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Let it Snow, Let it Snow, Let it Snow!

By Richard Thompson



1904 vintage two-cab motorized flatcar No. 908 was equipped with a plow and regularly assigned to winter snow removal. It is seen here on N.E. Union Ave. (now MLK Blvd.) next to "Vancouver" class combine 192, which could also assist since it was equipped with Root snow scrapers. Car 192 was built in 1907 and retired in 1939. Construction motor 908 was retired in 1943.

Snow removal has been a traction company responsibility in Portland since the early days and equipment for this task, both narrow and standard gauge, was kept ready in carbarns. In addition, work motors and locomotives were fitted out with plows during the winter to augment this specialized rolling stock. Heavy streetcars, such as observation car No. 300, could also be assigned to help clear snow from the tracks.

Portland does not experience the kind of heavy snowfall common to other cities. Winter snow here is usually measured in inches rather than feet. But, there have been exceptions. Single day totals, including 15" in 1893, 13.5" in 1919, 12.8" in 1937 and 15.5" in 1943, challenged the railway company.

Today MAX light service is often halted by winter weather coating overhead lines with ice and freezing switches.

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Categories

Active	\$ 30	Sustaining	\$ 250
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Mission Statement

The mission of the Oregon Electric Railway Historical Society, Inc. is to preserve the regional heritage of electric railway transportation as a living resource for the benefit of the present and future generations.

To fulfill this mission the Society will promote:

- The study of electric railways, their physical equipment, properties, and operations, devoting special attention to the electric railways of western Oregon.
- The procurement and preservation of historic electric railway equipment, materials and property.
- The display, interpretation and operation of surviving historic equipment, materials and properties.

By Laws, Article II, 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 represent the views or policies of the Society, its Board of Trustees, Officers, or Members.

Articles, photos, and letters for publication are always welcome. Please email to either transfer@oerhs.org or trolley503@frontier.com

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How we deliver *The Transfer* and *The Monthly Pass*

Our quarterly newsletter *The Transfer* is published electronically in full high-resolution color. Members can view and download current and previous issues at the OERHS website: oregontrolley.com/transfer. You will also find an archive here of previous issues going back to the 1970s. It is easy to print copies on your personal color or black & white printer. By default, members receive email notification as soon as an issue is available. We believe you will appreciate the higher quality pictures that this process will provide to all the interesting photos that accompany our articles.

For those who prefer a printed copy of *The Transfer* a black and white version will be mailed to your home address by request. Please send this preference to Secretary Mark Kavanagh, Oregon Electric Railway Historical Society, 3995 Brooklake Rd. NE, Brooks, OR 97303 or send him an email at mark@oerhs.org.

When needed, the OERHS also updates members on events at the Oregon Electric Museum and the Willamette Shore Trolley in a short email newsletter called *The Monthly Pass*. We must have your correct email address for distribution of both newsletters. We respect your privacy and will only use your email address to send a single notification when the latest issue of *The Transfer* is ready. We do not send promotional material or advertising.

Let it Snow!

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Such was not the case during historic snow storms, when the Portland Traction Company managed to keep all but the steepest lines moving.

As indicated in the following unattributed account, which the late Bill Hayes felt dated from the winter of 1930-31, Portland Traction faced three weeks of snow and ice by deploying a fleet of snow removal vehicles. This equipment was available 24 hours a day and included snow sweepers, steeplecab freight locomotives, two-cab motorized construction cars equipped with plows, and at least one sand car. Salt would also have been distributed around the system during a snow storm to keep switches from freezing.

Specialized work equipment was augmented by streetcars equipped for snow removal. According to a 1922 field check at least 112 streetcars had been fitted with snow scrapers.

During the 1930-31 storm all streetcar lines, except for Arlington Heights, Kings Heights, Westover,



Narrow gauge steeplecab 911 was often equipped with a snow plow during the winter season as seen here on February 13, 1916, on NE Glisan Street in Laurelhurst. She was assigned to the Line & Power Dept during the rest of the year so probably worked as a power station delivery vehicle like single cab flats 915 and 916. No. 911 was built in 1906 and retired in 1946.

and Mt. Tabor, continued in nearly normal operation. The first two of those were stub lines running into the West Hills, while Westover Terrace was a former stub that began running to downtown Portland during rush hours in 1927.

The only regular line disrupted by the storm was Mt. Tabor. When service through the private right-of-way around the side of Mt. Tabor

became problematic the line was broken into two parts, with a temporary stub service operating between SE 69th and 88th Streets. Interestingly, that section of track had started out as a shuttle in December 1912 and had remained so for two months, until it was made part of the Mount Tabor line on February 22, 1913.

It is also interesting to note the absence of any mention of the Council Crest or Willamette Heights lines. The Council Crest Line had replaced cable car service to Portland Heights in 1904 and must have been impacted by the 1930-31 snow storm. Likewise, service across the Thurman Street Bridge to the west end of the Willamette Heights Line would have been challenging. Here is the article:

Service Through the Storm

“On January 4 and 5 the weather began to grow cold and there were frequent flurries of snow. On Jan. 7th the temperature fell to 24 degrees and for the following 18 days never rose above freezing point, the lowest point reached being 13 degrees (Fahrenheit) on the 15th.

On January 8 snow fell from 6:30 A.M. until 9:00 P.M. All snow fighting equipment was put to work



Snow sweeper No. 902, seen here at the Piedmont Car barn in the 1940s, was one of four narrow gauge “brooms” built by the City & Suburban Railway during 1900-1901. They were equipped with two GE-58 motors for propulsion and two Sprague motors for the broom. No. 900 was retired in 1916 but the other three lasted until 1946. (Charles Hayden photograph)



Standard gauge snow sweeper No. 1455 is clearing track adjacent to the Sellwood Car barn in January 1916. Also known as "The Broom," this historic vehicle was built by McGuire in 1899. Portland's oldest surviving trolley is preserved at the Oregon Electric Railway Museum.

both day and night and this continued until the 29th. Salt cars were operated, most of the time by both a day car and a night car.

Snow or sleet, enough to be troublesome, fell on seven days including the 8th, 14th, 15th, 18th, 19th, 23rd and 28th making 16.4 inches in all. Between these dates a strong east wind was blowing drifting the snow so that it was almost as troublesome as on the days it fell. From the 14th to the 20th inclusive snow brooms and plows were operated every day, and for several days more a broom or plow would be out for two or three hours in really bad places.

