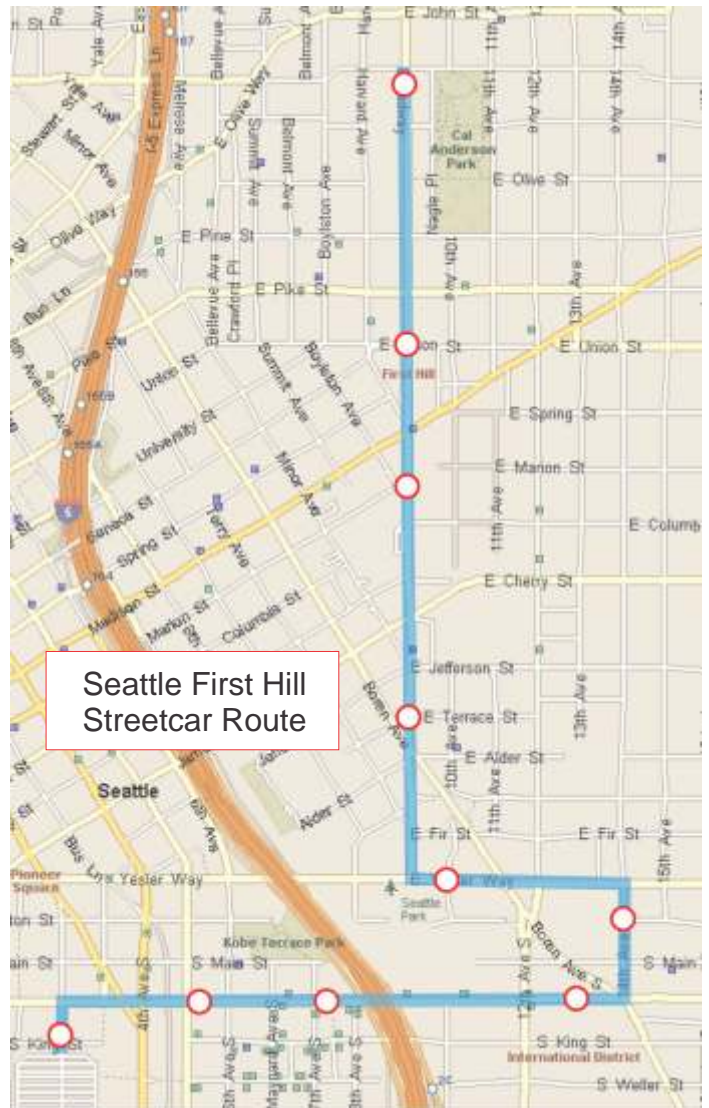
Sound Transit University light rail Extension

Construction of the twin tunnel line from Westlake Transit Center to the U of Washington continues. Pouring of the 10-foot thick concrete slab that forms the bottom of the Capitol Hill Station started on Feb. 26, 2011 and is scheduled to be completed late March or early April. Pouring of the 10-foot thick slab at the University station will start after completion of the Capitol Hill station slab.

Three Tunnel Boring Machines (TBM's), built by Hitachi Zosen Corporation in Osaka, Japan, are in operation boring the twin tunnels on the 3.15 mile line each proceeding about 40 feet a day. Two TBM's, named Balto and Togo, are working from the UW station south towards the Capitol Hill station. The entire extension is being constructed in tunnels that require excavating 30,418 lineal feet of material. As of September 27th, Balto had bored 1600 feet and Togo had bored 3100 feet. The third machine named Brenda is working from the Capitol Hill station south to the existing transit tunnel under Pine Street had completed 1200 feet. Service is scheduled to open in late 2016.

The production of concrete segments at the contractors plant in Tacoma have completed over 1,400 tunnel segment rings by Jan. 31, 31% of the total number needed.

The 1.6 mile extension from Seatac airport to South 200th Street and 28th Ave. S is in the property acquisition stage. Bids for construction is scheduled for late 2011 with construction scheduled to start in 2012.



Spotlight on Members: Mike Parker 1941-2012

We will be spotlighting an individual OERHS member in each issue of The Transfer, with a focus on their memory of Oregon Electric and Portland transit. Greg Bonn helps us remember long-time OERHS member Mike Parker.

Michael Allen “Mike” Parker was born Valentine’s Day, February 14th, 1941 to parents Buck and Geraldine Parker in Oak Grove. He spent his early childhood growing up near the Portland Traction Company’s *Oregon City* line, not far from the interchange with the Southern Pacific. It is no wonder that Mike developed an interest in trolleys and railroads. He began a long standing friendship with the motormen and conductors, remaining in contact with them until they passed, the last being his good friend Ed Belknap, one of the last passenger car operators on the traction company line. It was during this time too that Mike and his young buddies began collecting glass and ceramic power line insulators, some of which remain in the collection today. At ten years old, Mike was given his first radio, an old wood table top set that sat in his grandmothers kitchen that was replaced with a modern plastic model. Mike could have the set, but was only allowed to keep it if he could make it work. He still has that radio.

