



Reminder to members: Please be sure your dues are up to date. 2017 dues were due Jan 1, 2017. If it has been longer than one year since you renewed, go to our website: oergontrolley.com and download an application by clicking: *Become a Member*.

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The Milan Car Has Arrived!

By John Nagy



Milan Car #96 at the Museum.

the chance to be restored. Once again, it was not be. The smaller OPORTO cars were deemed more suited for the operation and the 96 was put up for sale. OERHS

member Eric Sitiko noted the sale and purchased it on behalf of the museum for \$51 plus a surplus generator and cart that was too small for the WST but perfect for Issaquah. Little did we know that this would prove to be one of the most challenging moves that the OERHS ever faced.

The details of the attempted moves would make for good reality TV series. They included: trestle repairs, parking lot pavement issues, trucking unavailability, incorrect weight information, equipment failures and dispatching mix-ups. The result was it took three separate move attempts to finally get the car delivered to Brooks.

Pete Manuele photo

Monday, December 19th saw the successful completion of a 3-year effort to bring Milan interurban #96 to the museum. Built in Milan, Italy in 1930, it was a class "OM" designed for interurban use and served to pull non-powered trailers. It was one of only 4 cars in a series in the "Peter Witt" style. Double-ended, it had a steel body with a wood and canvas roof, center entrance doors on both sides and train doors at each end. Its 45' length had seating for 36 passengers (double seats on one side and single on the other).

Car 96 was brought to San Francisco in 1984 for Muni's historic trolley festival. According to Karl Johnson (formerly of MUNI), "The car had these great automatic acceleration controllers with this odd (to me) pendulum that would advance the controller drum depending on the load, even with the handle "on the brass." The car made only a few trips on Muni lines before restoration was begun. Unfortunately, there was insufficient funds to complete the work and the car was considered to be too big for city street running. As a result, in 2003 the car was sold to the Issaquah Valley Trolley in Issaquah, Washington.

At the IVT she was given a new paint scheme and proudly put on a side track for display while she awaited

Now that the car is here we have tarped the roof and begun assessing the body condition, controls and running gear. This move cost considerably more than expected so please consider making a donation to the Milan Car project today (donations can be made using the form in this newsletter or on our website.)

Many thanks go to:

Crew: Eric Sitiko, Al Fisher, John Nagy, Greg Bonn, Adam Samish, Nick Williams, Nick Christensen, Terry Wade, Ron Tessier, Al Sipma & Darigold Team and the volunteers at the Issaquah Valley Trolley.

Donors: Chris Arnesen, Margaret Bernstine, Louis Bowerman, Ralph Deitrick, Chris Draus, Al Fisher, Richard Francaviglia, Samuel Ganczaruk, Richard Harrison, Mark Kavanagh, Peter Kloosterman, Charles McCarthy, Steve Morgan, John & Joyce Nagy, Cynthia Nagy, Eric Sitiko and Robert Terkelsen.

Note: the extended time frame of this project made it difficult to track each donation. We think we have documented every donor but if we inadvertently missed you please let us know so that we can recognize you!

Officers

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Vice President	Eugene Fabryka
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Museum Director	Greg Bonn
WST Manager	David Harold
Newsletter Editor	Wayne Jones
Gift Shop Manager	Carolyn Vernon
Webmaster	Mark Kavanagh

Membership

If you have overlooked paying your dues for 2016 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 and operator of the Oregon Electric Railway Museum at Brooks, Oregon and the Willamette Shore Trolley between Lake Oswego and Portland.

The views expressed herein are solely those of the individual writers identified and of the editor only, and may not 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@oerhs.org or postal mail to the museum address following.

Please send any change of address, your dues and donations to Suzi Jones, Treasurer
Oregon Electric Railway Historical Society
3995 Brooklake Rd. NE
Brooks, OR 97303
Phone: 503.393.2424
www.oregontrolley.com

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 other cars. The Museum is open to the public in early May on Saturdays, Sundays and some weekdays by schedule and charters. For the weekday projects, contact Greg Bonn. Please come out to the museum and lend a hand. If you wish to volunteer for the Willamette Shore Trolley, call David Harold or Jan Zweerts at 503.697.7436 for information about the many volunteer positions that may interest you.

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@oerhs.org 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: oregontrolley.com/transfer.