All main car lines were operated with unbroken service from end to end throughout the storm, with the exception of the Mount Tabor Line, which operated a stub car from 69th Street to 88th and East Yamhill on the 15th from 11:00 A.M. to 3:00 P.M on account of a drift in the cut at 71st Street. A 600-type car was used for that stub service.

Of the (regular) stub lines Kings Heights suffered the most having no service above the Horse

Shoe Curve from Jan. 19th to 27th, and none at all above Mildred Avenue and Macleay Boulevard from the

15th to the 28th. Through service resumed on the 31st.

Except for about nine hours on the 17th, the Arlington Heights Line had no service to the end of the line from January 15th to 23rd. Cars went only to Champlain Drive or to Rutland Terrace, and on the 19th, 29th & 21st only to the Horse Shoe Curve. From the 19th to 27th only one car was operated for both the Arlington Heights and Kings Heights lines.

From the 15th to the 25th there was no through service on the Westover line, the car operating only to Shenandoah or to Culpepper most of the time. On the 19th the WO car was withdrawn for about five hours then resumed operation to Cornell Road. On the 20th the cars reached Fairfax Terrace and then gradually recovered the rest of the line until on the 25th service was restored to the end of the line."

Bus lines were also affected by the snow.

"The Powell Boulevard line was blocked on 82nd Street between 45th



1925 vintage freight motor 1413, seen leading two other electric locomotives on the private right-of-way near the former Sellwood Car barn during a January 1950 snow storm, was the only steeplecab equipped with a pilot plow during the later years. (Colorized by the author)

Avenue and Foster Road for four days. Busses had to detour from Powell Boulevard and Foster Road out Foster to 82nd and then via the regular route on 82nd to Kendall Station. A stub line bus service was operated from a connection with the through line at 50th and Powell out Powell to 82nd, leaving 82nd without service between Powell Boulevard and Foster Road. This took place from 4:00 P.M. on the 16th to 1:25 P.M. on the 17th and from 7:40 P.M. on the 21st through the 22nd.

The 39th Street bus was blocked by snow drifts on 32nd Street between Woodstock and Colman avenues and at 28th and Rex. A detour was established on the 19th leaving Woodstock Avenue at Reed College Place, south on Reed College Place to Tolman, then west on Tolman to Bybee Avenue and then the regular route. Busses operated via this route on the 19th until 3:00 P.M. and from 10:45 A.M. on the 22nd to 4:10 P.M. on the 24th.

The 52nd Street bus line was blocked by drifts on 72nd Street and



What PRL&P designated as Class X "construction motors" were outfitted with plows during the winter and, along with the sweepers, did the lion's share of snow removal. No. 907 was a two-cab flat built by PRL&P in 1913 and rebuilt in 1931. She lasted in service until 1948. Note the weather-proofed boot covers on some members of this happy team.

on 65th Avenue, just east of 52nd Street. On the 19th, 22nd, 23rd and

24th busses operated south on 52nd to 75th Avenue and east on 75th Avenue to 72nd Street until noon, returning by the same route, and omitting 72nd Street and 65th Avenue altogether.

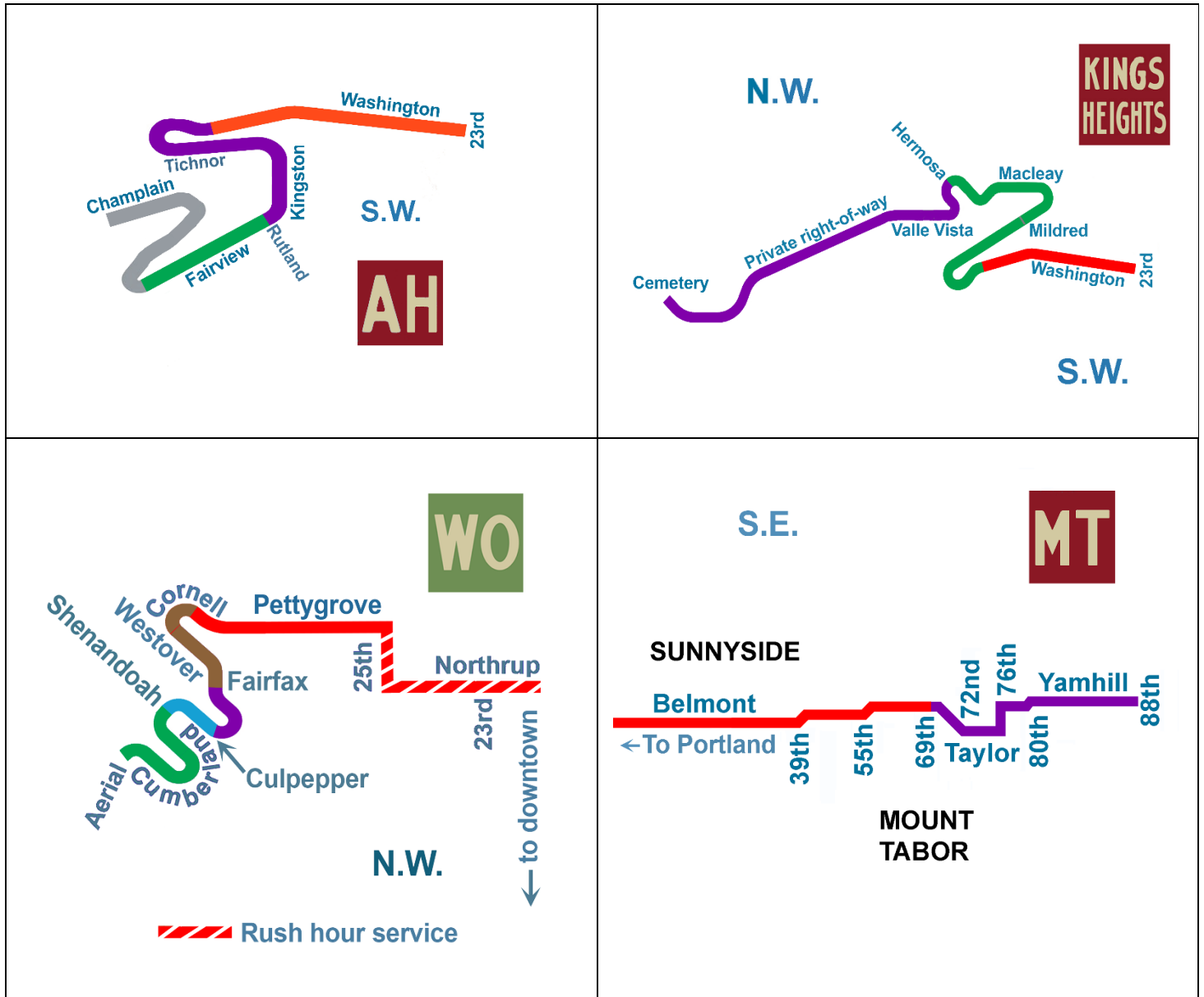
The Siskiyou Line was blocked on the 17th on 42nd St. between Going and Killingsworth and a bus was operated from each terminal as far as the blockade until 4:25 P.M. when 42nd street was cleared."

