



Reminder to members: Please be sure your dues are up to date. 2012 dues were due Jan 1, 2012. If it has been longer than one year since you renewed, go to our website: oerhs.org and download an application by clicking: *Become a Member*

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The Oregon Electric Railway Part 3

By Roy Bonn

The OE was originally built to operate on 600 volts DC electrical power that required substations to be situated 12 miles apart. When James J. Hill planned to extend the line to Eugene, a study determined that operating costs would be lower if the original railway line be converted to 1200 volts when constructing the extension. The street operation in downtown Portland would remain at 600 volts. Substations are required only every 18 to 20 miles apart with higher operating voltage. The rotary substations required operators twenty four hours a day, and with fewer substations, operating expenses would be considerably lower.

Of the five original substations, only Donald was abandoned. Its equipment was used in one of the new substations. Multnomah, Tonquin, Waconda and Moffat were upgraded to 1200 volts. New substations were built at Orville, Pirtle, Cartney and Lasen. The electric power was purchased from the Portland Railway Light & Power Co.

The breaker between the 600 and 1200-volt trolley system was located at the intersection of SW Hood and Pennoyer Streets and was later moved closer to Jefferson Street. The commutation on all motor cars had to be switched to the proper voltage at that location. This lasted until the line between Jefferson Street station and the North Bank station was abandoned in 1931 and the 600 volt section was no longer used.

Operating losses on the OE were mounting and becoming a problem for the parent railroads. In May 1923 Ralph Budd, President of GN along with officers of the SP&S made an inspection tour of the OE. Many options to reduce the losses were discussed among which were partial or total abandonment of the OE, increase rates, lower power rates and a decrease in wages.

The possibility of expansion of the OE into new areas for increased freight traffic was pursued. The proposal to purchase the V&S railroad was approved by the V&S but SP blocked the purchase with lawsuits. A proposal to extend the line from Forest Grove to the Stimson Lumber mill was denied by the I.C.C. A line to Tillamook was again considered but dropped due mainly to the forest fire of 1918 that destroyed nearly eleven billion board feet of timber. Also, very little other freight would be available.

The extension of the United Railways line from Banks to Vernonia provided considerable freight revenue to the SP&S. The Gales Creek and Wilson River Railroad built a line from Banks to the Consolidated Timber Company site near Glenwood. This line was later was purchased by the SP&S.

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

The Consolidated Timber Company built over one hundred miles of logging rail lines and had extended their tracks six miles west of the summit which was less than thirty miles from Tillamook. The only new OE line was built from Lebanon to Sweet Home and to Foster where Willamette Valley Lumber built a large sawmill complex. A branch line was built from Sweet Home to Dollar. These extensions became a very profitable source of freight traffic for the OE.

During World War One, while under US Government control, an interchange was established with the SP in Albany. Trackage rights were later obtained from the SP from the interchange point to Lebanon to access the new Sweet Home branch. A freight interchange was later built with the SP in Eugene.

Passenger revenues declined rapidly during the 1920's. The number of cars needed on the trains dropped but the train frequency remained high. The greatest decline in ridership occurred on the Forest Grove line. OE timetable #38 dated Jan. 20, 1930 listed three trains to Forest Grove, none to Woodburn, only one train on the Corvallis branch and three trains to Eugene. The line from Jefferson Street station to the North Bank station was abandoned Nov. 15, 1931 which saved the OE \$12,000 a year. The Jefferson Street station in southwest Portland once again became the Portland terminal. The eastbound track from Garden Home to Jefferson Street was



OE parlor car was at the Trolley Park before it was sold to the Western Railway Museum in Rio Vista, CA.

Photo by Jim West

Continued on page 3...

Oregon Electric Railway Historical Society

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President	Charles Philpot
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WST Station Master	Rod Cox
WST Trainer & Operations	Hal Rosene

Membership

If you have overlooked paying your dues for 2012 or did not realize that dues are based on a calendar year, this is your reminder that your dues are due. Memberships should be renewed

on January 1st each year. New members joining after July 1st should renew on December 31st of the following year. The OERHS is a non-profit 501-C-3 corporation, the benefits of a donation should be discussed with your tax advisor.

Active	\$ 30	Sustaining	\$ 250
Family	\$ 40	Life	\$ 500
Contributing	\$ 50	Benefactor	\$1000
Supporting	\$100		

Mission Statement

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

To fulfil this mission the Society will promote:

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

By Laws, Article II, 9/14/93

Official Notice

The Transfer is published quarterly as the official publication of the OERHS, a state and federally recognized not-for-profit institution. Operator of the *Willamette Shore Trolley* line between Lake Oswego and Portland and a demonstration

trolley line at the railway museum in Brooks.

The views expressed herein are solely those of the individual writers identified and of the editor only, and may not necessarily represent the views or policies of the Society, its Board of Trustees, Officers or Members.

Articles, photos and letters for publication are always welcome. Please email to transfer@waynejones.net or postal mail to the museum address following.

Please send any change of address, your dues and donations to Bill Binns, Treasurer

Oregon Electrical Railway Historical Society
3995 Brooklake Rd. NE
Brooks, OR 97303
Phone: 503.393.2424
www.oregonelectricrailway.org

Do you want to be a Motorman?