Mike’s father was a carpenter and as he built the houses, the family would move into one, which took him to Lake Grove for six years where he found it was easy to get back to his old neighborhood by crossing the railroad bridge in Lake Oswego, at one point, running for his life one evening when faced with a freight coming at him while near the middle of the span.

Mike’s mother was an artist and musician, instilling in Mike the joy of music, teaching him to read music and to play the piano. He went on to form “Mr. Lucky and the



Mike Parker - September 2011- Garibaldi, OR

Gamblers”, performing at high school dances and weddings with the occasional gigs at Lake Oswego Armory “sweat dances”.

His last years of High School were spent living and graduating in Sherwood. While his love of trains, trolleys, insulators and radios and music kept him busy enough, he found time to tinker with old cars just like most high school kids at the time and while most of us eventually left the old for the new, Mike always kept an old car or truck around that he could still work on. His last ongoing project is his 1937 Ford pickup setup as an early Mountain States Power Company service vehicle.

After graduating high school Mike took a job in Waldport as a telephone company lineman and installer on the coast and during this time in 1961 he enlisted in the Oregon Air National Guard and went to the U. S. Air Force electronic tech. school at Keesler Air Force base in Biloxi, Miss. In 1967 he received an Honorable Discharge from the Air Guard, all the while, continuing with his telephone job, music gigs, collecting and train chasing.

In the 70’s, Mike was living in Hollywood, playing keyboards for the Hudson Brothers Band, touring the U.S. and Canada, cutting records and performing live television appearances. While living in Hollywood, Mike met Candice, the two were married on the Queen Mary on March 27th 1976 and returned to Oregon in 1977 where they bought a house in Sellwood, across the street from



Mike Parker in front of 25 ton electric locomotive E251 on August 16, 1987 at the Trolley Park in Glenwood.

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Mike Parker, continued

the old traction company motormen's clubhouse and trolley tracks.

Through the 80's and 90's, Mike continued with his music, playing with various local bands including the "Paul delay Blues Band", "Round Trip", "The Sludge Brothers", "Wrinkle" and "Little Big Band". His interest in trolleys and railroads lead him to the Trolley Park in Glenwood where he became an active volunteer and participant in many of the projects there including supplying and installing a period phone system between the buildings, installing and maintaining an operating block signal system, restoring the controls and rewiring Blackpool #48, rebuilding the 600 volt overhead and later, the removal of the overhead electrical system at Glenwood. After a short stint as an employee of Gales Creek Enterprises, Mike obtained his electricians license and when he tired of installing cable tv hookups in the Portland area, landed a job as an electrician at OHSU until retiring in March of 2009. While working at the hospital, Mike continued his schooling at Portland Community College, receiving a Diploma in Telecommunication Administration in June 1992.

The Willamette Shore Trolley was another favorite distraction for Mike, being only ten minutes from the Sellwood house, there was never a hesitation when the call for help went out. His electrical expertise kept the cars running despite the age and conditions of the equipment and parts he was given to work with.

The museum move to Powerland in the 90's found Mike working on the design and installation of the poles and overhead lines for the new museum operation spending many weekend days from dawn until dusk working on the ladder truck or in the bucket of the high-ranger mounting bracket arms, stringing support spans and hanging trolley wire. The high-line insulators at the top of the poles along the museum track all came from Mike's collection with the model type and vintage stamped on copper tags attached to each pole.

Mike retired from OHSU in 2009 after twenty years of pulling cables, testing fire alarms and mapping old and new systems into a new computer program. He never stopped collecting radios and his collection of insulators was growing too large for the old house and yard in Sellwood and after the loss of the old car barn down the street...Mike tried to save that too. Mike and Candice found their dream home in Garibaldi in 2007. A house twice the size of the home in Sellwood and a shop building half again bigger than that with a great view overlooking the bay, Mike sold the old house and moved Candice and his collections to the new place, all but a few

choice items to keep him company in a small apartment in Forest Grove. With two years to go until retirement, he commuted by Max between Portland and Hillsboro during the week and went home to Garibaldi during the weekends when the weather allowed.

After retirement, Mike settled in to the new place concentrating on his collections, living the easy life at a pace he described as "beach time", never in a hurry to get anywhere and things get done when they get done. Not far from the house lie the tracks of the Tillamook branch owned by the Port so naturally, Mike had to get involved. He became vice-President of the Pacific Railway and Navigation Company, Inc. and was helping to spearhead efforts to save the line from abandonment and pushing for legislation to provide funding to repair the damage to the line along the Salmonberry River. His current project was to supply all of the high voltage insulators and pins to the Western Railway Museum at Rio Vista Junction in their efforts to re-create a section of the Sacramento Northern mainline. He had just completed his radio shack and showroom within the shop building where he could work



Mike admiring the completion of the cabinets and shelving in the new radio shack, a combination repair shop and mini-museum located inside the main shop. Jan 8, 2012.

on his restoration projects and operate his ham radio in relative comfort.

Mike's condition was revealed late last year and while the symptoms were mild at the onset, they progressed rapidly by the end of January.

Mike passed away in his sleep Monday morning February 6th, 2012.

Greg Bonn