



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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The Oregon Electric Railway Part 4

By Roy Bonn

The proposed expansion of the OE from Tigard to Newberg and McMinnville was never built due to a couple of reasons. The start of WW I and the electrification of the SP lines through McMinnville to Corvallis, however, OE had laid 3,241 feet of track the entire length of First St. from Dayton Ave. south in Newberg adjacent to the Red Electric passenger line but without the overhead wire. Several hundred feet of tracks also were laid in McMinnville on "B" Street. The tracks were constructed to meet the terms of the franchise required to keep it active in the event construction of the line were to ever be built.

Skagit River Railroad had purchased 5 cars from the OE that included #135 which should be included in the OE article in the previous issue of The Transfer. The OE sold the body of car #105 which became the Oak Grove Diner on McLoughlin Blvd. It lasted there until 1964 when it was moved to Banks to be used as the ticket office for the VSP & SSRy steam powered excursion train operated on the SP&S Vernonia branch. The VSP & SSRy purchased six OE cars from the Pacific Great Eastern Ry. in B.C. and two cars from WVERA for the excursion service that lasted until 1970. The lack of freight traffic and the high expense of maintaining the trestles and roadbed led SP&S to abandon the line. The old rail bed was later converted to a hiking trail. Banks Lumber Company scrapped car 105 in 1993 as it was in very poor condition and was located in an area that was needed for the log yard expansion. The OE converted quite a few passenger cars for work train service both on the OE and on the SP&S railroads after removing the motors and electrical equipment. I remember seeing a B&B work train consisting of OE cars in Wilsonville in the late 1930's and again seeing OE work train cars in the SP&S Vancouver yard in the mid 1950's.

The North Bank station was converted to condos in the 1990's after being used by the SP&S as a freight depot for many years. The passenger stations in Eugene and Albany were sold and are still being used as restaurants. The Donald substation and freight house is being used as warehouses by local farmers.

See this issue in color on line
at oerhs.org/transfer

After the end of passenger service on May 13, 1933, electric motors continued in service hauling freights between Portland and Eugene and on the Forest Grove branch. Several of the baggage cars and combines were converted to expedite carloads of fresh fruit to the parent railroads in Portland. Steam engines continued in use on the Sweet Home and Holley branches to Albany until dieselization. As freight business increased in the late 30's and early 40's, the freight car interchange with the parent companies became very inefficient with the street running in downtown Portland using the United Railways track on Front Ave., west to 10th into the interchange yard. The city of Portland wanted freight trains off Front Ave. which resulted in a major change in routing freight cars. A new line was built from Orenco to Bowers Junction and the NW leg of the Orenco Junction was reinstalled. Freights would travel between Tigard and Beaverton via Garden Home with the electric motors and attach a steam engine in Beaverton to take the freights to Bowers Junction and over Cornelius pass on the UR to Portland. On southbound freights, the steamer would take the freights from Portland and drop the loco in Beaverton where the electric would take the freight south. The line from Garden Home to Portland became a branch to serve



Oregon Electric train at end of the track at the corner of Arthur Street looking North on Front Street in Woodburn, Oregon. The Southern Pacific Railroad is on the right. The light beige building on the left is still standing today. This picture was taken on opening day in 1912.

Oregon Electric Railway Historical Society

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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 to the public in early May 2013 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.

Willamette Shore Trolley back after three-year hiatus

OERHS members were on hand to move Gomaco-built Vintage Trolley #514 to the Lake Oswego car barn in early April. After a successful effort from multiple groups including Lake Oswego, Portland, Clackamas County, Multnomah County, TriMet, Metro and the Oregon Department of Transportation, funds were obtained to cover rolling stock movement, line updates,



and operation. Rod Cox, General Manager of WST expects the line to be operational before summer.

Bill Binns photo

Initial electrical testing with 514 and a generator were successful as the car was run over part of the route to test power and other aspects.



514 being moved from a flatbed trailer to the track at Lake Oswego.

Gage Geist photo

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, Part 4. Continued...



Combine 65 shown in the yard.

Jim West photo 2003



A car similar to car 65 being restored. This is typical of the reconstruction process at the Black Hills Central shops

Jim West photo 2003

a few customers mainly on the UR branch south along Macadam Ave. The steepest grade on the line was through Garden Home and in order to eliminate this bottleneck, trackage rights granted in April, 1942 by SP to OE between Tigard and Beaverton. With this change, the transfer between electric and steam power was changed to Tigard. The original line from Beaverton & Tigard to Portland was abandoned and the UR line along Macadam was sold to the SP for \$1.

On July 10, 1945 all electric operations were dropped by using diesels and steam until dieselization was completed. Freight business continued to increase until the decline of logging and lumbering began in the 1960's and the railroad became unprofitable again in the 1970's. With the merger of the GN, NP, SP&S and Burlington railroads to become the BN, the OE remained a separate Corporation. The Oregon Trunk (OT) was merged into the OE on April 1, 1980. The OE name was changed on May 1, 1981 to BN (Oregon-Washington) Railroad and was merged into the BN on October 1, 1985.