Volunteers are needed at the museum in Brooks to be trained as Motormen, Conductors, Ticket sellers and Car Barn Tour guides. Saturdays from 10am to 4pm, motorman training on Sydney 1187 and later, other cars. The Museum will again be open to the public in early May 2013 on Saturdays and Sundays. For the weekday projects, contact Bill Binns or Charlie Philpot.

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

If you wish to volunteer for the *Willamette Shore Trolley*, call Rod Cox or Hal Rosene at 503.697.7436 for information about the many volunteer positions that may interest you.

Interpretive Center Progress

Greg Bonn

Construction continues in the interpretive center with the completion of the insulation and sheet rock. Insulating began the week following the annual meeting and was completed by the weekend. A few minor corrections and last minute details were resolved and the sheet rock was hung during the Thanksgiving week. The taping and finishing was completed during the first week in December and is now ready for sealing and priming.

Charlie Philpot trenched for the electrical service and installed the power conduit in preparation for the PGE crew to hook up to the transformer and power up the building.

Northwest Natural has installed the gas line and meter and now we have gas.

As soon as the power is connected, we can turn on the heat and dry everything out.

A new paint sprayer has been purchased to apply the sealer/primer. Final colors have yet to be approved and will probably be a matter for discussion at the January meeting of the Board of Directors.

Projects still to be completed include siding the east gable, trenching for fire, sewer, water, storm water drains, and outdoor lighting and revising the downspout drain locations. Exterior painting will resume during warmer, drier weather conditions.

Tom Kneeland has been preparing lumber for the interior trim. Currently, the carpentry shop is filled with stacks of rough cut fir that will be sent to be kiln dried and re-sawn before being returned to be milled for the interior wainscots and moldings in the interpretive center, ticket office and library.

How we deliver The Transfer

The Transfer is delivered both electronically and by postal mail. With the electronic copy, you can see all the pictures in full high-resolution color, a big improvement over the black and white appearance in the printed version.

We have established a web site where you can view and download copies of The Transfer. We have set it up so it is also easy to print on your color or black & white printer if you prefer hard copy.

If you wish, we will send you notification when the next issue is available and a link to the web site where you can view the issue or download and print a copy. Please send an email to: transfer@waynejones.net with your name (as shown on the OERHS membership list) and the email address you would like us to send the notification to. Of course, we will respect your privacy and we will only use your email address to send a

single notification that a new The Transfer is ready and a link where you can get it. We will never send promotional material or give or sell your email address to any other person or organization. You can see this issue and the previous issues by going to this web site: oerhs.org/transfer.

We also mail black & white copies of the newsletter to all members of record. Not as clear as the color version available at the web site but some members have stated that they prefer physical copies.

The electronic copy that you can get on the web site can be printed in full color (or black and white of course) on your printer at home if you prefer to read The Transfer the traditional way. We are also archiving back issues on the OERHS web site so in the future you will always be able to refer back to previous issues. We believe you will appreciate the higher quality pictures that this process will provide to all the interesting photos that accompany our articles.

The Oregon Electric Railway continued...

removed in 1931, again becoming a single track railroad. As the depression deepened, many trains had three or fewer passengers; too frequently, crew members outnumbered the passengers. Losses were mounting and some thought was given to allowing the OE to declare bankruptcy. Drastic action was taken and passenger service was drastically cut. The July 24, 1932 timetable #44 listed only one train scheduled a round trip to Eugene that lasted until passenger service was abandoned on May 13, 1933.

The OE and UR had purchased a total of 92 passenger and baggage/express cars. The UR cars retained their name and numbers and were operated interchangeably with the OE cars throughout their life. The shops added motors to many of the trailer coaches as required for efficient operations and added controls on some trailers to eliminate the need to turn the trains. Double-end controls were added to Combos #52, 53, 54 and 56 for operation on the Corvallis and Woodburn branches eliminating the need for a wye. Shops removed the smoking section on cars 50, 51 and 52 to enlarge the baggage/express section reducing seating capacity from 54 to 38 passengers. The cars were used mainly on the Woodburn and Corvallis branches.

The total roster of cars did not stay at ninety two very long. The first car to leave the roster was #51 that caught fire and burned on Dec. 14, 1919. The Sacajawea burned at Sellers on July 18, 1924 being the rear car of the train. The Porter Street shop burned on Jan. 3, 1932 which destroyed cars 64, 80, 120, line car M35 (originally 906) and locomotive #22.

The sleeping cars, Santiam and Calapooia were removed from service in 1919 and were sold to the Pacific Great Eastern in B.C. in 1925. The Champoege was sold to Pacific Great Eastern on March 3, 1934, it was donated to the Willamette Valley Electric Railway Association (WVERA) in 1957 was later sold in 1974 to the Bay Area ERA at Rio Vista. Pacific Great Eastern Railroad in British Columbia purchased a total of 18 OE cars, they were 112, 121, 122, 123, 124 (950), 125, 126, 127, 129, 139, 140, 143 (953), 144 (954), 904, 951, 1001 Champoege, 1010 Santiam, and 1011 Calapooia. The cars had been de-motorized and pulled by steam engines in passenger service. Cars 121, 122, 123 & 140 were cut down and used as open observation cars. Several of the cars were later converted

to camp cars used in work train service.