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Narrow gauge single cab motor 916 waits while sawdust is loaded into box-sided flat 965 at the Eastern & Western Lumber Co. mill on NW 21st Ave. This would be hauled to nearby Station E for fuel. Motor 916 is included here because it was similar to No. 914, the sand car described in the article above. No pictures of the sand car have been found.

Service Interruptions During the Storm of 1930-31



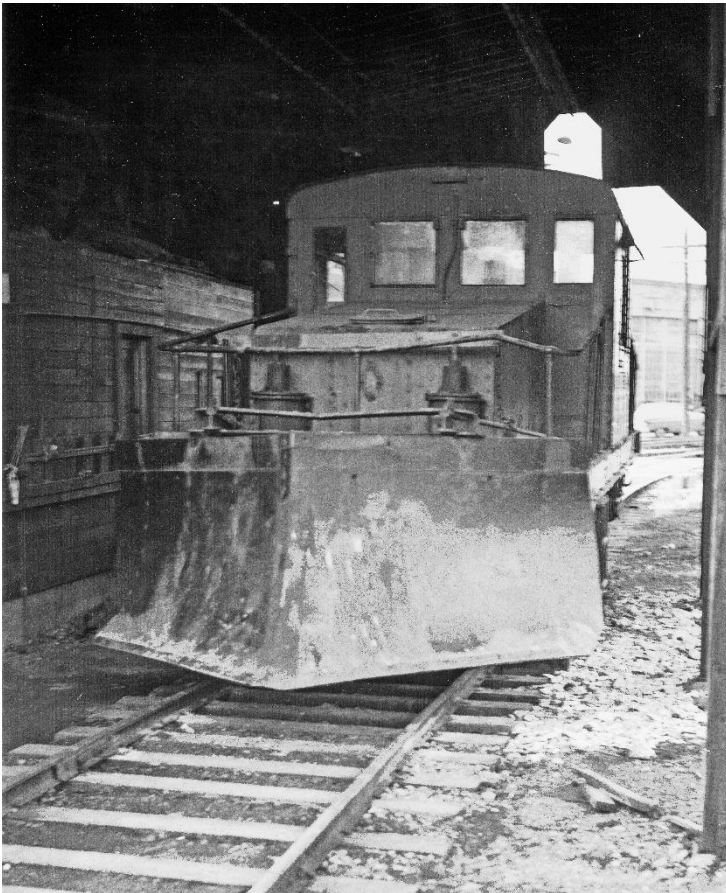
The maps above illustrate steep portions of the Arlington Heights, Kings Heights, Westover, and Mount Tabor lines that experienced service interruptions during the 1930-31 winter snowstorm. Streets indicated include those serving as temporary terminals as explained in the accompanying article. S.W., N.W., and S.E. refer to the section of Portland in which each line was located, i.e., Southwest, Northwest, and Southeast.



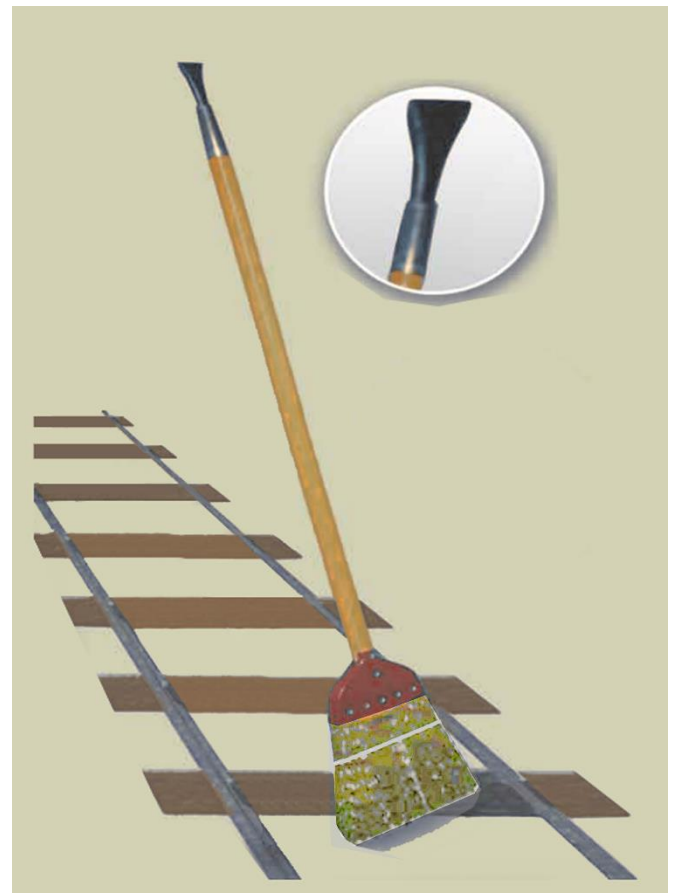
Traction company rules required carmen to stay with their vehicle if caught in snow. In this January 1916 view of Alberta Line car 549, thought to be near the northern terminus at NE 30th and Ainsworth, a neighborhood child is watching as conductor Dimmitt attempts to remove snow around the Nelson Safety Fender while motorman Columbia Cross scrapes ice off the center window from inside the car. (colorized by the author)



Eastbound Broadway type streetcars 806, 812, and 811 are stuck in the snow on NE Broadway at Union Avenue in January, 1943. The late OERHS member and Vintage Trolley conductor Al Nelson was an operator at the time and remembers spending hours in his Broadway car. He only left the trolley to grab a cup of hot coffee to keep warm. (colorized by the author)



Sporting the biggest snow “scraper” of them all, Steeplecab No. 1413, now painted orange, is seen in the East Portland car barn during the late 1950s with a triangle, or wedge, plow. (Tracy Brown photograph).



Today switches are often heated to keep their points from freezing. But during the PRL&P era they were manually cleared with track brooms featuring a chisel on one end and a broom on the other.



An 8-foot steel shear plow is clearly seen in this photograph of two-cab construction motor No. 910 at the Center Street shops.