Passenger excursion trains were operated by the SP&S for special events such as the Scandinavian Festival

in Junction City using parent company cars. The only excursion train I rode was on Oct. 23, 1955 with a baggage car, eight coaches and OE cars 65 & 133 that were sponsored by WVERA and PNERA.

In 1995, the Willamette & Pacific took over the southern end of the OE and in 1997, the Portland & Western took over the remaining OE lines plus the SP&S lines as well as the Westside SP lines. These lines now operate under the P&W Railroad. The OE Sweet Home branch and the SP branch to Mill City were taken over by the Corvallis Eastern Railroad.

TriMet purchased the SP line from Beaverton to Tigard and the OE line to Wilsonville for commuter service by WES for a total of 14.7 miles. WES service began February 2009. P&W continue to operate freight trains over this line as well as operate the WES trains for TriMet. The line between Beaverton and Hillsboro was purchased by TriMet for use as its westside Light Rail line. The last BN freight operated on this line on Dec. 31, 1994. I-5 was built from Jefferson St. in Portland to Multnomah Blvd using the OE railroad grade. Multnomah Blvd. was built from I-5 to Garden Home using the OE grade which had been donated to Multnomah County in 1943.

The OE timetable of the late 1920's shows the distance between Tigard and Wilsonville at 10.9 miles with 7 stops; WES has 3 stops. Let's compare the WES schedules to the OE schedules:

Trip	OE	WES
Wilsonville to Tigard	Between 21 and 27 minutes (varies by time of day)	18 minutes
Tigard to Wilsonville	Between 20 and 25 minutes (varies by time of day)	Between 16 and 21 minutes (Varies by time of day)

Since P&W purchased the railroad, they have been able to really grow the freight traffic. In recent years some of the local freights see as many as 39 and even 54 cars in a train. On the BNSF run through train scheduled between Pasco and Albany, a count of cars as it passed through Salem has been noted as high as 93 cars with 6 engines powering the train. The run through trains use a mix of P&W and BNSF engines. In addition there are rock trains, log trains and general merchandise trains. What a difference from what I remember seeing in the 1930's.

The only sections of the line that have been abandoned has been Portland to Tigard, Garden Home to Hillsboro, the last one mile west end of the Forest Grove line, the passenger line in Salem and the south end in Eugene that operated over 5th Ave. The fact that the majority of the line is in operation and is quite busy is a testimony to high construction standards and the location of the line.

Tom Swift and His Electric Locomotive

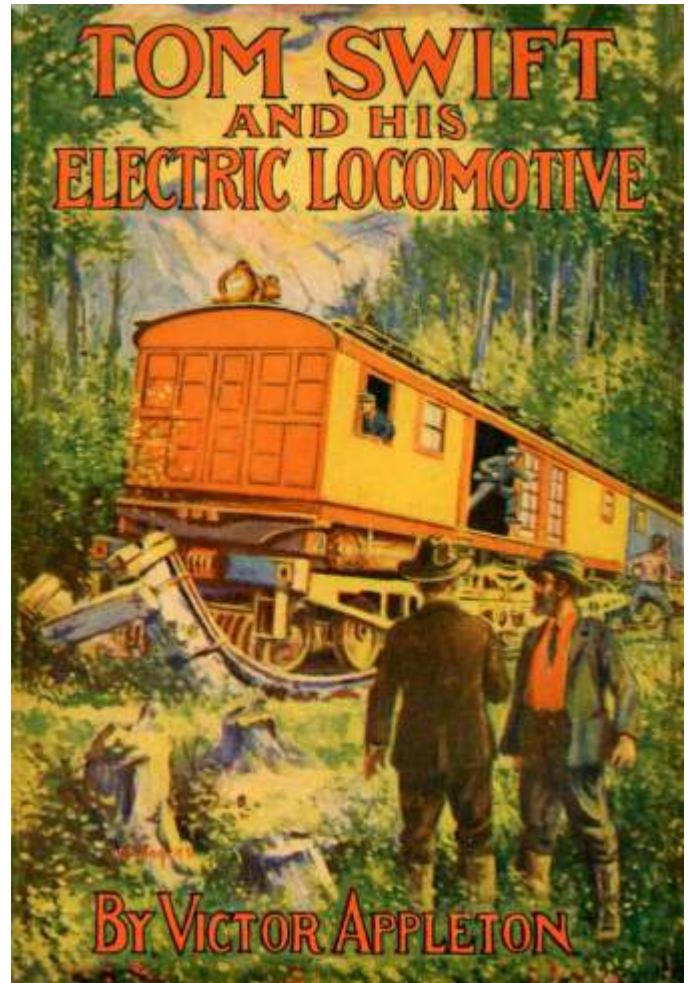
By Richard Thompson

As a retired librarian, I know that adventure books are still popular with today's youth. Yet, I also agree with collectors who feel that modern juvenile fiction somehow lacks the appeal made by the classic series of a century ago. In an era long before the Internet, television, or radio, books like those in the Tom Swift boy's adventure series allowed young readers an escape into worlds full of danger and excitement.

