



Oregon Electric Railway Historical Society

THE TRANSFER

Volume 29
Issue 1
Winter 2024

Reminder to members: Please be sure your dues are up to date. They are due on Jan 1. If you have not renewed you can pay online, or download a membership form, at <http://oregontrolley.com/join>

In This Issue

Transit Was Portland's Pride in 1894 – <i>Oregonian</i>	1
Oregon Electric Railway Historical Society	2
Trolley Cars Spread into the Country – <i>Richard Thompson</i>	7
From the Car barn – <i>Pete Manuele</i>	11
From the Shop – <i>Pete Manuele</i>	12
Battery Car 514 Emerges – <i>Dave Rowe</i>	13

Transit Was Portland's Pride in 1894

From The Oregonian's Handbook of the Pacific Northwest



A City & Suburban Ry. single-truck Pullman streetcar is seen passing the historic Smithson Block in a then and now picture with an 1894 engraving from "The Oregonian's Handbook of the Pacific Northwest" overlaid on a modern view of N. Interstate and Russell St.

The following excerpt from "The Oregonian's Handbook of the Pacific Northwest" describes the state of Portland transit during the first five years of electric streetcar operation. - Editor

Portland's pride is the excellent rapid transit system covering all parts of the city and the adjacent suburbs. A network of electric lines converging in the business

district spreads out through the city and reaches points as far distant as 15 miles. The equal distribution of these lines could not have been better planned, for there is not today a suburb or part of Portland that is without streetcar connection with the city's business center. There are now 98 miles of street railways in Portland and its suburbs. This system is operated by seven companies.

Continued on page 3

Oregon Electric Railway Historical Society

Officers

President	Eugene Fabryka
Vice President	Richard Thompson
Secretary	Mark Kavanagh
Treasurer	John Ballentine

Trustees

John Ballentine	Gene Fabryka
David Harold	Suzi Jones
Mark Kavanagh	John Nagy
Richard Thompson	Joe Tracy
Jan Zweerts	

Other Positions

Board Chairman	John Nagy
WST Manager	David Harold
Newsletter Editor	Richard Thompson
Newsletter Publisher	Wayne Jones
Gift Shop Manager	Suzi Jones
Webmaster	Mark Kavanagh

Membership

Membership is based on a calendar year. All memberships expire on Dec. 31st, with renewal due by January 1st. The OERHS is a non-profit 501-C-3 corporation, so dues are tax deductible.

Categories			
Active	\$ 30	Sustaining	\$ 250
Family	\$ 60	Life	\$ 500
Contributing	\$ 75	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 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

Send postal mail to:
Richard Thompson, Editor
13311 NW Keeton Park Lane
Portland, OR 97229

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

Oregon Electric Railway Historical Society
3995 Brooklake Rd. NE
Brooks, OR 97303
Phone: 971-701-6327
www.oregontrolley.com

Do you want to drive a trolley?

You can be a Motorman, Conductor, Tour Guide, help restore trolleys or participate in more great activities. Want to learn to operate a 100-year-old trolley or an electric locomotive? If you are interested in training to be a motorman, conductor, or station agent at the museum contact Mark Kavanagh at (503) 399-7508. If you wish to volunteer for the Willamette Shore Trolley, call David Harold or Jan Zweerts at (503) 697-7436. No experience is necessary just a passion for trolleys! We can train you in any volunteer position that meets your interest.

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.

Transit in 1894

continued from p. 1

The most important inter-municipal railway system of Portland is that operated by the **City & Suburban Railway Company**. The company has a capital stock of \$1,000,000. It operates 53 miles of electric road. Starting from the corner of Third and Yamhill streets, in the center of the city, 11 different points can be reached by the cars of this system. Woodstock, Waverly, Richmond, Mt. Tabor, Mt. Tabor Villa and intermediate points, are reached by the lines of this company crossing the Willamette river via the Morrison-street bridge. Upper and Lower Albina, Irvington, Holladay's Addition, and St. Johns are reached by the lines of the company crossing the Willamette river over the steel railroad bridge. On the west side of the river the lines of the City & Suburban Railway Company reach to all parts of the city. The lines of this company are operated principally by electricity, with connections for Mt. Tabor and St. Johns by steam motor.

The East Side Railway Company operates 22 miles of railway on the east side of the Willamette river,



No. 51 was the first of 24 white and gold painted trolleys built in 1891 by Pullman for the City & Suburban Railway Company. (Colorized engraving from "The Oregonian's Handbook")

getting into Portland over the Madison Street Bridge. Through arrangement with the electric line on Second street, this company now runs its cars into the central part of Portland. The company was incorporated in 1892, with a capital of \$250,000. It runs 19 electric motor cars, four trailers and one steam motor and coach. The Oregon City line of this company is 15 miles in length. It commences at the west end of the Madison Street Bridge and ends at Oregon City, within a few feet of the