Roster of PRL&P Snow Removal Equipment

No.	Builder/year	Class	Trucks	Motors	Control	Length	Weight	Gauge	Snow equipment
191-94	Portland Ry./1905	L	2 C&S	4 GE-58	2 GE 28B	43'9"	40,720	N	Root spring scrapers
195-99	C&S/1903	L	2-C&S or Peckham	4 GE-58	2 GE K6A	44'8"	39,762	N	Root spring scrapers
300	C&S/1904	B	2 Brill 27G	4 GE-58	2 GE K6A	46'8"	36,580	N	2, 8' scrapers added 1928
400-439	American Car/1907	K/L	2 Brill 27E	2 GE-58 4 later	2 GE 28F	41'4"	36,580	N	Snow scrapers on 426, 430-38
451-65	C&S 1905	J	2 Brill 27G	2 GE-58 later 4	2 GE K6A	37'9"	16,280?	N	Snow scrapers, salt car in 1939
504-10	American Car/1904	J	2 Brill 27G	4 GE-58 then 249	2 GE K	39'9"	39,460	N	Snow scrapers
521-60	American Car/1909-11	K	2 Brill 22	2 GE-218B	2 GE K11	45'	39,875	N	Scrapers on all but 11
708-14	American Car/1910-11	K	2 Brill 22	2 GE-210	2 GE K11	47'10"	42,260	S	Snow scrapers, 2 long and 2 short
900-03	C&S/1900-01	Xa	1 Brill or McGuire	2 GE-58	2 GE K11	18 to 26'	?	N	Snow sweepers
907-08	PRL&P/1913 and 1904	Xc	2 C&S	4 GE-58	2 GE K6	35-41'	20,838 – 32,360	N	Flats with added pilot plow, 2 flangers, and 2 scrapers
910	Portland Ry./1904	Xc	2 Brill 27	4 GE-58	2 GE K6	39.5'	36,360	N	8' pilot plow and 2 4' flangers
911	Portland Ry./1906	V	2 C&S	4 GE-58	1 GE K6	24'	46,220	N	Steeplecab with shear pilot plow
914	Portland Ry./1900	Xc	2 Taylor	2 GE-58	2 GE K10	24'3"	?	N	Single cab flat used as sand car
1001-15	American Car/1907	L	2 Brill 27G	4 GE-81	2 GE K6	44'9"	45,000	S	Scrapers on 1001-02, 1005-09 & 1011-15.
1051-52	Brill/c 1902	L	2 Brill 27E	4 GE-57	2 GE K11	42'	40,140	S	Snow scrapers
1055	Brill/c 1904	L	2 Brill 27E	4 GE-57	2 GE K11	42' 10"	41,980	S	Snow scrapers
1084-91	American Car/1911	K	2 Brill 22	2 GE-20	2 GE K6	47'10"	43,300	S	Snow scrapers
1413	PRL&P/1925	V	2 Baldwin	4 GE-73	2 GE C28	38'6"	?	S	Steeplecab with pilot plow
1455	McGuire/1899	X	1 McGuire	2 WP-50	2 GE K11	28'	?	S	Snow sweeper
1458	OWP/1904	X	2-OWP	4 WP-30	2 GE K11	27'10"	?	S	Supply car with plow

Classification

B – 12 bench open motor cars over 40' with 4 motors
 K – Closed motor cars over 40' with 2 motors
 V – Electric locomotives
 Xc – Construction motors (flatcars with one or two cabs)

J – Closed motor cars 34 to 40' with 4 motors
 L – Closed motor cars over 40' with 4 motors
 Xa – Snow sweepers

Let it Snow!...

Continued from p. 5

The usual winter weather equipment installed on city streetcars were snow scrapers of the type described in the 1911 edition of *The Electric Railway Dictionary*, “A narrow, spring-supported shear board mounted under a car body in front of the trucks which can be lowered on the track to scrape off a light accumulation of snow. It is held down on the pavement by a spring and is raised to clear obstructions by turning a shaft on the platform to wind up a chain passing over a sheave suitably mounted under the platform floor.”

The most common snow scrapers installed in Portland were manufactured by the Root Spring Scraper Company of Kalamazoo, Michigan, which began manufacturing in 1910 (see illustration at right). These were available in several models with a variety of blade lengths and types. A variation known as a “flanger” was designed to clean out the grooves on the girder rail found in city streets.

A variety of railway vehicles on the roster of PRL&P and its successor companies were fitted out with snow and ice removal equipment as can be seen on the chart on page 9.

“Vancouver” combines 191-94 and “St. Johns” series cars 195-99 were equipped with Root scrapers.

Open “Sightseeing Car” No. 300 was a special case. Its nearly 50-foot length allowed for the installation of two eight-foot-long steel scrapers as well as two eight-foot flangers.

According to a 1922 field check at least ten of the 43 multiple unit cars in the 400-439 series were equipped with snow scrapers. This class started out with two motors but had two more added in 1923. These powerful cars were usually operated in pairs.

“Torontos” 451-465 were another series that gained additional motors later on, becoming 4 motor hill cars. In 1922 cars 452-55, 457, and 459-65 sported snow scrapers. Most of the Torontos remained in service until the 1940s, except for No. 451, which was retired from passenger duty in 1936 and reclassified as a salt car in 1939.

Iconic Council Crest cars 504-510 were listed with snow scrapers in 1922. However, given the hilly nature of the Council Crest Line, it is likely that all of the ten-car series had scrapers.

PRL&P’s largest series were the 144 PAYE (pay-as-you-enter) streetcars in the 521-665 class. All but the last 11 cars in this class carried snow scrapers.