The character of Tom Swift was created by book syndicate founder Edward Stratemeyer, who sought to capitalize on a growing market for children's science adventure. Stratemeyer and Howard Garis wrote most of the volumes in the original series, while others were produced by ghost writers. All appeared under the collective pseudonym of Victor Appleton.

Tom was a self-taught teenage inventor patterned after Thomas Edison or Henry Ford. Several modern inventions, including the taser (an acronym for Thomas A. Swift's Electric Rifle), were foreseen in the Tom Swift stories, whose emphasis upon science and technology provided inspiration to prominent figures such as science fiction writer Isaac Asimov and computer pioneer Steve Wozniak. Although the Tom Swift books were first published in 1910, many are still available in print and digital format today.

Inspired by a suggestion from OERHS member Bill Binns, I recently searched through my library for a long forgotten copy of, "Tom Swift and His Electric Locomotive." Of the more than 100 titles in the Tom Swift series, this is the one most likely to interest members of the railfan fraternity. It is a 1922 adventure in which Tom develops an electric locomotive whose amazing power and speed save a struggling



In this cover illustration by Walter S. Rogers Tom is seen leaping from the doorway of the Hercules 0001 after it had been derailed by saboteurs. As depicted, the locomotive closely resembles a Milwaukee Road ALCO-GE EP-1 boxcab.



Milwaukee Road boxcab number E-49B is seen at Tacoma, Washington toward the end of operation in 1972. The 1915 vintage EF-1 was an amazement in the diesel age. At 663 route miles, The Chicago, Milwaukee, St. Paul and Pacific Railroad ran from Harlowton, MT to Tacoma and Seattle WA, with a non electrified gap between Avery, ID and Othello, WA. It was the second largest electric railroad in America (after the Pennsylvania Railroad).

railroad from an unscrupulous competitor.

Descriptions in the book allow us to compare the fictional engine with real locomotives of the time, and to imagine what Tom's Hercules 0001 might have been like had it really been built. Tom's locomotive, which he called the "Three-Oughts-One," was a 90-foot-long electric boxcab weighing 285 tons. It consisted of A and B half-units that were semi-permanently coupled back-to-back. The wheels were arranged so that there was a non-driven four-wheel truck on each end, with 12 large driving wheels in between. Each powered truck was equipped with twin motors and flexible spring drive. The Hercules 0001 used pantographs to draw power from overhead catenary.

Tom's new-fangled locomotive bears a strong resemblance to the boxcab engines that once traversed Northwest forests on The Chicago, Milwaukee, St. Paul and Pacific Railroad (The Milwaukee Road). Likely candidates are the EP-1, built by ALCO-GE (the American Locomotive Company) in 1915 and 1916, or the EP-3, built by Baldwin-Westinghouse in 1919.

The first of these, EP-1 class motors 10100-10111, were passenger locomotives, while their sisters, the slower EF-1's, numbered 10200-10229, were assigned to freight service.

When a newer series of engines (the EP-2 bi-polars) appeared in 1919 the EP-1's were converted to EF-1 freight locomotives, and renumbered 10230–10241.

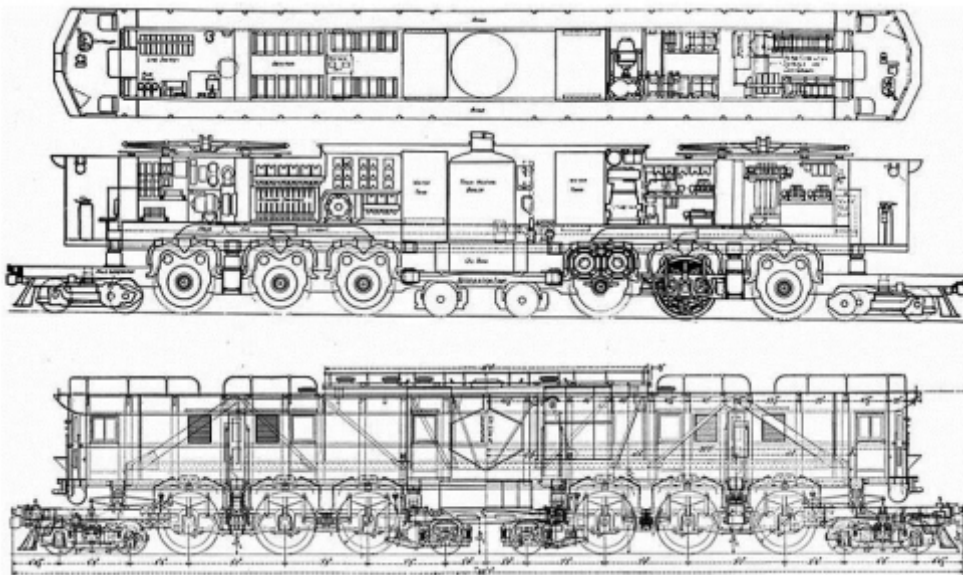
Another new locomotive series, the EP-3 class originally numbered 10300-10309, also arrived in 1919. Their heavier weight and larger drivers caused mechanical problems and they were retired in the 1950s. In contrast, a few of the earlier EF-1's continued in service until July, 1972.