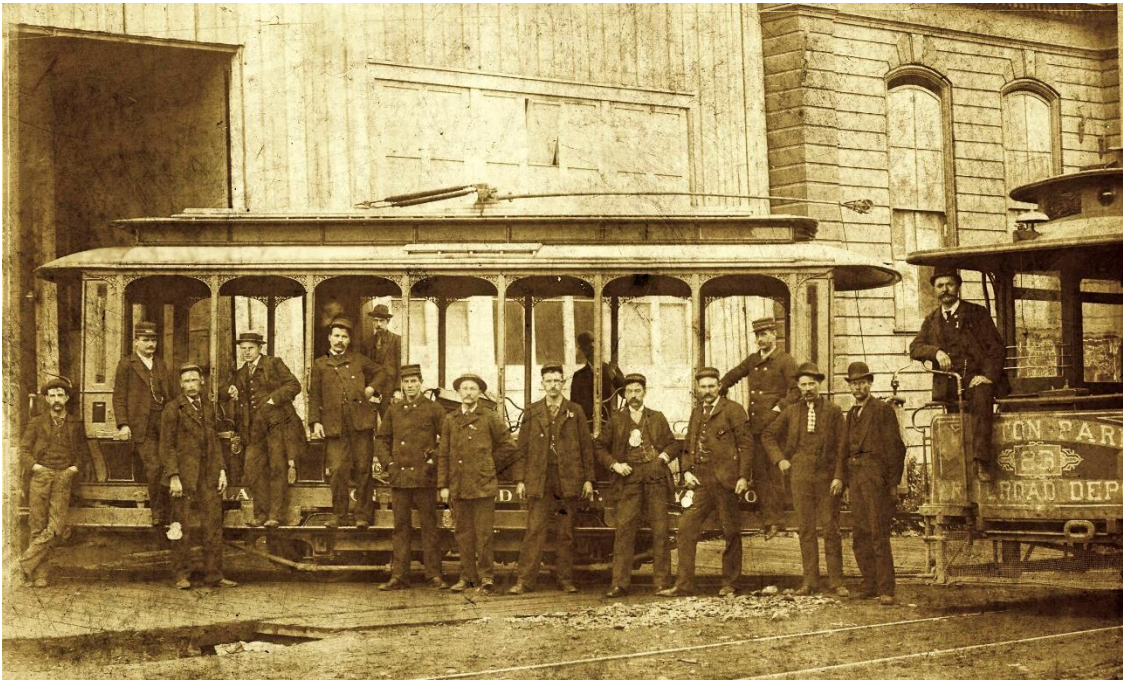
picturesque falls of the Willamette river. Along this line are many charming bits of scenery. The road winds in and out of great prune and apple orchards, and it runs through the suburban points of Brooklyn, Sellwood, Milwaukie and Gladstone. From Gladstone a branch, one-half mile in length, runs to the beautiful tract of land called Gladstone Park.

Another line operated by the East Side Railway Company, extends to Mt. Tabor, a solitary and picturesque butte 3½ miles east of the river. The summit of this butte attains an elevation of about 700 feet. Clustered around this hill are numerous gardens, cottages and elegant residences. At Mt. Tabor the electric line connects with a steam-motor line, 3½ miles in length, running to Mt. Scott.

The Portland Consolidated Railway Company has a capital of \$1,000,000. It operates 32 miles of electric railway and owns 79 finely finished cars. The Second street line, operated by this company, is 6½ miles in length. It runs to the southern suburb of the city, terminating at Riverview cemetery, one of the finest burying grounds in the United States. The Washington street line of this company passes the City park, from which it runs due north, finally climbing Willamette Heights, from



The "Alva" was the East Side Ry.'s first interurban streetcar. She was locally built by the Vulcan Manufacturing Company in 1891 and lasted in modified form until 1926. (Mark Moore)



Portland Consolidated Street Ry. open Pullman No. 21 and Low's Convertible No. 23 in front of the old Mechanics Pavilion at SW 2nd and Montgomery c. 1896. Predecessor Metropolitan Railway Co. used these cars on the Fulton Park Line, the first and longest trolley operation on the west side of the Willamette River. (Courtesy Don Nelson)

which a beautiful view of the city and its surroundings is obtained. Branch lines leave the Washington-street line at Thirteenth and Sixteenth streets. On the east side of the river this company operates a line to Vancouver, seven miles in length. This road was formerly operated as a steam-motor line, but it was electrified on June 23rd last. The road reaches to the south bank of the Columbia river, opposite Vancouver. Here connection is made for Vancouver by a steam ferry. In Vancouver, which is really a suburb of Portland, the company operates lines of road running to Fort Vancouver and to the driving park on Vancouver Heights. Before the Columbia river is reached the electric line passes

through several of Portland's most attractive suburbs. The principal of these suburbs are Highland, Cloverdale, Piedmont and Woodlawn. From Cloverdale a track branches off from the main line running through Highland and Irvington Park.

The Barnes Heights & Cornell Mountain Railway is three miles in length. It is an electric line, and runs from the head of Washington street to Mountain Park, a suburb located on the high lands back of the city. It is the intention of the owners of this road to extend it to Hillsboro,



Among the first "long cars" (double-track) in Portland were six built by J. G. Brill in 1892 for the Multnomah Street Railway Co. Within a year they had become part of the new Portland Consolidated Street Railway Co., which transferred them to North Portland for service on the Vancouver Line. (Courtesy Mark Moore).