Passenger cars 132, 133, 137 and Combine 65 were sold to the Skagit River Railway.

The last passenger train ran on April 4, 1954 and the line was abandoned.. Dulien Steel of Seattle scraped the line and sold 65 and 133 to WVERA and 132 & 137 to Andy's Diner, now the Oriental Express.

The OE sold about 40 cars to at least eight logging lines. Among them were were: #57 to Westfir Lbr. and then to Hines Lbr. at West Fir. A combine was sold to Oregon-American Lumber Company in Vernonia in 1938. UR cars 10 to 13 and one OE car were sold to Washington Pulp & Paper/Crown Zellerbach, Cars 130 & 136 were sold to the Weyerhaeuser Company. The car numbers on the sales to other companies are unknown.

The Jewett cars were purchased in 1907 and with the exception of #51 lasted longer than the newer cars. Four were converted to freight motors or for work train service.

Cars 106 to 109 built by Niles were purchased second hand from the Washington, Baltimore & Annapolis Electric Railway. The cars were 4 feet 6-1/2 inches longer than 100 to 105.. Coaches 143 and 144 were converted from baggage cars 953 & 954 in 1914

The trucks and electrical equipment was used from 10 cars for the construction of the five electric freight motors in the Porter St. Shop in the early 1940's. Five of the cars were 50, 51, 60, 61 & 62. The bodies were then scrapped.

Electric freight motor roster		
#	Type	Disposition
1-4	50-ton Alco/GE	Built 1907-1910
5-6	50-ton Alco/GE	Built 1912. Increased to 60 ton renumbered 25 and 26, #25 sold to U-IC #25
10	50 ton	built 1914 from WVS #40 in 1940
15	35 ton	from UR 1 sold to YVT
21-24	60 ton Alco	1912 to BCER 1947 as 961, 960, 962. 960 now at Squamish, 961 at Edmonton
50-51	100 ton	built shops 1941 to CNS&M 1947 as #458 & 459, scrapped 1963
60-62	91 ton	shops built 1942 & 1944, to Ft. Dodge, Des Moines & So. 1947 renumbered 360-362, scrapped 1957.



Another photo of the OE parlor car at the Trolley Park
Photo by Jim West



OE freight motor 62 ready to be shipped to Fort Dodge Des Moines & Southern after painting.

Photo from Jim West collection

Continued on page 4...

The Oregon Electric Railway continued...

Several baggage and combines were converted to handle special and light duty freight trains. No.50 converted to X-431, 52 to line car X-424, 53 to X-428 and 54 to X-429. Cars 901, 903 and 905 were renumbered to 41, 42 and 43.

The OE in 1940 operated electric and steam freights over 192.78 miles. The roster had ten electric motors, three motor freight cars, twenty five freight cars, fourteen work cars and five cabooses.

Work was started to electrify the line over Cornelius Pass so that the electrics could operate all the way to Hoyt Street Yard. A new substation was built at Bendemeer on West Union Road using the equipment from the closed Multnomah substation. Construction started at Bowers Junction and reached Cornelius Pass tunnel when the decision was made to abandon the conversion to electric operation and convert the entire OE system to diesel operation. Electric operation was discontinued on July 10, 1945.

The latest count shows eleven OE passenger cars remain in existence. Motors and electrical had been removed prior to sale and all were run as trailer cars. All remaining cars retain their trucks.

OE Alco RS1 diesels Nos. 52-55 were purchased 1945. Only the shell of 55 is rumored to still exist. SP&S supplied all of the other diesels and steamers used in train service

To be continued next issue.

One of the best sources I found is Walter Grande book, *The Northwest's Own Railway, Volume 2, Spokane, Portland & Seattle Railway and its subsidiaries.*

Many thanks to Bob Lowry and Jim West who contributed much of the information on the OE.

New Compressed Air System in the Shop

Greg Bonn

Way back when the fabrication shop was first built, Harvey Hilands installed the plumbing for compressed air that ran from one end of the building to the other.

He installed drip legs to trap and drain the condensation that would collect in the pipes and several runs and drops to quick connect fittings in various locations. He even added a couple of gauges to see how much pressure was in the system.

The only thing missing was a compressor and storage tank worthy of being connected to such a fine distribution system. Over the years there have been several small portable compressors attached with a small hose which produced limited results, in both pressure and volume. A commercial style compressor and storage tank has been on the wish list for as many years as the shop has been in use and this winter, we cross it off.

A large commercial air compressor donated by Ron Vandehey late this last summer, was installed starting on the first rainy weekend in October as an attempt to stay warm and dry.

The location for the compressor was chosen for the ease to connect to both the existing access point in the air system and the electrical panel where it would tie into the breaker that at one time powered an electric toilet that Harvey had installed (but everyone was afraid to use). A sturdy base was built to support the compressor and tank

off the floor and it was braced to the wall using water heater seismic restraint straps. The connection to the distribution system was made using inch and a quarter galvanized pipe with a ball valve and union. A one quarter inch valve and line drain the condensation from the bottom of the tank through the wall to outdoors. The electrical is connected to a switch with a mechanical lockout for servicing. Two additional hose reels, each containing seventy-five feet of hose, have been installed with one mounted next to the first big door in the wood shop and the other mounted on the back wall of the machine shop.