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

Delivery of the Milan Car to Brooks



Rolling the car into position to load at the Darigold plant in Issaquah. Terry Wade operating the tractor



At Darigold plant, awaiting the cranes to load it on the trailers



Lifting the body off the trucks at Issaquah



Lifting the body over the fence at the Darigold plant in Issaquah



Setting the body on the trailer. Member Rick Mendenhall at right



Loading the trucks on to the trailer at Issaquah



Body awaiting unload at Brooks



Moving the body into position to unload



Body awaiting unload at Brooks. John Nagy and Greg Bonn in the center of the group



Unloading the body. John and Bill Binns at the right.



Unloading the body.



Moving the trucks under the body. John in green jacket, Greg Bonn on the forklift



Museum Director's Report Fall/Winter 2016

Greg Bonn

As the operating season ended and work shifted to warmer, indoor projects, efforts to complete the library shelving and archives storage received more attention. Two crews were assembled to remove the many boxes of books, magazines and files that had accumulated in the second floor of the Dezotel building as well as the office and loft at the shop. Using the boom lift on loan

Efforts to clean and reorganize the shop have continued. Space vacated with the removal of archives and files is being cleaned and organized to store parts that are being restored for future project. Steve Mills has been replacing lamps and ballasts in the light fixtures in the shop and sub-station and repairing some of the broken tools that have accumulated in the shop. Steve and his son have also been making repairs to the hi-ranger truck to get it ready for use this spring. It is be used to make adjustments and repairs to the overhead.



Library shelves being filled

Greg Bonn Photos

from the contractor erecting the new truck building, the large work platform was attached and with John Nagy in the basket, raised to the second floor where the boxes were transferred through the window and stacked on the platform. After filling the platform, the load was moved to the depot, unloaded and stacked in groups in the display area. The move was repeated until all of the boxes, bags and stacks were removed and stacked in the depot. Special thanks to volunteers Paul and Michelle Duchateau, Bill Binns, Adam Samish, Ron Vandehey, Gene Fabryka, and John Nagy.

The job of sorting through boxes, separating books and manuals, magazines, newsletters and files started almost as soon as the loading doors closed. Books were removed from the boxes, dusted, cleaned and organized on the shelves in the library. The best duplicates will be held in the library and surplus books will be available in the gift shop. Magazines are being sorted by title, year and month, with one complete set of each year being retained for the library and surplus issues boxed for sale or disposal. Newsletters, business files and archives will be sorted and filed as more space is cleared for the process.

John and Joyce Nagy have cleaned and installed temporary carpet in the bedrooms in the second floor apartment. They added a queen size bed and bedding in the south room and a queen size futon and bedding in the north room. These are available for overnight use by members to stay during events at the museum. Work continues on completing the bathroom door and lock, kitchen cabinets and appliances.



Photos show a small portion of boxes of files and archives to be sorted.



Restoration and Maintenance of Willamette Shore Trolley

By Trolley Dave Rowe

The new WST passing track at Sellwood Bridge passed the first test December 22. Trolley 514 operated by Ken Peters was moved onto the new section of track. Rod Cox and Dave Rowe accompanied the trolley during this test along with staff from Tri-Met, West Rail and Multnomah County. The trolley was then operated to Miles Street Crossing. These are “spring switches” that do not have the springs yet but are hoped to be installed soon. The tracks to Bancroft Station are not completed yet and other work will be necessary. Brushing and signs need to be completed before the line is operational. Replacing old ties are planned and several culverts are going to be improved on the WST line before opening on May 29.

Restoration of car 513 is still work in progress but the cold weather has halted the painting. The restoration should be completed by spring. The next project is to purchase a used 60 to 75 KW generator and build a rail cart for it. We hope donations will cover the cost.

An operating agreement has been signed between City of Lake Oswego and OERHS Museum to operate the Willamette Shore Line until December 2021.

Willamette Shore Trolley Operations

David L. Harold, WST General Mgr.

Our annual Christmas Ships Trolley Run was a great success. The tickets sold out in two days with a total passenger count of 185. We only had to cancel one night due to the “blizzard”. We thought it safer to cancel & refund, instead of people getting stuck in the stalled traffic.

The new agreement with L.O. is completed and just needs signatures. It was totally re-worked and will be for 5 years.

Sellwood Bridge construction is finished and our line is complete, but not released to use yet. Much work remains and formal approvals need to happen to get the line usable by our spring opening. This includes a passing switch just under the Sellwood Bridge to allow north and south bound cars to pass each other. This will be very useful during the busy season.

An article in the Portland Tribune “Willamette Shore Trolley may soon resume trips to Portland” generated interest in the WST line. Great PR for the WST.



Looking south from the trolley track roadbed. The WST track will pass under the Sellwood Bridge to the right of pedestrian trail ramp.
Ken Peters photo



Roadbed construction looking north from the Sellwood Bridge. The WST roadbed is the gravel strip.
Ken Peters photo



First run of the trolley on the new siding.