This postcard shows two of the California style half open cable cars built by the Stockton Combine Harvester and Agricultural Works in 1889 for the Portland Cable Railway Company. They are passing on the 1,040 ft. trestle, which at 20.9% grade was one of the steepest cable inclines in the United States.

18 miles distant from Portland and, in the near future, Irvington Park.

The City & West Portland Park Motor Company was incorporated in April, 1889, with a capital of \$100,000. This company operates a motor line seven miles in length, running from Hamilton street, in South Portland, through the attractive additions of Bertha, Hillsdale and South Portland Park, to the beautiful tract of land known as West Portland Park. This lies on the uplands back of Oswego. This line is equipped with two steam motors, two coaches and 11 freight cars. The total cost of construction and equipping this road was \$150,000.

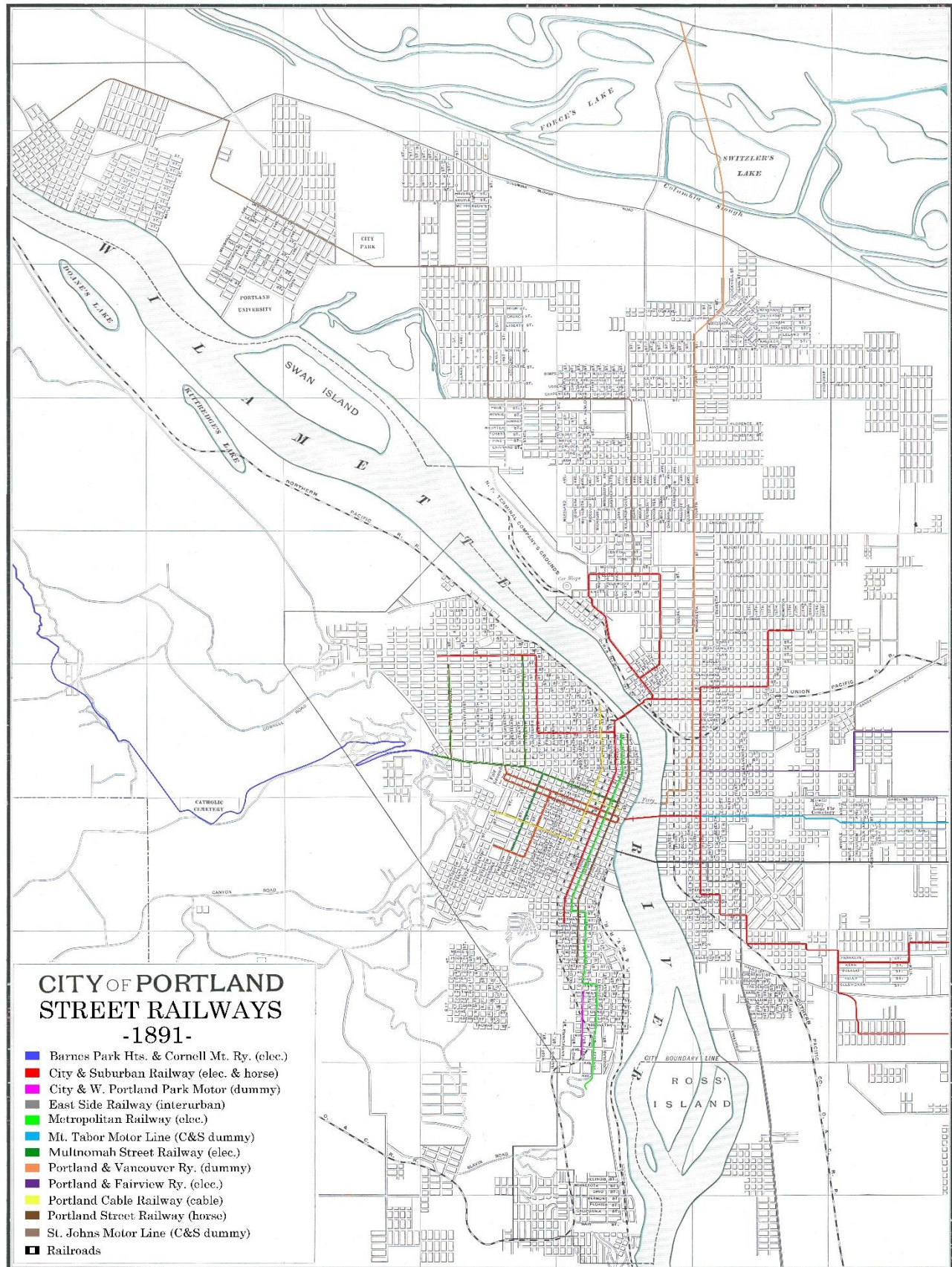
The Portland Cable Railway Company operates seven miles of cable road. The main line extends from the Union passenger depot, at the foot of Fifth street, to a high elevation in the southern part of the city known as Portland Heights. From Fourteenth street a track branches off

running to the City park and the baseball grounds. A short spur also

runs down Alder street to Front, connecting with the main line at Fifth. 🚃



In late 1890s Passengers are posing in front of motor No. 2 and a trailer at the southern terminus of the City & West Portland Park Motor Company line, which was near present day SW Barbur Blvd. and Luradel St. At one time Portland had seven steam dummy railways. (Courtesy Mark Moore)