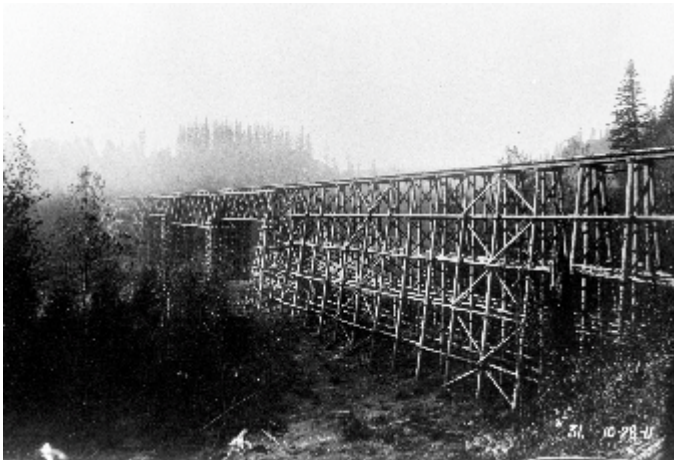
The compressor is powered by a five horsepower, 240 volt motor and is mounted on top of an eighty gallon storage tank. It has a capacity of 60 cubic feet per minute at 90 psi and is a fantastic addition to the fabrication shop.



Crewless Trains Across the Sandy River

By Richard Thompson

Railroad history enthusiasts may be familiar with Portland's Mount Hood Railway and Power Company, and of the high bridge they built across the Sandy River at Dodge Park in East Multnomah County. But few will have heard the story of the unmanned electric freight trains that were sent across the bridge during its 1920's reconstruction, or of the narrowly-averted fatal accident caused by "automatic" operation. This writer learned of that unusual practice while researching a new pictorial history of local interurban railways. The details were in an article by George W. Booth entitled "Automatic Train Crew" that appeared in the January 1939 issue of Railroad Magazine.



Sandy River trestle near Dodge Park on Bull Run Line 1911.

First the background: the pioneering East Side Railway aspired to build an electric interurban railway from Portland to Mount Hood and beyond, however the enterprise that finally got the job done was the Mount Hood Railway and Power Company, which incorporated on October 29, 1906. Construction got under way in 1907 and was finished in 1911. A 2000 foot trestle and bridge across the Sandy River was completed on October 28, 1911.

Passenger service began in 1911 with steam locomotives pulling beautiful Kuhlman trailers designed for electric operation. Electrification of the line, started after the Portland Railway, Light and Power Company (PRL&P) bought the Mount Hood Railway and Power Company on April 4, 1912, was accomplished March 1, 1913. Motors were added to the Kuhlman interurbans in 1914.

In the beginning the Mount Hood Railway was isolated, running from a connection with the Union Pacific Railroad on Northeast 82nd Street, six miles

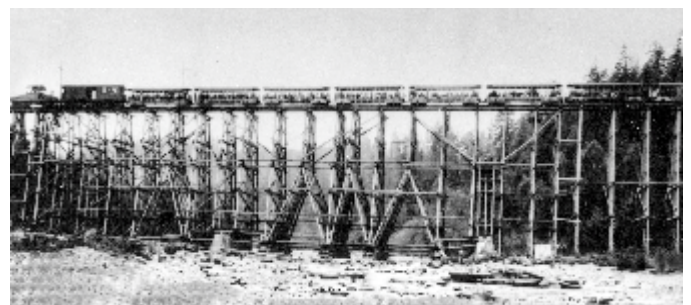


1049 at head of a long string of open cars and steeplecabs at Ruby Jct.

A A Reck photo courtesy Mark Moore

from the center of Portland. From there 20 miles of track headed east, crossing the Sandy River at Dodge Park, and terminating alongside the powerhouse at Bull Run Dam. PRL&P briefly moved the western terminus of the Bull Run Line to Linnemann Junction, near present day SE Powell Blvd. and 185th Avenue, but by 1913 trains finally originated in downtown Portland.

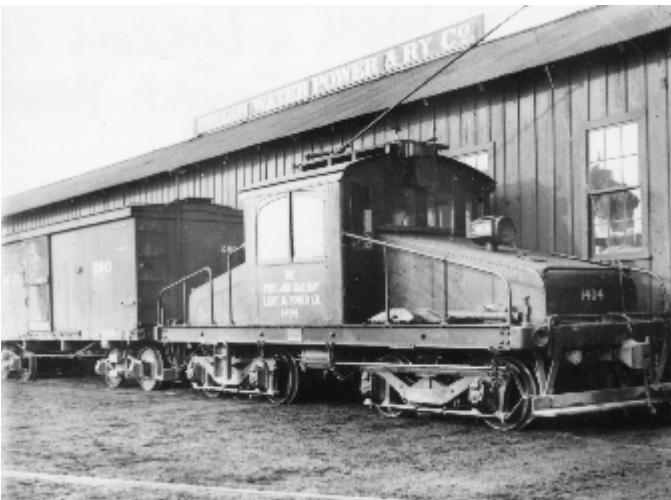
During the 1920's the first Sandy River Bridge was deemed unsound, so PRL&P successor Portland Electric Power Company (PEPCO) decided to replace it with a steel center truss. Passenger trains were allowed across the wooden bridge during construction; however normal operation of heavier freight trains was felt to be too risky. Since they did not wish to halt the lucrative freight train business serving lumber mills around Mount Hood PEPCO management came up with a unique solution whereby crewless trains would cross the original bridge while the new one was built.