The electric boxcab engine appearing on the cover of "Tom Swift and His Electric Locomotive" closely resembles an ALCO-GE EP-1. On the other hand, as described in book, the Hercules 0001 is more similar to a Baldwin-Westinghouse EP-3. Specifications are compared in the chart.

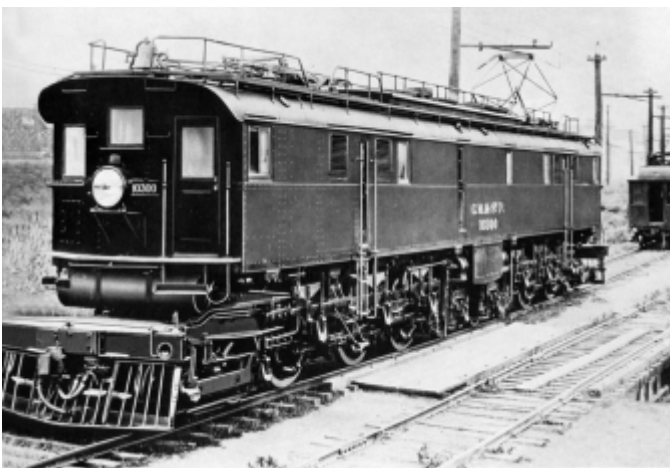
Since the book was written in 1922, after the Milwaukee

Road locomotives were manufactured, most of Swift's box cab design is not that farfetched. However, the Hercules 1000's ability to pull long freights uphill at 45 mph is unusual. Real electric locomotives could only manage about 15 mph on a grade. Since there was no way of shifting gears on electric locomotives they were geared for either speed or power. Nothing was said about how Tom's amazing engine managed to be both powerful and fast.

Engine	Top Speed	HP	Voltage	Drivers	Wheels	Weight
Hercules	120 mph	4,400	3,000 DC	70"	2-C-0+0-C-2	285 tons
EF-1	30 mph	3,400	3,000 DC	52"	2-B+B+B+B-2	261.3 tons
EP-1	60 mph	3,400	3,000 DC	52"	2-B+B+B+B-2	261.3 tons
EP-3	65 mph	4,680	3,000 DC	68"	2-C-1+1-C-2	?



This drawing of a Milwaukee Road EP-3 class "Quill" drive locomotive shows the 2-C-1+1-C-2 wheel arrangement. In electric locomotive wheel nomenclature numbers refer to non-driven (pony) wheels, while letters are for drive wheels. A means one wheel per side, B two wheels, C three wheels, etc. An EP-3 had 56" pony wheels and 68" drivers.



The most powerful boxcab yet, 78-foot-long number 10300 is seen here at the Baldwin Locomotive Works soon after building in December, 1918. The quill drive EP-3's were constant headaches for the Milwaukee Road mechanical department and were rebuilt several times. Their heavy weight and large drivers contributed to frame breakage.



The nation's last transcontinental railroad is long gone, as are its boxcab engines, but a vestige remains in number E-57B, preserved today in Harlowton, MT in maroon-banded Milwaukee Road livery. It is not hard to see why the EP-1's inspired a Tom Swift novel; GE described them as the largest electric locomotives in the world

Pacific Northwest Transit Updates By Roy Bonn

Portland

The Milwaukie light rail line extension has reached a 35% completion of the project. Construction is underway all along the line as evidenced by several streets closed where track construction is underway. There are quite a few NIMBY's (*Not In My Back Yard*) living in Clackamas County that oppose the project and want to vote to stop it. TriMet replies that no changes are possible since all parties agreed and signed onto the project.

MAX

The construction of the Milwaukie extension of the MAX light rail line is in full force with, it seems, an army of workers all along the line. Several streets are closed or lanes closed while construction is ongoing. Bridges and trestles are under construction which is really changing the landscape.

In order to keep a reasonable track grade at the south end of the new Willamette River Bridge, the track will cross the

OPR (xPTC) at grade. This grade crossing of a common carrier railroad by a light rail line will be unique as it will be the only one in the USA. The new East Portland yard of OPR is being rebuilt just north of the new grade crossing with the old one being removed. The OMSI station will be located just west of the OPR tracks. The grade crossing will be aligned for the light rail line with an interlocking switch that will require a 15 minute notification for OPR to pass over the diamond.

The UP (xSP) crossing of the OPR at Caruthers St. was removed in 2007 at the request of the city of Portland. That spur had originally to serve the Inmann-Poulson Lumber mill and a few warehouses south of the spur. OMSI was built using the old power house that had also produced electric power for Portland streetcars.

Boardings during the 4th quarter for MAX declined slightly while boardings for WES continue to increase. The elimination of fareless square may be one of the reasons for the decrease.

Seattle

Sound Transit ridership in 2012 has shown large increases in all types of transit. The Central Link light rail line had 2.8 million boardings, 11% increase over 2011. Sounder commuter rail line had 2.8 million boardings in 2012 up 10.5% over 2011. Tacoma Link streetcar rail boardings topped 1 million in 2012.

First Hill Streetcar construction continues with track laying on Broadway from Boren to Yesler Way and east to 14th. Track work including paving should be completed on this section by the end of March. Drilling for the overhead utility pole foundations is in full swing. New water and sewer lines are being installed as required on Jackson St. and new cars under construction.