Habersham, Nieberding, and Tarbet's Official Map of the City of Portland shows six electric railways, three steam "motors," and two horsecar lines operating in 1891. There are a few inaccuracies, including a Barnes Park Heights extension beyond Mt. Calvary Cemetery that was never built and an absence of Fulton Line tracks south of Hamilton Street. (color by Richard Thompson)



A Portland Railway Company electrified cable car and a first series Fuller Standard trolley pass on SW 5th in front of the Pioneer Courthouse on the Depot-Jefferson Line in 1904. The cable yokes and guides had just been removed. (Hayes Collection, color by Richard Thompson)

Trolley Cars Spread into the Country

Richard Thompson

The following is based on an article published in *The Morning Oregonian* on January 1, 1904 that described street railway improvements and extensions ten years after the story on page one. Consolidation was now well underway and there were three remaining electric railway companies. Further reduction took place that September when the City & Suburban and Portland railways merged

to form the Portland Consolidated Railway. All would become one in 1906 as the Oregon Water Power & Railway was absorbed into the massive Portland Railway, Light & Power Co. Streetcar lines have been highlighted in bold. Items in parenthesis indicate words that could not be identified when original compiler Bill Hayes transcribed the story from microfiche. The editor's comments appear in brackets.

Trolley cars have made the city reach out into the country. There has been much new construction and many new cars have been built.

Most powerful among the agencies which have extended the urban

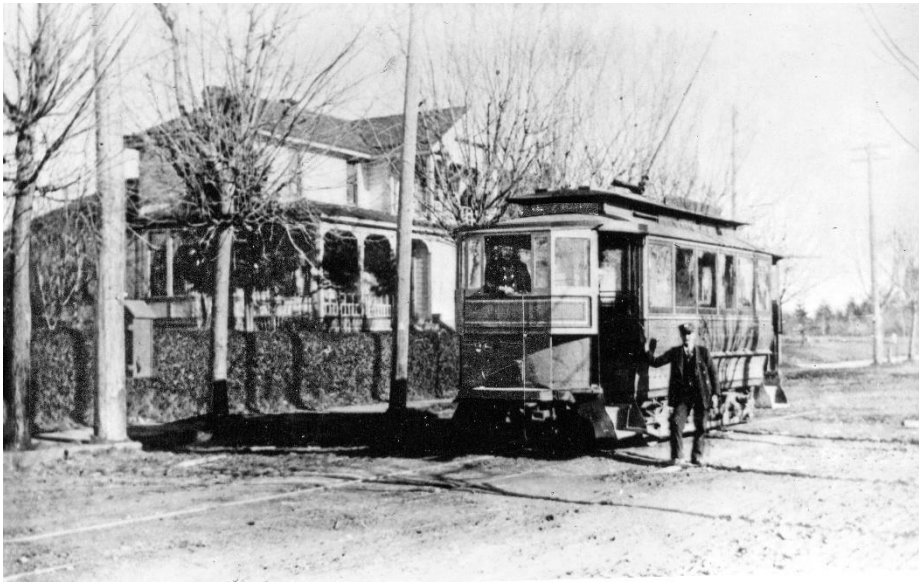
population of Portland into the surrounding country are the street railways. In the days when all who could not afford to ride horseback or drive in a buggy from their homes to their businesses had to walk, the people naturally crowded together in the small area that was within walking distance. When the horsecar first furnished cheap transit people began to spread out from the center, but the horsecar was so slow that the economy of time placed a limit on the distance to which people could travel daily.

With the advent of the cable and trolley car there came a definite change. They were fast and of large capacity and ran in all directions at frequent intervals. The cable cars have gone out of use now and trolley cars have become universal. They have gained ground fast since they whisk passengers to and from their homes in a few minutes.

Inspired by these means of quick transit, many people have climbed the heights on Ford Street to perch their homes at heights formerly considered inaccessible. Others have quickly studded homes on the rolling hills and level plateau eastward as far as Lents and northward to St. Johns. The ambition of the average American to have a detached house surrounded by his own garden, and if possible, to own it himself, is thus gratified.

When they reach the further suburbs, residents are not content with a mere real estate lot but take an acre of ground on which to grow their own vegetables, plant their orchards, and keep chickens, to say nothing of pasturing a cow on convenient vacant ground. All this is placed within the reach of the man of moderate means by the trolley car.