High above Dodge Park and the Sandy River on the Bull Run Line a long excursion train is double headed by a box motor and steeplecab 1913



1101 and mate on Sandy River Bridge in 1928



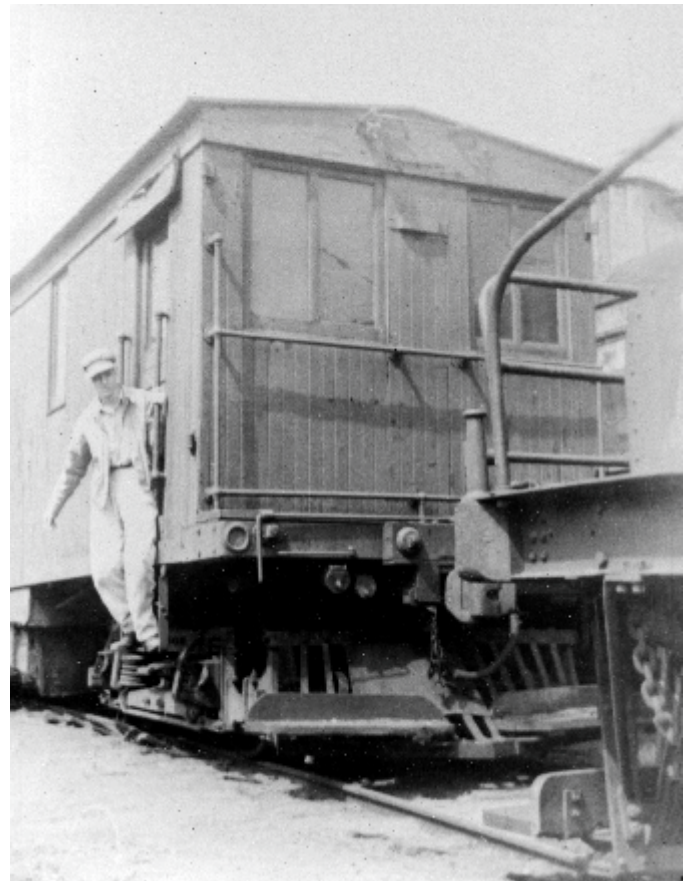
1404 steeplecab E P Freight House



1405 and train at log roll near SE Holgate Moorage Oregon City Line

Upon arrival at the bridge freight trains would be broken into four car sections, each with an engine. While these trains were being organized a brakeman and a fireman, or "trolley pup," were sent across the bridge on foot to station themselves at a telephone on the other side. Telephone-equipped control cabins had been built at each end of the bridge for this purpose. When the first cut was ready a "hogger" would call the trolley pup to ask for clearance to cross the bridge. Once this verbal train order was given the motorman would notch up the controller before jumping down from the cab of the moving steeplecab or box motor. The crewless train quickly disappeared from sight around the curving trestle. When it reached the opposite side of the bridge the trolley pup would pull himself aboard the "juice hog" (freight motor), and halt the train. The brakeman would then assist in moving the four cars onto a siding, after which the engine would be sent back for the next section.

All seemed to go well with this unorthodox method of dispatching until one day when the air brakes on a westbound single-car passenger train seized up in the middle of the bridge. Clearance was given when the hogger on the east end of the bridge called the trolley pup on the west end, even though the pup had not yet

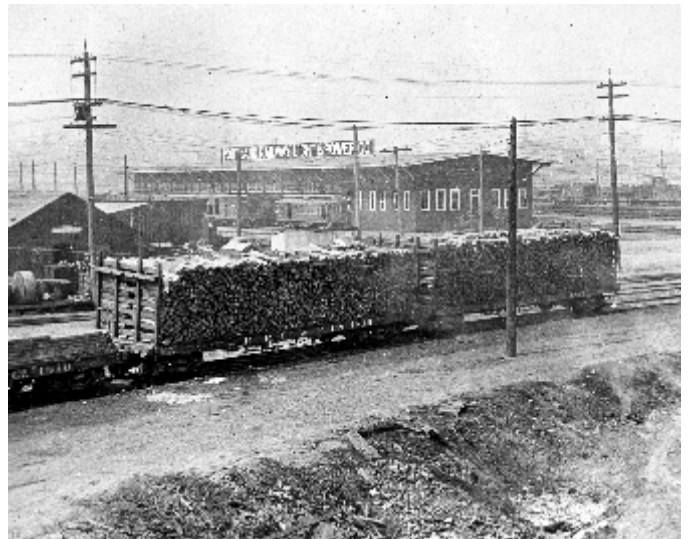


Box motor 1415 and steeplecab

seen the passenger train. He had forgotten about the regularly-scheduled train!

The conductor on the passenger motor saved the day. When he spotted the unmanned freight motor coming around the corner he jumped down onto the ties and ran toward it, shouting and waving a red flag. The motor was only about ten feet away when the conductor realized that it was crewless. Fortunately, he was able to step onto a nearby fire barrel platform and grab the handrail of the locomotive as it rolled by. He dangled precariously above the river for a few seconds, before he got his footing, raced into the cab, and yanked the air brake handle.