First Hill streetcar line in Seattle. Rails being prepared at Jackson St. for laying.

Sound Transit

Work is ongoing preparing the tunnels for the rail line extension to University of Washington campus. Design and engineering of the Northgate extension is expected to be completed in mid to late 2013, which also will be built in tunnels. Work is underway at the Roosevelt Station site which is the location for the tunneling machines to start. The tunnels will extend to just south of the Northgate shopping Center. The tracks to the Northgate station will be built on an elevated

structure.

The Lynnwood extension will start at this point north to the Lynnwood transit center at 200th St .SW. The draft EIS & Advanced Conceptual engineering is planned to be completed in late 2013. The line will be on the eastside of I-5 leaving Northgate and will pass over the freeway to utilize the old Seattle-Everett interurban right-of-way where the high voltage power lines are situated. Eventually the line will be built to Everett.

The South Extension from SeaTac 1.6 miles to 200th St. & 28th Ave. South will be built entirely on an elevated guideway. The name selected for this station is Angle Lake which is a better description of the area. A construction contract was awarded to P.C.L. Civil Constructors, Inc. which will design and build the project with construction to begin spring 2013.

East Link Extension - a design review of various Bellevue segments of the line is ongoing for incorporation of cost saving ideas. A final decision to incorporate any of these ideas will be made in 2013.

Tacoma Link Streetcar expansion proposals have been presented to the public for their input on three possible corridors.

1. North and Central 2.9 miles,
2. Eastside 2.3 miles, or
3. Eastside extended 5.4 miles.

Rail Transit is alive and growing in the Puget Sound area.

Sound Transit Central Link rail line is quite different than the MAX lines in Portland. The Central Link cars operate on a city street on the south end of the tunnel and on Rainier Avenue. All other parts of the line are in tunnels or overhead guideways. The extensions of the line are in tunnels, overhead or private right of ways. The light rail cars share the tunnel under Seattle city center with several trolley coach lines. All stations were constructed to handle four car trains which help to move crowds that attend football and baseball games.

Dresden Transit Travels: Part 1

By Mark Kavanagh

I have made 4 trips to Dresden, Germany over the past 13 years. This is the first part of a 3 part narrative of my experiences in Dresden, mostly related to rail fanning. Part One will give some historical context of Dresden the city and development of the Strassenbahn (aka Trolleys/trams). It will end with my first visit to Dresden in 1999, just 10 years after eastern Germany was reunited with Western Germany. Part Two of the series will center on the Strassenbahn from 2000-today, with the evolution of Dresden since unification, along with the S-Bahn system. Part 3 will focus on the two funicular lines and two steam railways near Dresden. So sit back and relax, and enjoy the ride.

The Florence of the Elbe is a beautiful city. The city has a lot of fantastic Baroque architecture mostly thanks to King Frederick Augustus the Strong. He brought prosperity and ceramic manufacturing to Dresden. He built many of fine palaces and buildings to the seat of Saxony. He also ruled over Poland.



1927 postcard view of Postplatz looking toward the Zwinger Palace in the background. Notice the twin spires of Sopheinkirche (Saint Sphia's Church) to the right.
Copyright DVB Archives



1890 postcard view of Horse cars at Postplatz with the twin spires of Sopheinkirche in the background.
Copyright DVB Archives



1945 view of Postplatz, almost identical view as 1927 veiw. Sopheinkirche is in ruin, foreground buildings are totally gone.
Copyright DVB Archives

Dresden remained the center of the arts, culture and commerce for the State of Saxony for many decades. With the city being on the Elbe River, commerce came easy. Steam paddle-wheelers roamed the Elbe River delivering trade and passengers to nearby villages. To this day, tourists can ride the Elbe River the in virtually the same style steam boats as they did 100 years ago.

In 1872 the first tramway opened in Dresden as a horse car linking the city center with nearby Blaswitz, now a part of Dresden. By 1889 there were 9 horsecar lines going from the city center to various points inside and outside the city. Around 1894, the first electric tram operated in Dresden, and the city never looked back. By 1909 there were 22 tram lines heading to all parts of the city. The tramway uses the unusual gauge of 1450mm or 4ft 9-3/32" still to this day.

The first bus routes started in 1914, but trams remained supreme throughout the city. By 1936 there were a total of 24 tram lines and 12 bus routes serving the city. The trams in use during this time period were all single truck cars. Often one motor car would pull one or two trailers.



1999: Modern tram with Tatra as viewed from my hotel



1999: Modern tram passing.

During WWII trams played an integral role to get the workers and soldiers to where they needed to be to support the German war effort. Then on February 13, 1945 the Allies bombarded Dresden, virtually leveling the entire city. The entire historic center of the city was destroyed along with railway stations tram barns and infrastructure. The following day only 44.9km of the mighty 185km of the tram system were barely in operation with 6 lines running. 191 trams were destroyed and another 121 were damaged.