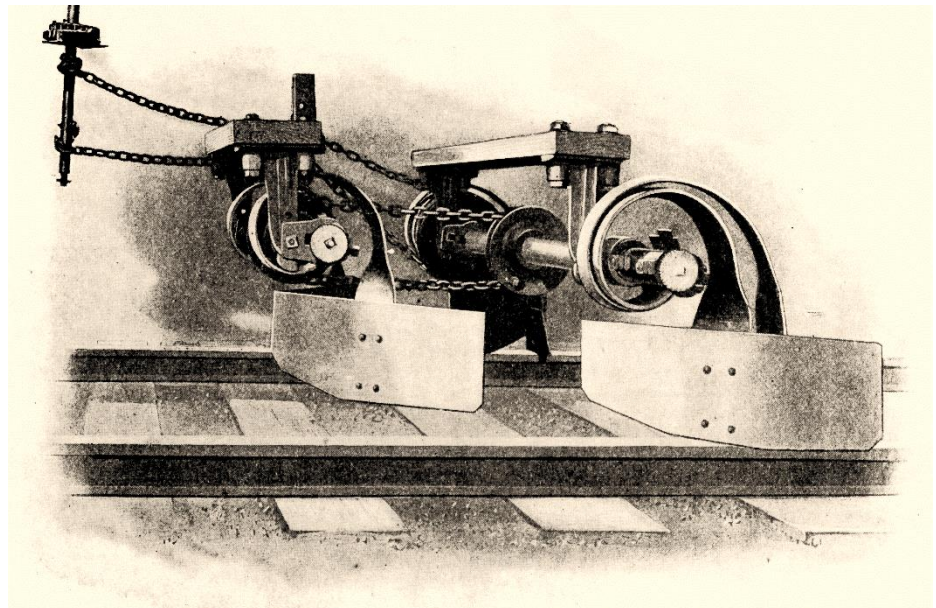
Their standard gauge sisters were also equipped with snow scrapers, including PAYE cars 708-14, MU cars 1001-02, 1005-09, 1011-15, and Brill cars 1051-52,

Due to characteristics like speed and height snow scrapers do not seem to have been used on most interurban

Next, come the narrow gauge two-cab motorized flatcars known as “construction motors.” Cars 907 and 908 were equipped with snow plows during the winter. No. 910 had a shear plow in front, an 8-foot blade scraper, and two 4-foot flangers.

No. 914 was a little 24-foot, narrow gauge, single cab, power station delivery motor that was repurposed as a sand car during winter. It was built in 1900 by Portland Railway and originally featured one McGuire truck and one rebuilt cable car truck.

A similar shop delivery motor, but standard gauge, was No. 1458, which had an added snow plow in winter.



More than 100 PRL&P streetcars were equipped with Root Spring Scrapers like the Model No. 5 with center blades seen in this illustration from the 1911 Electric Railway Dictionary.

cars. The exceptions were Brill semi-convertible suburban car 1055 and American Car Co. cars 1084-91.

For other than light snow removal the traction company turned to work equipment of several types. The lowest numbered of these were the narrow-gauge snow sweepers built by the City & Suburban Railway during 1900-01. They originally included 1-3 and renumbered 900-903 by PRL&P. Their standard gauge sister was “Broom” No. 1455, which survives at the Oregon Electric Museum as the state’s oldest electric railway vehicle.

Last, and the most powerful winter champions of all, were the two snowplow-equipped steeplecabs. No. 911 cleared snow from the narrow-gauge lines while sister 1413 removed snow from standard gauge rails.

Before concluding, mention must be made of the men who labored 24 hours a day spreading salt or sand, and clearing snow and ice, around switches and yard tracks by hand using shovels and track brooms. All of this winter equipment would have met with limited success if it had not been for those unsung heroes. 🚃

Willamette Wizards Academy Wrap-Up

Mark Kavanagh

The Museum embarked on its second annual Powerland Halloween event in October. Last year the theme was pirates; for 2022, it was about wizards, gnomes, fairies, and a dragon.

Guests started by entering the Willamette Wizards Academy, aka the Dezotell Building, for an introduction about the academy by the Professor (Joyce or Mark). Then the great wizard Evanora interrupted the presentation to inform the class that mischievous gnomes had stolen the egg of the Dragon Dabala. This would put the land of the fairies at great peril, for if the Dragon woke up and found her egg missing, she would become very distraught, not something you want with a creature that breaths fire!



The Curiosities Shop was popular, and Cami is always trying to make a deal. (Joe Tracy photograph)

With this information, the Professor decides to enlist the help of the guests to search for the egg and return it to the Dragon before she wakes up. First the Professor must

teach the guests, who are now wizards in training, how to wield their wands to create magic. The first trick was to light candles. After successfully lighting the candles, they headed off as group travelers in search of the egg.

The travelers boarded the trolley, and off they went. The travelers needed to practice their magic. So, the trolley stopped at the broken wigwag. The Professor instructed the travelers to use their wands again to enable the wigwag. Using all their power, the travelers made the wigwag, wag again.

The trolley then continued passing skeletons and evidence of the Dragon's firepower along the way. Soon the trolley reached the Gnome Village, where the travelers determined the gnomes had hidden the egg in a locked chest. With the travelers help, the Professor managed to unlock the chest using magic. He then retrieved the egg, and everyone headed back to the Magical Trolley Forest (carbarn) to find the Dragon.

Upon entering the Magical Trolley Forest, they found it dark. They stumbled upon the Red Electric Café and its owner, Red. Red told the weary travelers that he hadn't had any visitors since his neon sign went dark a year and a half ago. At the same



The forbidding Magical Trolley Forest in the carbarn at Powerland. (Joe Tracy photograph)



Professor Van DePoele (Joyce Nagy) and Professor Skye (Travis Dryden) meet the Dragon. (Joe Tracy photograph)

time, the Magical Trolley Forest had also gone dark. The Professor thought the travelers should try to light up Red's sign. With a bit of magic, the Red Electric Café Sign was lit again! This commotion then woke up Cami, owner of Cami's Curiosity shop. Cami is notorious for collecting things and trying to trade them for something of unequal value. Cami was very interested in the Dragon's egg. She offered to trade the egg for a Counting Machine (a dial telephone). The travelers said no. She then asked to exchange it for a Dragon Pooper Scooper (Lacrosse Stick). Again no. She tried to trick the head wizard and grab the egg from him, but the new wizards stopped her. The Professor, however, saw that there was some goodness in Cami. Cami was shocked by this and offered to join the travelers on their quest. However, the forest was still not lit. With the power of the travelers, the Professor, Red, and Cami cast their spell, and the forest was lighted again. The travelers headed off to find the Dragon.

First, they went through the Magical Forest, experiencing all four seasons along the way, then they saw the Gnome Circus and the fun the

gnomes were having. Soon they entered the Land of the Fairies. Here they spotted all sorts of different fairies, including woodland fairies, bunny fairies, fairies camping, and a fairy amusement park called Dinoland. Then they found the Dragon's lair.

At first the Dragon was still sleeping and, as the travelers figured out where to put her egg, a sigh of relief went through them all. But, much to the dismay of the weary travelers, the Dragon suddenly awoke.

The Dragon proved to be friendly and appreciative of the travelers for returning her egg. After some chit-chat, she announced that she would reward the traveler's by granting them access to the Fairy Pumpkin Patch. So the travelers boarded the people mover and headed to the Pumpkin Patch (Hopmere Station). The guests were now full fledged wizards. This concluded their experience at the Willamette Wizards Academy.