Now the trolley car is reaching out still further; not content with suburban transit, it is engaging in interurban traffic and invading the field of the steam railroad. As each car carries its own power, a trolley line can be operated much more cheaply over moderate distances than a steam



The City & Suburban Railway's Irvington Line, built as a branch of the Albina Line, was the third electric line in Portland. Car 28, seen at the northern terminus on NE 15th and Tillamook, was one of three cars purchased from the Northern Car Co. of Minneapolis in 1890 to inaugurate Irvington service. Note the bay-windowed "portable vestibule" attached to the dash.

railroad. Trolley cars can be run more frequently than heavy trains of steam cars and stops can be made at more frequent intervals. Trolley cars can also climb hills that are insurmountable to steam locomotives. Thus the trolley car enables many people to live in the country while doing business in the city, enjoying city conveniences and the pleasures of country life at the same time. It enhances the value of suburban property, enabling people to escape heavy city taxes while living more cheaply. It has reversed the tide of population, which has long tended to congestion in the great cities, and has freed the people to spread from the city into the country.

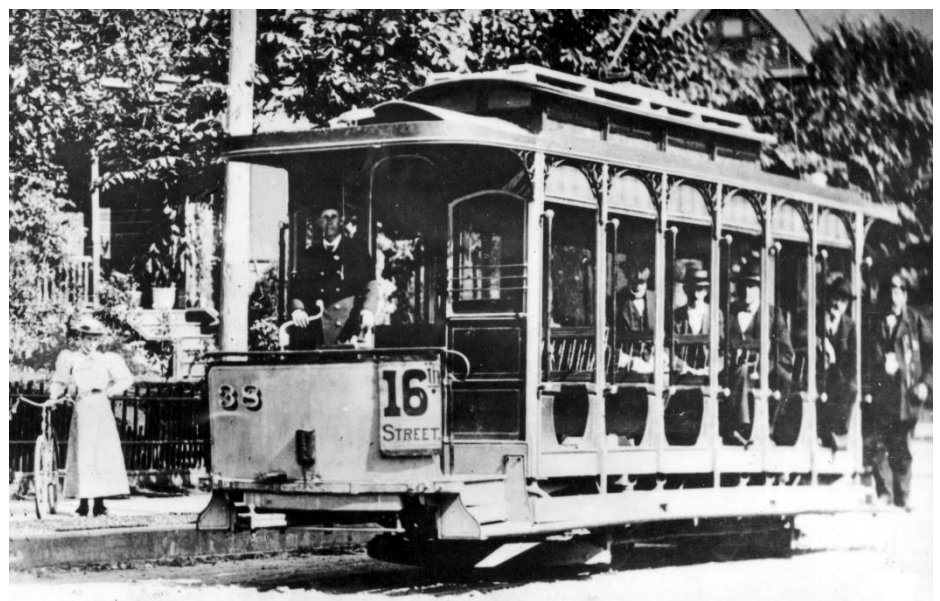
The greatest work in the extension of trolley lines within the city during the last year has been done by the **Portland Railway Company**. It has added a mile of line on Thurman Street from Nineteenth to Twenty-Third; two and a half miles on Ford Street from Washington [Street] to **Portland Heights** at Spring Street; over two miles in the extension of the **Irvington Line** from Union Avenue to Twenty-Second Street; three miles on the extension of the [**Upper**] **Albina Line** on Union Avenue to

Portland Avenue; and one mile on the line up **East Burnside** and East Pine streets toward Mount Tabor, which will be completed this year. It has begun extending the Vernon and Irvington Line [this was the **Alberta Line**] on the East Side and the **Sixteenth** and Thurman street line on the West Side, and will restore [**Upper**] **Albina Line** operation [after