1999: Tatra tram at Postplatz

Soon the war was over and Dresden became part of Eastern Germany, or DDR. Under the DDR, tram service was further restored along with rebuilding of parts of Dresden. By 1948, 14 tram routes were restored. Trolley buses also enter the scene. By 1961 21 tram routes were in service, but by this time more routes were going into service as well.

In 1967 the first Tatra tram car from Prague started plying the rails in service. Their trucks and running gear of these cars were based on the American PCC design. These cars quickly removed all the older cars from service. The Tatrás, like their older cousins, ran as single cars, or would pull up to 2 trailers in service. The Tatrás ran in regular service up to 2011, although some rush hour trippers in 2012 were still using these venerable cars.

Once the fall of the Berlin wall came, the future of Dresden's trams was in doubt. Most of the system was run like a traditional streetcar system, in the street. The DDR did build some modern Light Rail like sections on the outer end of some lines. However, car traffic in center city was definitely affecting the trams schedules and over all traffic.

Luckily the city of Dresden made the conscious decision to keep the trams, and even upgrade them. They started a program to slowly replace the Tatra trams with modern multi-section Trams (LRV's) from Bombardier. This program started in the late 1990's and just completed in 2012. The transit agency, after the DDR fell, became known as DVB, or Dresdner Verkehrsbetriebe AG. DVB is responsible for all the buses, trams, ferries and 2 funiculars in Dresden City. The Funiculars will be covered in part 3 of this series. VVO is the regional transportation agency covering transit

and S-Bahn service in the entire region. The S-Bahn is operated by Deutsche Bundesbahn, or DB for short. DB is the national Germany (albeit semi-private) railway. Fares are fully integrated between VVO and DVB, with fares based on a zonal system. VVO also is the marketing partner and provided subsidies for 2 steam railways and tram line in Bad Schandau. The S-Bahn will be briefly covered in Part 2 of this series. The Steam Railways will be covered in Part 3 of the series. Bad Schandau will be a separate article.

The renewal of the tram was coincident to the overall renewal of Dresden. Under DDR rule very little of Old Town Dresden was rebuilt. Much rubble had remained in place since WWII. The DDR did do some rebuilding, of the building along the riverfront, and built many bland apartment buildings in some of the burnt out districts.

As part of the renaissance of Dresden, the State of Saxony, along with Germany, worked to attract high tech manufacturing to an otherwise depressed economy. Siemens, a German Electronics, firm built a huge campus just north of town by the old military zone, and right along a tram line. Later Dresden became a site for the American hi-tech firm, AMD. This was AMD's first factory outside the US. Its factory was built on the edge of town by Dresden airport. Sadly it was built a couple of miles away from the closest tram line. But the transit agency did run bus lines to the AMD campus. It was because of the Semiconductor presence in Dresden that I have been able to travel there over the years.

My first visit to Dresden was at the very beginning of the renewal of the Strassenbahn in winter of 1999. I was sent to Dresden to be a technical advisor with the sales team to visit a potential customer in Dresden. AMD was a US customer of my company and we were trying to win new business at their new factory being built. It was a short trip. Basically 3 days. I was in luck, as the hotel they put me in was right along a tram line with my small window looking towards the street.



1999: Tatra trams passing at Albertplatz.



1999: Tatra tram at Postplatz.

I had 2 half days to be able to quickly tour the city, using the trams as my conveyance. At that time, I thought most of Dresden looked sad and depressing. The winter weather did not help either. Even my first impression to Dresden, the airport, was sad. At that time the terminal was old and seemed to be stuck in the 1940's. Across the street from the hotel were old military storehouses/training center. All looked weather beaten as if the war only ended a few years ago.

However, I did see the start of Dresden's rebirth. The first new Bombardier trams were in service along with the venerable and very clean Tatra's. There were 13 tram routes running, but a good portion of routes in the southeast section of the city were closed for rebuilding. Many of the routes converged and terminated at Postplatz. Today, Postplatz remains the tram hub, but no routes terminate here. Unfortunately, I did not get a lot of photos as this was the pre-digital age

I cut my stay in 1999 short to Dresden by one day to head up to Berlin for 24 hours prior to my departure abck to the US. But I did get a taste for Dresden. I was happy to return 9 years later to see a big change in Dresden for the better. See next installment in this series on Dresden in the next Transfer.

References used for this segment include some Wikipedia articles, my own experiences and a great book in German published by the local Transit agency, DVB: Bon Kuchern und Kondukteuren. It was published for the 135 anniversary of the Dresden Strassenbahn in 2007.

All photos by Mark Kavanagh except vintage photos on page 7

Interpretive Center Update, April 2013

Greg Bonn

Work continued on the interior of the Interpretive Center during the winter months with the completion of the sheetrock and insulation. All rooms except for the display area have been primed and painted and the mini-split heating and cooling systems are installed in the library and ticket office. Cabinets have been installed in the restroom and ticket office and the interior doors have been hung and painted. Light fixtures were assembled and hung in the library, main hall and lobby. The escutcheons, trimming the fire sprinkler heads and the grills for the air conditioning vents have been installed. The counter top for the restroom was fabricated and installed and a stainless steel sink set and plumbed.

Linoleum flooring has been installed in the kitchen and bathroom on the second floor as well as the grills and registers for the heating system.