On the Children's Trolley. (Joe Tracy photograph)



The 2022 Powerland Halloween Team. Seated L-R: Vicky Fabryka, Debbie Samish, Micky Dryden, and Travis Dryden. Standing: Joe Tracy, Adam Samish, John Nagy, Joyce Nagy, Betty Ballentine, Gene Fabryka, Ken Peters, Pete Manuele, John Ballentine, Mesheal Heyman, and Mark Kavanagh.

All our visitors thoroughly enjoyed the experience. Nearly 800 guests left the "Willamette Wizard Academy" adventure with smiles. Most agreed that their favorite part was talking with the Dragon.

We want to thank our volunteers, who included: Joe Tracy, Mesheal Heyman, Sophie Heyman, Gene Fabryka, Vicki Fabryka, Leslie Fabryka, John Nagy, Joyce Nagy, John Ballentine, Betty Ballentine, Adam Samish, Debbie Samish, Rick Lucia, Ken Peters, David Harold, Jan Zweerts, Suzi Jones, Micky Dryden, Travis Dryden, Pete Manuele, and Mark Kavanagh. We also had outside help from the Burrough and Dezotell families. Pumpkins were courtesy of Koch Family Farms and Autumn Harvest Pumpkins.

The Museum is planning for Powerland Halloween again in 2023. The theme will involve time travel. We will be looking for more

volunteers to help decorate the Museum for the event and to support the experience for our visitors. Be on the lookout for volunteer calls in *The Monthly Pass*. If you have any questions, please get in touch with Joe Tracy or Gene Fabryka, the masterminds behind this event. 🚂

Work at the Museum

Greg Bonn

Before the winter weather arrived, the overhead crew was busy installing a new line frog and wire for the new storage track for the locomotive collection. The 600 volt feeder line was also rerouted over the new wire. There is

still some work to do to complete the project but the ground became too soft to allow the lift to be taken to the site. The work will resume in the spring when the ground firms up again.

Toward the end of November, the word came down that a caboose was being delivered to Willow Creek Railroad and the overhead at the Brooks Depot crossing would need to be raised to 23 feet to accommodate the move. The crew was able to raise the wire, temporarily, and the caboose slid through with nearly a foot of clearance. The following week, the wire was restored to its original position but the crew decided to use the time to drop the tension on that section of overhead and add the additional wire to extend it to the new temporary dead end pole at the Model Railroad Museum. The overhead was again pulled up to the proper tension and put back into operation. 🚂

Get a Tax Credit Instead of a Tax Deduction

John Nagy

Did you know that Oregon has an incredible program that gives you a state tax credit – not just a deduction – when you help support partnering nonprofits and the Oregon Cultural Trust? The Oregon Cultural Trust supports more than 1400 nonprofits in Oregon in the areas of art, heritage and humanities. The OERHS, Antique Powerland Museum Association and many of the partner museums at Powerland are non-profits recognized by the Oregon Cultural Trust.

The Cultural Trust tax credit is a unique way for the state to fund cultural activities in the state into perpetuity. To qualify, you need to first make a donation to one or more of the 1400+ nonprofits on their list. Then make a matching gift to the Oregon Cultural Trust on their website or via mail. Oregonians who pay state income tax will get the credit back – dollar for dollar – on their tax return. It costs them nothing.

A tax credit reduces what you owe the State of Oregon. It's a much greater savings than a deduction, which only reduces the income on which you are taxed.

The Cultural Tax Credit is a nonrefundable credit. The credit cannot be carried over to another tax year and only applies to your State of Oregon tax liability for the year when you make your contribution. However, the tax credit can be used to help reduce a filer's tax to pay. For example, a \$500 tax credit may help reduce a \$1,200 tax liability to \$700.

Antique Powerland and other partner museums have received significant grants from the Oregon Cultural Trust so when you participate in the program you not only get a tax credit, you help fund the grant programs that can directly benefit the OERHS, Powerland and the partner museums.

For more information on how to qualify for the tax credit and what the

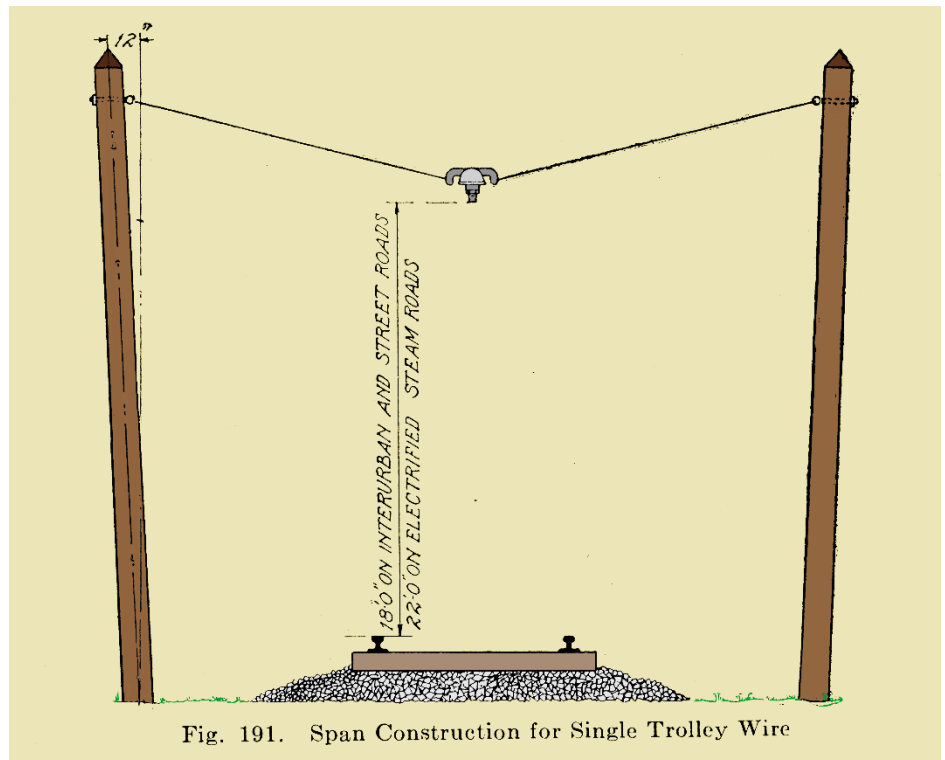


Fig. 191. Span Construction for Single Trolley Wire

This picture is for Greg Bonn and the overhead line crew. It is taken from Volume III of "Electric Railways" a self-guided course offered by the American School of Correspondence in 1911.