A shock rippled through the rickety trestle as the freight train screamed to a stop, and then all was quiet. The crews kept quiet as well; it was decided by all present that the incident should go unreported. The bridge was duly finished and the Mount Hood Division returned to regular operation, although not for long. The building of roads, and slow population growth, doomed the Mount Hood Division interurbans after less than 20 years. Passenger trains to Bull Run ceased running on December 26, 1930. The bridge across the Sandy River at Dodge Park was dismantled in 1932, and the conductor who saved the lives of 20 passengers and two crewmen would remain an unsung hero.



PRL&P East Side Freight Depot SE Hawthorne and Water circa 1908

A A Reck photo courtesy Mark Moore



Steplecab and passenger motor 1124 at Linnemann Jct in 1916



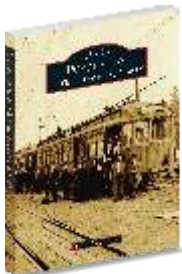
Sandy River Bridge Bull Run Line steel span at Dodge Park during demolition 1932



PRL&P passenger motor 1048 at Bull Run terminus

courtesy Mark Moore

The book that inspired this article



Portland's Interurban Railway
Richard Thompson

ISBN: 9780738596174
Publisher: Arcadia Publishing

The recently published book *Portland's Interurban Railway* by OERHS member Richard Thompson was the inspiration for this article.

At the end of the 19th century, Portland led the nation in the development of interurban electric railways. The city became the hub of an electric rail network that spread throughout the Willamette Valley. This is the story of the pioneering local railways that started it all as they built south along the Willamette River to Oregon City and east to Estacada and Bull Run in the foothills of the Cascade Mountains. More than 200 historic images illustrate Portland's Interurban Railway from its rudimentary beginnings through the peak years, when passengers rode aboard the finest examples of the car builders' art, to the sudden end in 1958.

Historian Richard Thompson may not have grown up to be a museum director, librarian, or trolley coordinator had it not been for the influence of his grandmother, who took him along for rides on the Oregon City Line, the state's last interurban. He has been collecting streetcar photographs and memorabilia ever since that have been a resource for this volume as well as three previous books in Arcadia Publishing's Images of Rail series: *Portland's Streetcars*, *Willamette Valley Railways*, and *Portland's Streetcar Lines*.

Prague Traction

By Mark Kavanagh

In June 2012, I was attending two conferences in Dresden, Germany. Dresden will be a subject of a future article. As I had a weekend off between the conferences, I had purchased train tickets to go to Prague in the Czech Republic, which is just over 2 hours away by train.

I boarded the 9:00am Intercity train to Prague at the Dresden Hauptbahnhof. I had reserved a window seat in a compartment. There were 5 other passengers with me. The train ride started along the Elbe River to the Czech border, then across the Czech countryside and other rivers before arriving in Prague. Announcements were poor on the train. We pulled into a station called Praha Nadrazi Helosovice. I panicked, and grabbed my suitcase to get off the train. A young girl was doing the same. The door in our car did not want to open. We went to the next car, and its door did open. We jumped off the train just as it started pulling out of the station. That was a thrilling experience. Later I figured out I should have gotten off at the next Prague station, Praha Hlavni Nadrazi, but so be it.

I found the Transit Ticket office and bought a daypass and got a map of the metro/tram system. I worked my way down to the metro to head towards my hotel for the evening. I was so turned around by getting off at the wrong station that I boarded the subway going the wrong direction. I quickly figured it out at the next station to head in the right direction.

The Prague metro is the first Soviet style metro I have ever been on. The first line opened in the early 1970's. It is a three line system with all 3 forming a triangle in city center. Some stations are deep underground which of course doubles as bomb shelters. The escalators are long and steep, but move very fast, faster than any escalator I have been on. The



Tram passing on the hill climb by Prague Castle. Note the stark contrast in older and newer Tatra trams.

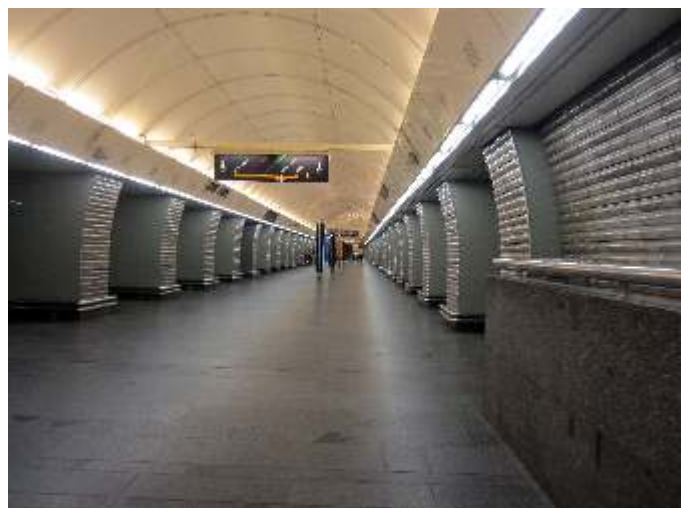
stations are not nearly as ornate as Moscow or St. Petersburg, but the typical Soviet design is evident in the older stations.