The wood for the moldings and trim has come back from the dryer and has been sorted and stacked in the display area to be milled, cut, primed and painted prior to installing. The wainscot materials have also been sorted and stacked and preparations are being made to move the necessary tools and equipment into the display area to set up shop to finish the interior cabinetry and woodwork.

The exterior siding has been caulked and the eaves primed and readied for painting as the weather improves.

Coming up, completion of the electrical and interior plumbing, exterior lighting and gutters.



Sheetrock and painting complete, new light fixtures installed.



Fire sprinkler system and lights in place.



New cabinets , counter top, and stainless steel sink in the restroom.



Exterior picture of Interpretive Center April 2013.

Spotlight on Members: Rod Cox

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



Rod next to 1304 at Glenwood Trolley Park.

I was born in Los Angeles in 1940 and as far back as I can remember, my only reason to grow up was so I could work on the railroad.

When I was about 3 or 4 years old, on warm summer evenings, my Dad would take my mother, and sister and I to Lamanda Park, a station of the Santa Fe east of Pasadena, California, to watch trains go by on their journeys to faraway places. Usually there would be one or two helper engines sitting there on a siding waiting for clearance to head back to the roundhouse in Los Angeles after helping eastbound passenger trains up the grade from L.A.

One evening there was one locomotive sitting there softly droolling to itself while waiting for clearance to head back to L.A. when the engineer invited several of us up into the cab. I did not need a second invitation. I scrambled up the ladder and through the gangway into the giants cab admiring the engineer's controls as the firebox rumbled and the deck plates trembled. I was a little nervous but, I knew I belonged.

The railroad was all I wanted for my life's work, and about my only reason to grow up.

We had a full basement under our home in Pasadena and I would go down stairs sometimes just to sit on one of the benches my Dad had built so I could close my eyes and just quietly daydream about running a giant steam locomotive pulling a train down a beautiful green right of way with the telegraph poles flying by, the hills receding in the distance, under beautiful blue skies.

Sometimes I would line up benches, wooden orange crates and apple boxes in a long line pretending this was my freight train and I would run over them as a brakeman tying down hand brakes for the next descending grade.

I had a couple railroad magazines from 1946 and 1947 which I thoroughly enjoyed. When I was eleven and thinking that they were no longer in print, I was pleasantly surprised to find them still on the newsstands. I looked forward to each new exciting issue. Then one day a neighbor gave me a collection of railroad magazines going back to 1943. I devoured these magazines as I read of all the adventures of railroading.

In the Navy in Memphis, Tennessee, when I was off duty,



Another photo of Rod on car 1304

I would go to the ICRR Central Station where I was "breaking in" as a railway telegrapher.

I was excited about doing most any and every task the railroad offered, from being a railway telegrapher to train service, and everything in between. I wanted to be able to do it all.

In my middle teens friends and I built some 18" gauge track in my back yard so we could run our two gold mine cars on it. We also put up telephone poles for our telegraph and telephone circuits.

In our basement I had Lionel tracks running all over it with trolley wire overhead.

Half of the garage was mine and I had it full of streetcar parts that we had gotten, with permission, from cars being scrapped at Terminal Island.

Everything I did was in relation to my railroad interests, including learning the sign painting trade. My papers in school often had track maps, pictures of trains etc. on them. In art, my pictures almost always somehow incorporated railroad scenes. The Three R's! What was that? I was only in school because I had to be, besides don't these paid educators know how to spell?

God blessed me with a very dear mother who was very tolerant of my railroad activities. I was richly blessed to have



A two-car train of 1200 class cars on the Oak Knoll line as they head down East Colorado Street at North Madison Avenue in Pasadena, California on their way to Los Angeles.

J. Allen Hawkins Photo

Rod Cox, continued

a good and understanding mother. Along with several lifelong friends, Dave Gillespie, a motorman on the Pacific Electric, and his family were all very encouraging in our pursuit of railroading. We would go up to Summit California on the Santa Fe Rail Road to visit Chard Walker. We also went on many excursions together.

Upon moving to Oregon, my family and I soon started going to the trolley museum when it was at Glenwood. When the museum started running the Willamette Shore Trolley in 1987, I got involved with everything I could, from track work, sign painting, signal maintenance, stores department, car department, engineering, and passenger traffic, which included designing brochures, tickets, timetables, maps and train service. My wife and family, all five children, helped a lot in this work. This was our vacation and we all enjoyed it to the fullest.

I enjoy doing all of these things very much. I started managing the Willamette Shore Trolley in 1999.

Trying to build passenger traffic presented a few challenges as on average we were shut down on passenger service about every 2 or 3 years. First the "Big Pipe" a storm pipe line which removed the track at the north end, then trestle repair three different times and also the truncation of the line, cutting it back one mile from Riverplace to Bancroft St. All of these events presented their challenges. Now after almost three years of not operating, we are about to be back in service again with one of the vintage trolleys.

On a test run the car ran quite well. It was great to ride the line again. The vintage car (514) is somewhat heavier than any of our other cars that we have had on the line before, but rode quite well, more like an interurban car. It was great. It reminded me of when I was a boy riding my beloved Pacific Electric Railway that the Lord blessed me with.