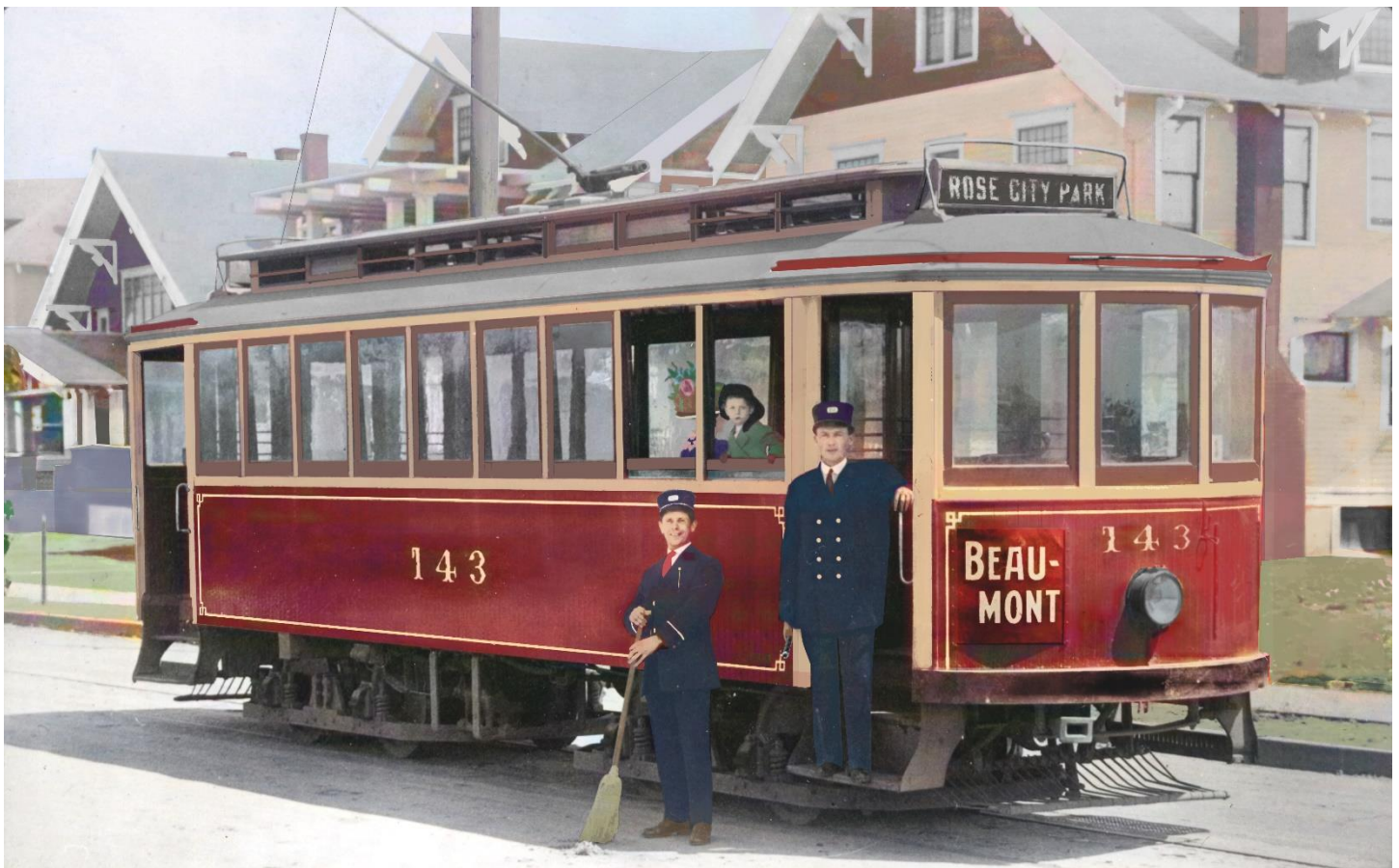
U line service was rerouted from Commercial Street to Union Avenue].

At the opening of (1893?) the **Oregon Water Power & Railway Company** had in operation a line of 15 miles to **Oregon City** and another of seven miles to Mount Tabor and Lents [this became the **Mt. Scott Line**]. During the year it has extended a line from Lents to **Cazadero** on the Clackamas River, a distance of 15 miles; has begun the construction of a new line south from the Madison Street Bridge through Sellwood to Lents, eight miles [the future Springwater Division extension to Lents Junction and beyond was completed in 1904], and has extended the Mount Tabor Line to the East Side reservoir, one mile [this refers to the new **Hawthorne Line** terminus in the South Mount Tabor neighborhood].

The construction of new lines is but a part of the improvement in the streetcar system of the city made in the past year, for improvement of existing lines has absorbed as much money as extensions. Thus, the **City and Suburban Railway Company**, while it has not made any extensions, has been busy with construction in all directions. It has built an entirely new



Motorman Jack Workman described No. 38 as "Portland's first open car" but it was actually a Low's convertible that was changed to a permanent open a few years after having been built for the Multnomah Street Railway in 1890. It is shown near NW 16th and Davis streets c. 1895.



No. 143, seen here near the southern terminus of the Beaumont stub line on NE 42nd Avenue and Sandy Boulevard c. 1911, was one of 47 "Standards" built during 1901-02 in the City & Suburban Railway Company's Savier Car barn in Northwest Portland. (color by Richard Thompson)

line from Northern Hill to **St. Johns**, 8000 feet long, which shortens the distance to St. Johns by about a mile and a quarter. It has laid double track on the **Woodstock and Richmond line** from East Fifth and Harrison to Thirty-Second and Clinton streets [what were soon known as the **Waverly-Woodstock** and **Waverly-Richmond** lines began as two alternating narrow gauge lines later converted to standard gauge]; on Williams Avenue from Cherry to Stanton streets [on the **Upper Albina Line**]; on Montgomery from Eleventh to Fourteenth streets [on the **Montgomery Street Line**]; on Morrison from Front to Third; on Yamhill from Front to Fourth Street; on Third from Salmon to Main Street; on the **East Ankeny Line** from Twenty-Eighth to Thirtieth Street, and from East Couch to East Glisan Street; on the **Brooklyn Line** from East Fifth and Ellsworth to Eleventh

and Brooklyn; on the **Montavilla Line** from the gravel pit to Hibbard Street; on the **Lower Albina Line** from Stanton to Skidmore street. The **St. Johns Line** has been electrified and a sub-station built to supply power for it [becoming the last line to be converted from steam to electric operation].

The Portland Railway Company has improved its existing lines despite the fact that it has been busy with new construction. It has relaid two miles of track on Washington Street with 91-pound grooved rail in a bed paved with Belgian blocks. Altogether this company has spent \$250,000 in new lines, and improvement of old lines.