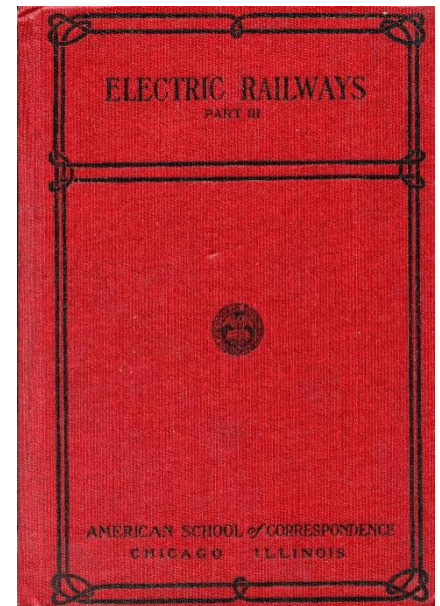
maximum credit amounts available are, go to the Oregon Cultural Trust website at: <https://culturaltrust.org/> 🚂

Qualified Charity Donations

Gene Fabryka

At 70 ½ years old you become eligible to make a Qualified Charity Distribution (QCD) from your IRA. This allows you to make a tax-free donation to a 503 [c] [3] organization without effecting your ability to use the standard donation deduction on the short form for taxes.

To donate, contact the IRA fund that you want to make a withdraw from, and have them make out a check to the organization, i.e., Oregon Electric Railway Historical Society, Inc., that you wish to donate to. The check can be mailed to your address, then sent to the designated fund with a



request for a donate letter for your records. The IRA fund should send you a 1099-R form for your taxes.

A QCD counts as a required withdraw from your IRA that becomes mandatory at age 72. 🚂

Yes, We Are Committed to Project-Specific Donations

John Nagy

Recently a long-time member asked if donations given towards a specific project or program, such as a specific trolley, new car barn, extending the track, etc. are tracked or just simply added to the general pool of funds. This seemed like a question that might be of interest to the whole membership so let's shed some light on how it is done.

Per Treasurer John Ballentine, "The OERHS deposits all funds into a checking account at Wells Fargo. We use Quick Books to account for funds received and funds paid out. The receipts and expenditures are posted to account numbers that are appropriate. If a donation is dedicated to a specific project, the account number assigned to that project is credited with the amount of that donation."

These are referred to as dedicated or restricted donations and are a type of restricted funds. This is a common practice amongst non-profits and there are legal requirements regarding it. As the project incurs expenses, the amount is subtracted from that account number until the funds are completely spent.

The advantage of restricted donations are that they encourage donations by offering donors the opportunity to contribute towards their passions (e.g. "I want to see my favorite car restored"). It can also help influence an organization's priorities since if a project receives a lot of donations it can show the Board that the project is important to the membership. The downside is that it makes the bookkeeping more complex, can seem like you have more readily useable cash then there actually is and monies can remain on the books for years until they are fully funded or the organization has the capacity to accomplish them. Further, if for some reason a project is no



Kevin Reilly building a wire harness to connect a laptop computer to the Vehicle Control Unit in Vintage Trolley No. 514. Note The Lake Oswego Monthly Magazine for December with an article on the "Tinseltown Trolley." (Dave Rowe photograph)

longer feasible, the monies can be tied up and be potentially unusable.

So what do we do when a project is no longer viable? Take for example our trolley from Milan which was a victim of fire. Though severely damaged, the car still has the body/frame, controls and running gear so any remaining funds allocated to it would stay on the books towards a possible future restoration (even though the car is now likely to be a low priority). But say a car was sold/traded or a building project was no longer approvable, what then? Or a pandemic occurs that eliminates our income and requires us to use existing funds to survive?

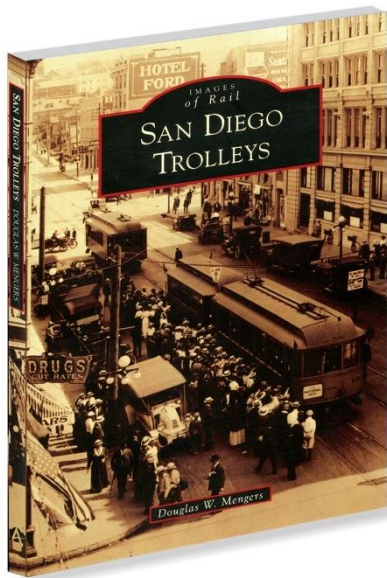
We currently do not have a policy that would allow for easy reallocation of the funds in such instances. If the donors are still known, living and reachable, we would contact them about the situation and offer alternatives (e.g. transfer the monies to a different car or project). If they have passed on we try to contact the family. Some organizations put a disclaimer on the acceptance of donations which can offer the flexibility to avoid this problem. However, it can make donors wary that funds may not go to what they wanted and thus reluctant to contribute. Our long standing but unwritten policy is we that are committed to ensuring restricted funds are used for their intended purpose and have a superb track record of doing so.

Like many museums, we have been adopting and revising a series of organizational policies and a Donation & Deaccession policy is amongst those still to finalize. We will work on including language that more clearly addresses restricted donations. In the interim, please continue to donate to the OERHS and to the projects that you want to see accomplished. But consider making your donation an unrestricted one or include a use with the word "preferred." That way, we can strive to meet your wishes but in the event of an emergency or significant change in circumstances, the funds can still be used to benefit the organization's needs and goals. 🚃

Battery Project Milestone

Dave Rowe

A Vintage Trolley Battery Project milestone was passed on December 16. The coolant system was completed, antifreeze added, and leaks sealed. All three coolant pumps, both radiators, and fans were successfully tested. The air compressor system was also tested. The next milestone will be running all four traction motor with the drivelines disconnected. 🚃



Review: San Diego Trolleys

Richard Thompson

Douglas W. Mengers. Charleston, SC, Arcadia Publishing, 2017. 127 pp. 211 b&w images. \$21.99. Softcover.

Like most devotees of railroadiana, I will admit to valuing large hardcover books. Yet, as an author and collector of books in the Images of Rail series, I cannot disparage volumes produced by Arcadia Publishing. Their sepia covers make these Arcadia books easily identifiable, and their small size means they are comparatively inexpensive. Arcadia's books are sold in many museum gift shops (including ours), where their accessibility has done much to promote railroad history.

There are now more than 40 Arcadia titles devoted to electric railway history. I am happy to note that half of these cover West Coast streetcars and interurbans, including the subject of this review.