I think of those blessed trips every day since then, when my dear Mom would take us into L.A. on the Oak Knoll Line.

We would ride the bus from our home to Colorado and Lake Streets in downtown Pasadena where we would get off and wait on the corner for a few minutes for the Pacific Electric big red cars on the Oak Knoll Line to take us to L.A.

We only had to wait a few minutes when out of the distance a beautiful sight appeared, a one or two car train of the big red cars would be seen looming above all other traffic as they came gently down Colorado Street in our direction finally pulling up to our car stop and waited for us too board.

The ride into Los Angeles was always an exciting ride as there were so many things of railroad interest along the way.



A two-car train of 1100 Class cars bound for Pasadena near El Serento on the Oak Knoll line.

Al Hajj Photo



Oak Knoll car 1112 turning from South Lake Avenue on to East Colorado Street Pasadena heading toward the North Fair Oaks Avenue car barn after a speedy run from Los Angeles. We had just debarked when Earnie Leo with his old bellows camera on a wooden tripod took this picture. This was probably the last time I rode the line before abandonment.

Ernie Leo photo

The ride was so pleasant, as the car would gently sway as we rolled along to the tune of the whine of the motors, the growl of the gears and click of the rail joints. Inside the car we could hear the Ohmer Fare Register as the conductor would ring up the fares, call the stops and use the communicating signals, while underneath the compressor would be throbbing away as the motorman notched up the controller. On city streets the motorman would be ringing the bell but on private right of way the Westinghouse trombone whistle was employed to warn both cars and pedestrians that we were coming their way. It was so beautiful as we went past the Macy Street car house where there were a multitude of red interurban cars, RPO (Rail Post Office) cars, box motor cars, line cars, and other miscellaneous maintenance cars and electric locomotives just waiting for their next assignment or repair.

As we would swiftly head to our destination high above the traffic on the road below I felt so superior to all the cars and trucks especially when the motorman would sound the whistle at crossings to warn motorists that we were coming and to stay out of the way. The ride was wonderful as the train sped its way to its destination.

Arriving in L.A. was always so enjoyable as there was so much of railroad interest to see, trains and multitudes of street cars running in every direction.

Returning to Pasadena after our trip into L.A. as we rode up South Lake Avenue on our beautiful Pacific Electric 1100 Series car, my beloved mother would tell us we would have to get off soon. I would just long to stay on and keep on riding on my beloved Pacific Electric, a good while longer before going to our home, but knew I couldn't.

As we approached our stop at Lake and Colorado, I hated to have to get off but quietly submitted as I knew that my ride was over for that day. As we walked across Colorado St. to catch the #3 Lake Ave Bus and transfer to the #8 bus heading toward home, I would rest my chin on the open bus window and close my eyes and dream and wish I was still riding the big red cars all the way to our blessed home on N Grand Oaks Ave.

Bill Binns has been a prolific member of the OERHS for many years and his dedication and experience has greatly helped further the interests of the Society. He recently let the Board know that he needs to start cutting back and so has decided to resign from the Treasurer's position. He has helped put together the following job description of this volunteer position and the Board asks that interested individuals apply and submit a resume. The Board will review the applications and temporarily appoint a suitable candidate. That candidate and any

others that are interested will then be up for election at the next annual meeting. This is a key position for the Society and we need an experienced, committed member to fill it.

Please send resumes and inquiries to:

John Nagy, Chair
nagyj@q.com 503-655-6698

OERHS Job Description

Title: Treasurer

Purpose: To manage and report on the finances of the OERHS.

Responsibilities:

1. Carries out the responsibilities of an elected officer of the OERHS.
2. Assists in the preparation of the budget.
3. Monitors the budget.
4. Ensures the Board's financial policies are being followed.
5. Attends monthly Board meetings.
5. Reports to the Board of Directors and general membership on finances.
6. Prepares any required financial reporting forms.
7. Maintains all bank accounts.
8. Oversees and conducts all financial transactions.

Desired Skills:

1. Financial literacy and math skills.
2. Knowledge of nonprofit accounting practices, nonprofit tax laws and fiscal record-keeping.
3. Neat and accurate record keeping.
4. Attention to detail.
5. Timeliness in completing tasks.
6. Available to handle transactions on a timely basis.
7. Computer literate.
8. Knowledge of QuickBooks, spreadsheets and other accounting software.
9. Willingness to ask questions.
10. Ability to represent the OERHS as needed and to interact in a professional manner with members, the public and other organizations that interact with the OERHS.

Description:

The Treasurer ensures that the organization is a good steward of charitable donations and the tax-exempt status, providing oversight of the organization's fiscal integrity and assisting the Board in meeting its mandate to govern. As an elected officer of the OERHS, the Treasurer is responsible to the members and to the funders for the funds received and spent by the association. While the entire Board is ultimately responsible for the finances, the Treasurer takes primary responsibility and educates non-fiscally experienced members of the specifics of the financial situation. The Treasurer needs to inform the Board on a regular basis as to whether income and expense projections are turning out as predicted. If not, the Board needs to make the appropriate adjustments.