Considerable improvement has been made in **The Oregon Water Power and Railway Company's** plant, in addition to the large amount of new construction in progress. A dock 1500 feet long has been built at Madison Street, together with a

terminal ground and power station of 700 horse power. Another power station of 550 horse power and a transforming station of 400 kilowatts have been built at Gresham. Depots are being built at Gresham, Boring, Barton, Eagle Creek and Cazadero, and a corrugated iron warehouse is being built at Madison Street.

The City and Suburban Railway Company has built a 35 x 200 ft. addition to its East Ankeny Car barn, with a workshop, office and room for carmen.

Portland street railway companies have adopted the practice of building their own cars, having the steel castings made in a local foundry, then building the cars and trucks, and doing the woodwork, in their own shops. **The City and Suburban** has added during the year 17 open and 28



The Portland Railway Company's answer to rival City & Suburban Railway's "Standard" streetcars were the Fuller cars, named after cigar-smoking railway President Franklin Fuller, who allowed smoking on their extended platforms. Three different Fuller series were built in the Washington Street shop between 1902-06. Fuller 334 is seen here at the original terminus of the Alberta Line on 25th and Alberta streets c. 1905. (Mark Moore)

LINES BUILT IN 1903

PORTLAND RAILWAY COMPANY

Extension of Irvington Line	2 miles
Extension of Albina Line	3 miles
Extension on Thurman Street	1 mile
Ford Street Line	2½ miles
East Burnside & East Pine Street	1 mile
Total	9½ miles

OREGON WATER POWER & RAILWAY COMPANY

Lents to Cazadero extension	36 miles
Madison Street Line via Sellwood to Lents	8 miles
Mount Tabor Line extension	1 mile
Total	45 miles
Grand total all new lines	54½ miles

closed cars of the standard type, and all built at its own shops, and is now operating 85 cars.

The **Portland Railway Company** has adopted a new type of car 36 feet long with long vestibules at each end,

the old style being only 18 feet long. It has turned out during the year four open and 15 closed cars, has remodeled four cars, built four freight cars and has eight closed passenger cars under construction. It is now operating 45 cars, of which nine were added during the year, and has given more frequent service on all its divisions in response to the demand for increased service.

STREET RAILWAYS IN 1903

City & Suburban	57½ mi.
Portland Railway	36 miles
Oregon Water Power	67 miles
	163½ mi.

The **Oregon Water Power and Railway Company's** lines are equipped with 23 double truck passenger motor cars, all provided

with air brakes, 11 double truck trailers, four freight motors, 76 flat cars and ten box cars. All the freight equipment is constructed under M.C.B. rules and is equipped with patent couplers and automatic air brakes.

The three street railway companies employ an aggregate of 836 men in the regular operation of their lines, besides the large forces regularly occupied in repairs (and) summer construction. 🚃

From the Car barn

Pete Manuele

Happy New Year from the residents of our car barn here at the Oregon Electric Railway Museum.

January is not a particularly active month in the car barn, usually due to inclement weather. However, it doesn't mean that work in the car barn

is not ongoing. We are continuing to sort parts and place them on shelves next to the trolleys to which they belong.

The two remaining trolley busses in our collection have been moved from the car barn to the shop. They are being evaluated for restoration

requirements, with a view to get at least one of them, if not both, operational.

Two 40 foot storage containers have been acquired by the museum and placed next to the car barn. Designated use for the containers will see the north one ultimately used to store the Boeing LRC and spare parts for the Tri-Met Max Phase I LRV that we will be acquiring this summer. The south container will be used for Halloween materials and Holiday Sparkles decorations.

Now for the trolleys and equipment:

- 48 – The Blackpool car: we are sanding, painting and repairing wear and tear from last year's operating season. The usual maintenance will be performed as well.
- 1187- The Aussie car: light maintenance and check air lines.
- 201 - The Oporto car: finish two windows and perform light maintenance.
- 1455 - The snow sweeper: We are continuing to work on parts of the sweeper in an effort to get it ready to run, hopefully by Steamup 2024. It is 125 years old this year and we hope to be able to showcase it.

Since cars 48 and 1187 are the mainstays of summer operation, they



This snapshot of Blackpool Corporation "Standard" tram 48, taken around the time of her retirement in October 1962, shows how our Blackpool car appeared while in operation. No. 48 is signed for "Central Station via Marton" and location looks to be Marton Depot.



Here is how the "Aussie Car" looked on January 11, 1959, during the last run of the "O" cars on the Sydney system. Cars 1187 and 1111 are seen at the North Bondi line terminus minutes after a ceremony donating No. 1187 to the OERHS. (Dale Budd, Sydney Tramway Museum)



Our Portuguese tram 201, bearing original fleet No. 210, is seen traversing Porto's Praça de Goncalves Square in a 1978 photograph taken on Line 19. (Wikimedia Commons)

are the primary focus of our attention for maintenance and care.

It is my goal this year to make an evaluation of all the trolleys and equipment in our collection so that the membership will know what needs to be done to restore and/or maintain the collection. Volunteers are always welcome. 🚃

From the Shop

Pete Manuele

Happy New Year from the crew at the OERM shop.

The new year has brought a flurry of activity at the shop.

John Nagy has been generally cleaning and sorting materials and parts that have been laying around the shop waiting for disposition.