In the runup to the Covid-19 Pandemic I somehow missed this title. I have discovered it to be a comprehensive work in spite of its short length.

Street railways in San Diego, much like Portland, tried several forms of locomotion over the years, including horsecars, steam dummies, cable cars, and trolleys. The latter evolved from pioneers using “trollers” instead of trolley poles, to modern streamlined PCCs.

The seven chapters in this book begin with the San Diego Streetcar Company's horse-drawn system in 1886, which connected San Diego's business district with its wharf area. The ferry landing would soon be linked with the famous Hotel Del Coronado.

The next chapter moves on to cover the San Diego & Old Town's inauguration of the first electric trolley in the West on November 19, 1887 (beating Portland by two years). The efforts of that short-lived company's steam dummy railroad, as well as those of the San Diego Cable Car Company (which built the fourth cable system in California) are also described.

Chapter Three documents the period of consolidation during 1891-1910, when wealthy industrialist John D. Spreckels' merged the remaining companies to form the San Diego Electric Railway Company. His maxim “transportation determines the flow of population” was, of course, accurate. Spreckels introduced the first

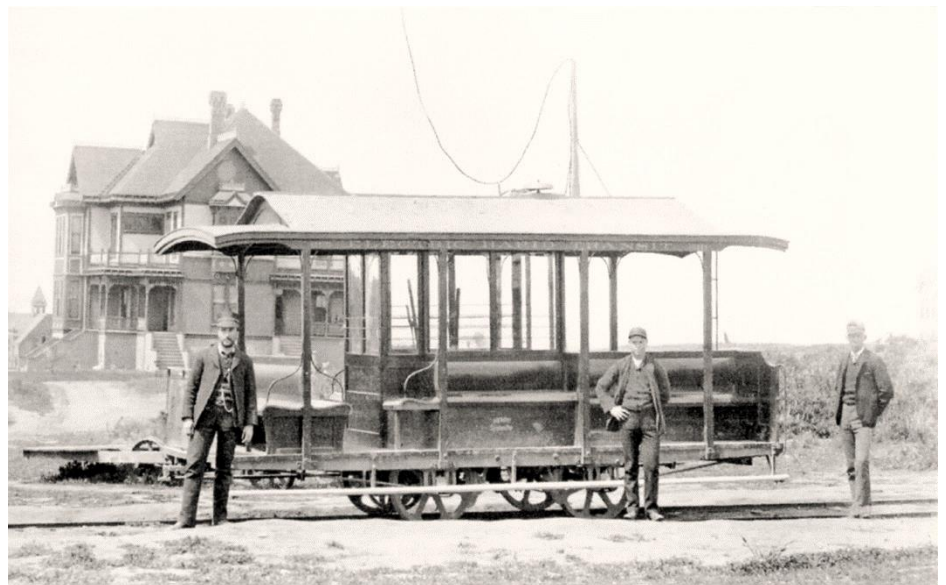
double-decker trolleys in the West, delightful J. G. Brill products decorated in yellow and brown livery with gold trim.

Chapter Four portrays the transit expansion that began with the introduction of half-open and half-closed California-style cars in 1904 and continued through the Panama-California Exposition of 1915-17.

Subsequent chapters relate the decline of the San Diego Electric Railway after World War I and the implementation of familiar cost-saving measures like the introduction of bus service and the deployment of Birney cars on lightly patronized lines. The purchase of modern PCC cars in 1937 was popular, but did not save the system from abandonment. The last streetcars ran on April 24, 1949.

A final chapter depicts the use of car bodies as diners and cabins. It also takes notice of the birth of San Diego light rail in 1979 as well as San Diego Metropolitan Transit's inauguration of limited operation by restored PCC cars in 2011.

What sets this volume apart from similar publications is its plentiful use of seldom seen photographs showing turn-of-the 20th Century trolleys, as well as images of historic buildings and personalities connected with local street railway history. I highly recommend it. 🚃



An Electric Rapid Transit (ERT) streetcar awaits passengers on Fourth Street north of downtown San Diego in 1889. Note the absence of a trolley pole. This pioneering vehicle used a wheeled “troller” of the type developed by Leo Daft. (San Diego Electric Railway Association)

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

Remember the OERHS in your Will or Trust. Even a small bequest can help the museum grow!

Did You Know?

Members 70.5 years and older can make tax free donations to the OERHS from their 401(k) that count towards the mandatory percentage 2.5% that they need to take out of their IRA anyway. Consider making a donation today!

Donation Opportunities

Endowment Fund	<u>Items</u>	<u>Description</u>	<u>Amount</u>
	Endowment Fund	<i>Helps create an endowment fund to support operations, staff (future) and general projects</i>	\$ _____
Board Fund	Unrestricted Funds	<i>Allows Board to allocate funds as needed (Projects, events, car acquisition, etc.)</i>	\$ _____
Capital Projects	Phase 1 Yard Project	<i>Build a permanent switch yard (~11k)</i>	\$ _____
	Carbarn #2	<i>Build the 2nd carbarn (will also be the temporary restoration shop) – (~\$450k)</i>	\$ _____
	Mainline Loop	<i>Complete the loop for multiple car operation and operate single-ended cars. Adding ~ 2000 additional feet will complete the loop. (~\$45k)</i>	\$ _____
	Interpretive Center	<i>Flooring, archives, displays, and exterior landscaping (sidewalks, platforms, etc.)</i>	\$ _____
	Buy A Tie	<i>\$55 buys us a new fir tie to replace worn out ones (we need about 2000 of them so every single tie is a great help)</i>	\$ _____
Restoration Projects	Buy Concrete	<i>~\$120/yd³ for track, curbs, platforms, etc.</i>	\$ _____
	PRL&P #1067	<i>Help refurbish the running gear we obtained the NWRM to restore this car</i>	\$ _____
	Car Restoration	<i>All our cars need love & care and many are awaiting restoration. Donate to the car fund or specify a car. Some of the projects underway are: 813 (Broadway car), 1159 (PCC), 1455 (snowsweeper) & locos 254 & 401</i>	\$ _____ Car: _____
Specific Items: <i>(Donate items or \$)</i>	Uniform Parts	<i>Hats, pants, vests & jackets for volunteers</i>	\$ _____
Name Your Project		<i>Do you have an idea you would like to see done? Tell us about it!</i>	\$ _____
TOTAL			\$ _____

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

Name _____ Date _____ Cash \$ _____ Check \$ _____

Credit Card: \$ _____ Visa MasterCard American Express Discover

Card # _____ Sec Code _____ Expires _____ Signature _____

THANK YOU!