I wound up at my hotel about 20 minutes later and they allowed me to check-in despite it being only 11:30am. I stayed at the Hotel Ibis in Mala Strana. It was a quick five minute walk from the Andel metro stop and a major tram junction. Right next to the hotel was a shopping mall, which was originally a factory that made streetcars for Tatra as well as tanks and such during WWII.

After having lunch at the shopping mall I headed out for a full day of walking and riding. I boarded the metro again to head towards the north end of the city. I then boarded a tram to take me to the Prague Transport Museum. The museum is located inside an old car barn. They have a huge collection of trams with some busses, and trolley busses. Unfortunately each car had locked gates to prevent entry into any of the vehicles. As I was walking around the museum, I heard classical music. At first I thought it was background music.



Prague Metro Line C train rushing into Andel Station. The rolling stock is USSR heritage design.



Stark and Clean Metro platform of typical soviet design.

Then I realized the music would suddenly stop and restart. I turned the corner down one aisle, and there was a small orchestra with singers. They were playing Bach (I believe). I later found out they were rehearsing for a performance later that day inside the carbarn. How neat is that? The acoustic in the carbarn was very nice for classical music. But, I did not have time to wait for a concert. I had only 24 more hours in Prague, and there is so much to do!!

From the museum I boarded the Tourist/Museum tram line route #95. It leaves from the museum on the hour for a trip into the old city and back. This was a neat way to see Prague via tram. The daypass is not applicable to this line. After a 45 minute ride into town they kicked everyone off the car for its return trip to the museum. From here I boarded other trams to see the city. I walked across the famous Charles Bridge. I eventually wound up at the city's only remaining funicular at Petrin park. I rode it to the top, and then went up the tower for an amazing view of the city and



Prague Transport Museum in the north area of Prague.



Classical musicians rehearsing for a concert planned for later in the car barn.

its surroundings. My feet were getting sore and my belly was hungry. At the bottom of the funicular across the street was a pub. I sat outside and enjoyed a nice meal and a fine Czech beer. The purpose of sitting outside was to watch the trams parade by .

After my meal I did a bit more tram riding, but my feet were killing me so by 7:30pm I went back to the hotel for the night. The hotel was abuzz in the bar since it was Euro Cup Soccer (football) time, everyone was watching the TV and drinking.....



Museum Tram Line #95 rounding the hairpin turn heading downhill by Prague Castle.

The next morning I had a nice breakfast included with my room rate at the hotel. I thus checked out, leaving my luggage at the hotel. Today would be another busy day. I headed out to first find a few geocaches (my other hobby which uses a GPS to find objects that others have hidden around the world). I used the metro to get to a location with a cluster around the main train station. I walked along an esplanade overlooking Prague's main train station. I was soon back on trams to head to Prague Castle. Instead of taking the long stairway up to the castle, I took the tram up the hill. I spent a good 3 hours touring the massive castle complex. I also enjoyed a fine lunch there. I could have spent all day touring the grounds, but I did not have all day.

I walked down the steps to board trams to head the old city. I got to the town square by the Astrological clock which is a glockenspiel that plays every hour. My feet were again killing me, so I sat down in a café and enjoyed another fine brew while waiting for the top of the hour. The square gets quite crowded waiting for the clock to chime. With much fanfare the clock declared it was 2pm, and then the crowd dispersed. It was time for me to leave as well to get back to my hotel to grab my luggage and head to the train station. I used the metro to get to my hotel and back to the train station.

My train was a little late. I had several people coming up to me asking questions on where their train would be and such. I would always figure out the answer, but I must look like I know about trains or something.

For the trip back to Dresden I was in a window seat in a regular coach. The train was super crowded to begin with, but at the last stop before Germany many people left the train. Once in Germany, train announcements started again. Apparently the German rail system was having problems due to a fire along the line. Passengers with connection to the high-speed ICE trains, they were advising different routings to Frankfurt and Munich and some passengers had no options due to a line closure. Good thing I was getting off at Dresden.

My brief trip to Prague was great. It is a beautiful, tourist friendly city. The metro is the fastest way around town, but the trams are definitely a better way to see the city. Prague has an immense tram system with up to 5 lines running on certain streets. There are major tram junctions, even a few Grand Unions. You definitely need a tram map to identify which line you want. Most lines run every 10 minutes, so waits along busy stretches can be as short as 2 minutes. Another great aspect of the tram system is the variety of equipment in operation. Cars from the 1970's thru 2012 are all in operation in several different designs. The fare structure is very complex; I highly recommend buying the 24hour day pass. It is good on trams, busses and the metro, for about \$8US, a real bargain for the amount of service provided.

Prague Castle is a must for any visitor. For bare minimum touring allow 3 hours, but 5~6 would allow a

complete visit. Seeing the Astrological clock and crossing the Charles Bridge are also a must. The architecture around the city is simply marvelous. I would recommend taking a cruise along the river and through the locks, but I did not have the time.

*All photos by Mark
Kavanagh*



*Line 17 going under a building arch
near the famous Charles Bridge.*

Pacific Northwest Transit Updates

By Roy Bonn

Portland

Portland Streetcar

The first phase of construction on the Southern end of the Eastside Loop that will connect with the OMSI stop and SW Moody is expected to start in 2013. Construction will start with a turnaround at SE Stephens St. between MLK and Grand Ave. The loop is slated to open in the fall of 2015 in conjunction with the opening of the Milwaukie light rail line.