Dave Rowe photos

Seattle transit Updates.

Roy Bonn

Traffic congestion continues to worsen as the population surges around Puget Sound, resulting in longer commute time. Voters stepped up in November by passing ST 3 to continue funding the necessary expansion of rail transit and road improvements. In addition, WSDOT is also spending billions of dollars on road and rail projects to improve the flow of people. I will review some of the rail projects under construction or in the planning stages.

Sounder Commuter Rail South

Construction is underway to rebuild the tracks south from Lakewood to Dupont to extend the Commuter trains an additional 7.8 miles. WSDOT and Amtrak are rebuilding the line from Dupont to Nisqually where it reconnects to the BNSF to Portland for Amtrak passenger trains. The extension is scheduled to open in 2017 which will allow the Sounder trains an increase to 13 round trips to Seattle. Amtrak plans to operate 6 Talgo and 1 Coast Starlight round trips daily. BNSF will continue to operate 2 local freights on the line. The bypass is 14.5 miles compared to 21 miles along the Sound.

An additional track is being added along the line where needed from Seattle as far south as Dupont. New stations will be added at Dupont and Tillicum. The commuter station in the Milwaukee Railroad freight house is being remodeled for use by Amtrak and Sound Transit to replace the present Amtrak station. Nearly all other stations are being improved, additional parking added and station platforms lengthened to handle 10 car trains. Many other improvements such as double and triple tracking are under construction. Sound Transit has 14 locos, 40 coaches and 18 cab cars and has ordered 9 additional cab cars.

Seattle Streetcar

Utility location work on 1st Ave. is nearly complete. SDOT has selected the South Lake Union Streetcar Operations and Maintenance Facility to be expanded to house the additional seven streetcars that will be acquired to operate the City Center Connector. Expansion of the facility is expected to begin in 2018 and be completed in 2020. The connector will tie into the Broadway line at 1st and Jackson, 1st to Stewart onto Westgate to tie in with SLU streetcar.

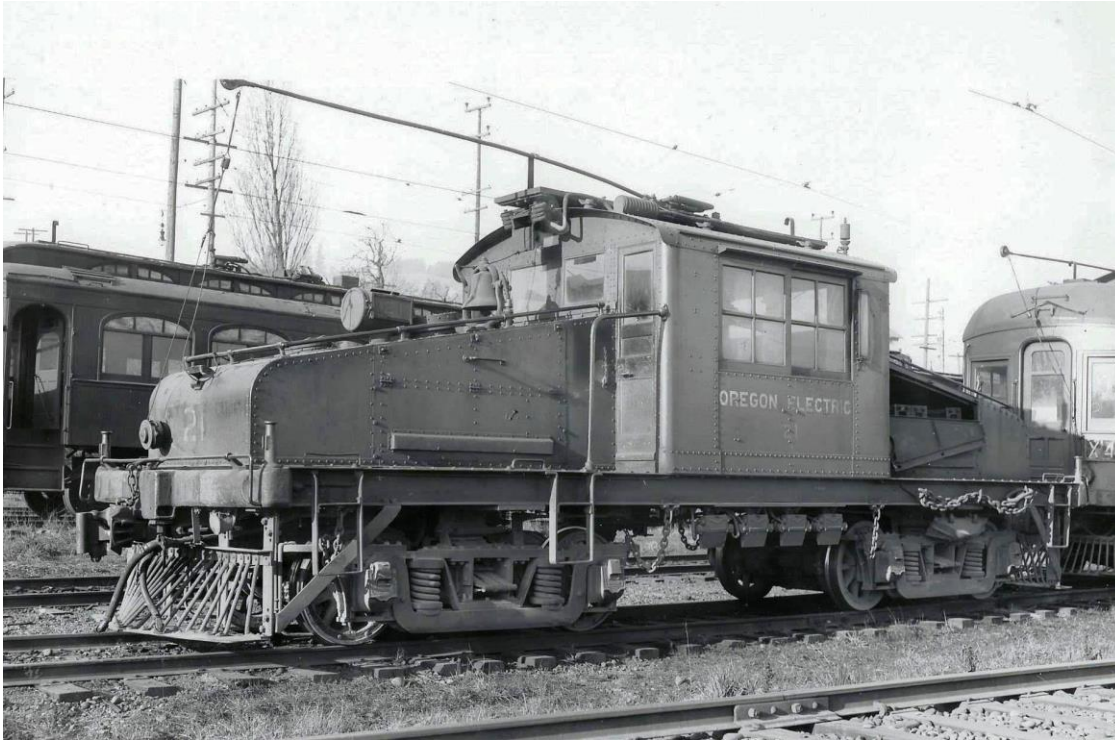
Sound Transit Link Light Rail Funding

In addition to the successful vote on ST 3 in November, the U.S. Dept. of Transportation on Dec. 22, 2016 announced a 35 year loan for \$1.99 Billion to Sound Transit. The loan proceeds will speed the construction of 4 light rail projects which will save \$200 to \$300 million in costs. The funds are earmarked as follows:

- Northgate Link-- \$615.3 Million. 4.3 miles.
- Lynnwood Link -\$657.9 Million. 8.5 miles.
- Federal Way Link \$629.5 Million. 7.5 miles.
- New Operations & Maintenance Facility Bellevue/Overlake. - \$87.7 Million.

Bring it Home to Oregon – The Oregon Electric Locomotive #21 - Project Update:

By John Nagy



OE 21 in Portland.

Ed Austin Photo.

The *Bring the 21 Home to Oregon* project is progressing nicely and we are now well over halfway to our goal of \$50,000.00. The majority of these funds are from members and we have also received grants from the Tom Dailey Foundation and the Marion Cultural Development Corporation. We are making a presentation at the Pacific NW Chapter of the National Railway Historical Society this month to solicit their members for donations. We have been able to reduce the estimated transport costs sufficiently that we feel a total of \$40k will be enough to get the car to our Museum. Some recent large donations have brought us even closer to our total. **That now leaves us with just about \$4,000 to go!**

TIME IS SHORT AND WE STILL NEED YOUR HELP: The locomotive must to be off of the Fraser Valley Heritage Railway Society property by mid-February 2017 so that their contractor can start on their new building.

MAKE YOUR 2017 DONATION EARLY THIS YEAR.

Use the donation form in this newsletter or on our website and make your donation today!

The *Bring the 21 Home to Oregon* project will return this important piece of our history to where it can be preserved, restored and operated for the enjoyment by the public now and in the future.

DONATION REQUEST (Tax deductible receipt will be mailed to you)

		Description	Amount
Specific Items:	Queen Size Bedding	Queen size sheets & pillow cases	\$ _____
	Flat Files	Flat file cabinets for maps, blueprints, oversize drawings, etc. (or \$ towards purchase of)	\$ _____
	Flooring	Donations for flooring for Interpretive room, gift shop and caretaker's quarters	\$ _____
General Fund	Uniform Parts	A stock of hats, pants, vests & jackets for volunteers	\$ _____
	General Fund	Supports operational budget (Utilities, phone, internet, insurance, etc.)	\$ _____
Endowment Fund	Endowment	Helps create an endowment to support operations and general projects	\$ _____
Capital & Restoration Projects	Brussels Trams	The museum can have <u>all nine</u> Brussels trams for only \$45,000!	\$ _____
	OE Rwy Loco #21	Bring Or. Elec. Rwy. Loco 21 Home to Oregon	\$ _____
	Milan Car #96	Help pay off the transport to the museum	\$ _____
	Carbarn #2	Build the 2 nd carbarn (will also be the temporary restoration shop)	\$ _____
	Interpretive Center (Hopmire Station)	Finish the archives, displays, caretaker's quarters and exterior landscaping (sidewalks, platforms, etc.)	\$ _____
	Mainline Loop	The mainline is incomplete so is currently a point-to-point. This limits the cars we can run and how we operate. Adding less than 2000 more feet will complete the loop. (~\$45k)	\$ _____
	Car Restoration	All our cars need love and care. Many are in dire need of restoration. Current projects underway are: 813 (Broadway car), 1159 (PCC), 1455 (snowsweeper) & locos 254 & 401	\$ _____ Car: _____
	Buy A Tie	\$55 buys us a new fir tie to replace worn out ones (we need about 2000 of them so every single one is a great help)	\$ _____
	Buy Concrete	~\$100/yd ³ for track, curbs, platforms, etc.	\$ _____
	Name Your Project	Do you have an idea you would like to see done? Tell us about it!	\$ _____
TOTAL			\$ _____

To: OERHS, 3995 Brooklake Rd, Brooks, Oregon 97303

Name _____ Date _____ Cash \$ _____ Check \$ _____
 Credit Card: \$ _____ Visa ☐ MasterCard ☐ American Express ☐ Discover ☐

Card # _____ Sec Code _____ Expires _____ Signature _____

THANK YOU!