Gene Fabryka has been working on forms for construction of the "Gresham" shelter to be set up behind the shop. We hope to have it completed by April. Once up, it will provide some protection from the weather for our backhoe, flail tractor, baggage carts and, more importantly, our 1940 Kenworth Tower Truck. Once under the shelter, we can begin restoration of the truck to its original configuration.

Rick Lucia has been doing a little bit of everything. He is working on the Club Car golf cart, which we want to get running by Steam-Up this year. He has also been assisting with cleanup around the shop, as well as being an extra pair of hands for Greg Bonn and me.

Rick and I are working on getting the tool room organized. He has also helped me dismantle the "B" end broom on snow sweeper No. 1455 so that we can sandblast the metal parts and begin reconstruction of the broom.

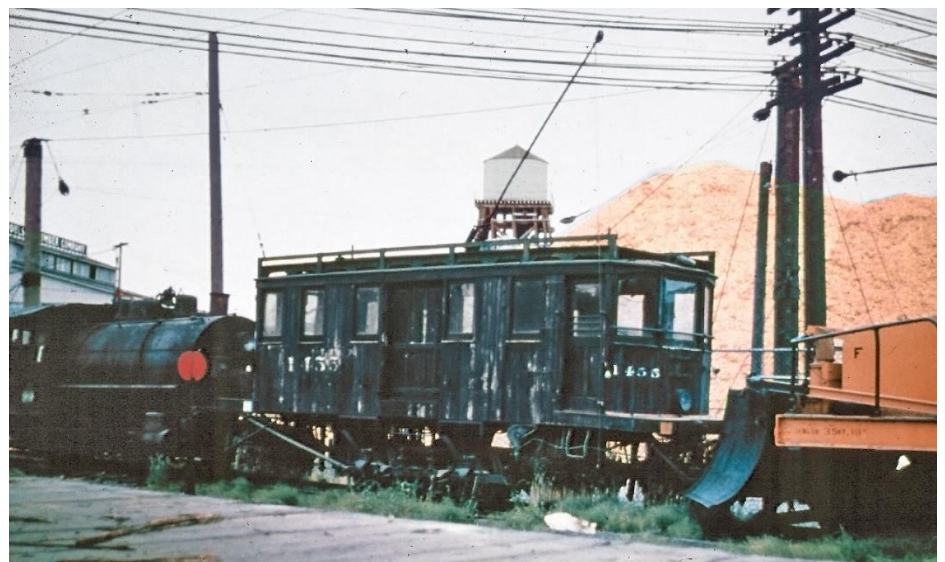
Greg is looking into acquisition of flooring for the "B" end, as well as canvas roofing material, and exterior paint for the sides, windows, and trim. We hope to have the "A" broom mechanism in the shop soon so that we can finish deconstruction, sandblasting parts, and reconstruction.

Greg was able to come to the museum on Wednesday the 3rd. He and I spent time working on the vintage bandsaw. He installed the band

blade, and we now have it positioned where it will operate. Hopefully we will soon have it wired, balanced and operational as we will need it to cut large beams for various projects.

Mark Terkelson will be coming in to refinish the benches that are located outside the depot. He has already completed a couple of benches with several more left to refinish.

My thanks to all those who help in the shop. 🚃



Portland Traction Company snow sweeper 1455 was in dilapidated condition by the 1950s as it sat between loco 99 and steeplecab 1413 in the East Portland Yard. The huge sawdust pile behind them is from the adjacent Inman-Poulson Lumber Co., which powered PGE Station "L."

Battery Car 514 Emerges!

Dave Rowe

On February 5, 2024, Vintage Trolley No. 514 was lowered to the rails and finally moved out of the Willamette Shore Trolley Barn under its own power. Conversion to battery power, after years of design and fabrication, was a dream come true.

VT 514, now named the “Bill Naito Trolley,” was the late entrepreneur’s brainchild. It was largely due to his efforts that GOMACO built Council Crest car replicas 511-14 for Portland Vintage Trolley.

The VT heritage streetcar service operated from 1991 to 2014. After discontinuation of service cars 513 and 514 were transferred to the WST. Sisters 511 and 512 were sold to the Delmar Loop Trolley in St. Louis, but Vintage Trolley, Inc. insured that the other two iconic cars remained here by helping fund the battery car project.

Kevin Reilly and Dave Rowe, along with EV Drive Engineers,



Kevin Reilly was at the controls on Feb. 5, 2024, when VT 514 moved out of the car barn under battery power for the first time. (Dave Rowe photograph)

worked for five years to convert VT 514 to battery power. Testing to work out any “bugs” will be done in the coming months.

Hopefully, testing and motormen training will have been completed in time for revenue operation this summer. The WST summer season will start Memorial Day weekend. 🚃



Feb. 5th was a rainy day, but Dave Rowe and Kevin Reilly posed happily with VT 514, AKA the “Bill Naito Trolley,” at the southern terminus of the Willamette Shore Trolley. (Steve Dudley)



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

	<u>Items</u>	<u>Description</u>	<u>Amount</u>
Endowment Fund	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!