The streetcar layover stop at SW Lowell & Bond

reopened on December 2 after being closed due to construction of an apartment building.

Trimet MAX

Milwaukie Extension

Construction continues at a fast pace at several locations along the light rail extension which is quite visible. Bridge building over streets and the Willamette River is making a change in the skyline. It's time to take lots of photos and share them with members who live in other areas.

Seattle

First Hill Streetcar

The schedule for the construction of the Broadway streetcar line extension was announced on December 13, 2012. The extension begins from Denny Way to E. Roy St. and then jogs onto 10th Ave. to E. Prospect St. approximately one-half mile through Broadways retail core. The proposed schedule is:

- 2nd Quarter 2013: Complete planning & environmental review.
- 2nd Quarter 2014: Complete Design & Engineering.

- 2015: Start Construction

- Late 2016: Start streetcar operation.

The original line construction had started at Denny Way and is now underway all along the line to down-town Seattle and remains on schedule.

Sound Transit Light Rail

Planning and construction of the extensions to the light system continues and all phases are continuing on schedule.

Spotlight on Members: Bob Terkelsen

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

Bob Terkelsen, like many OERHS members, has been interested in rail since a very early age. He recalls his dad also was a rail fan although he didn't advertise this fact loudly. But Bob would tag along on visits to Southern Pacific, Union Pacific, Santa Fe, and the Pacific Electric railroads in the San Bernardino, California, area where he grew up in. His dad knew many people who worked for these railroads and Bob remembers his interest in railroading growing as he watched trains, rail yard activities, and listened to discussions about rail activities.

Bob served in the Air Force in the Korean War until 1956. On his return, while completing his service in Amarillo, Texas, he recalls at one point his commanding officer accusing him of "...working for the railroad..." rather than the Air Force since he would spend all the free time he had riding the Santa Fe. His best memory from those days was watching Steam locomotives. Heavy demands for the transportation of produce in California drew diesel locomotives from Texas to California. So steam locomotives that had been in storage were brought out to service the rail needs. He treasures his large collection of photos he took of those locomotives.

After the service, Bob returned to California where he worked for General Telephone of California, a career that would last many years, initially in Southern



Bob Terkelsen at the controls of 1187.

Peter Kloosterman photo

California and later in Northern California. He remembers photographing cars from the Pacific Electric and the narrow gauge Los Angeles Railway (LARY), later the Los Angeles Transit Lines (LATL). One of those LATA narrow gauge California-Type yellow cars, # 1318, is at the museum in Brooks. Since 1958, Bob has been a life member of the Orange Empire Railway Museum in Perris, California that has several of these cars.

Bob later went up to San Francisco to see the MUNI system, the Key System, and the Sacramento Northern. He has been on them all and has pictures to show this. He remembers riding the large Key System that provided local streetcar and commuter rail lines in San Francisco and East Bay from 1903 to the late 1950s.

He was president for two terms and also vice president of the Central Coast Chapter of National Railroad Historical Society in San Jose. He is also a member of the National Railroad Historical Society.



Peter Kloosterman, Bill Binns and Bob Terkelsen preparing rebar forms.

Mark Kavanagh photo

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Bob Terkelsen, continued

Bob moved to Oregon in 1991 becoming President of OERHS shortly thereafter until about 2010. He has also been President of the Pacific Northwest chapter of National Railway Historical Society.

Bob will tell you the story of the time he overheard a friendly argument between two railroad people about some details about the rail lines that traveled up the Deschutes where there used to be two lines that merged to one: the Union Pacific and the Great Northern. They eventually turned to Bob and asked him if he knew the answer to what they were talking about. He did and so they asked him if he had worked for either of these railroads; he had not. “How come you know so much about this?” they asked. I guess that is one of the perks of being an ardent rail fan.

A few years ago, after the construction of the car barn was completed at Brooks, the crew was moving cars into the barn. One of the PCC cars (President's Conference Committee as rail fans know) was being pushed into the barn. Someone took a picture of Bob pushing the car and titled the photo “President's Power” (Bob was president of OERHS at that time).

Bob jokingly boasts he is one of only three members of the 1213 LRV “derail group” (along with Bill Binns and Jack Norton). Apparently the center truck of this articulated vehicle struggles to correctly negotiate a frog getting on the mail line from the car barn.

And another derail story... On an NRHS trip on #700 from Spokane, while moving through Pendleton yards, Bob was riding in a heavyweight tool car. The car derailed while going through a switch. He happened to be standing right over the truck that derailed.



Bob and Greg Bonn working on the main line at the Brooks meuseum.

Mark Kavanagh photo

Bob remembers many rail fan trips in Los Angeles; he rode the new San Jose light rail line on its opening day. He has also ridden light rail lines in Sacramento and San Francisco. He remembers the day Amtrak started while he was living in San Louis Obispo.

Bob's interest extends well beyond the Pacific Northwest and California. He has visited Washington, DC and Pennsylvania to photograph GG1 and E44 electric locomotives.

These days, when not at the Brooks Museum or committee meetings, Bob works for North West Rail Electric as an electric inspector.