

No. 1058 is seen in East Portland in a rare color slide taken during its second "career" as a line car during the 1950s. The car in the background is No. 4006, an ex Fonda, Johnstown & Gloversville car, which arrived in 1942 along with sister 4007. (unknown photographer)

OERHS Interested in Surplus Tower Trucks

As you may know, the OERHS has been without a line truck since our home-built vehicle was destroyed in an accident over a year ago. Successful overhead repair has been on hold ever since. However,

No December Meeting

Due to busy holiday schedules this month's meeting has been called off. The next meeting will be held Jan. 15th, 1977 at Walt Mason's, 11905 SW Belvidere, Beaverton.

we recently learned that two line repair trucks may soon become surplus and thus possibly available to us. One is at Seattle Metro Transit, and the other, much closer to home, at Tri-Met. The truck in Portland is a cream-colored 1937 Chevrolet with Rose City Transit decals.

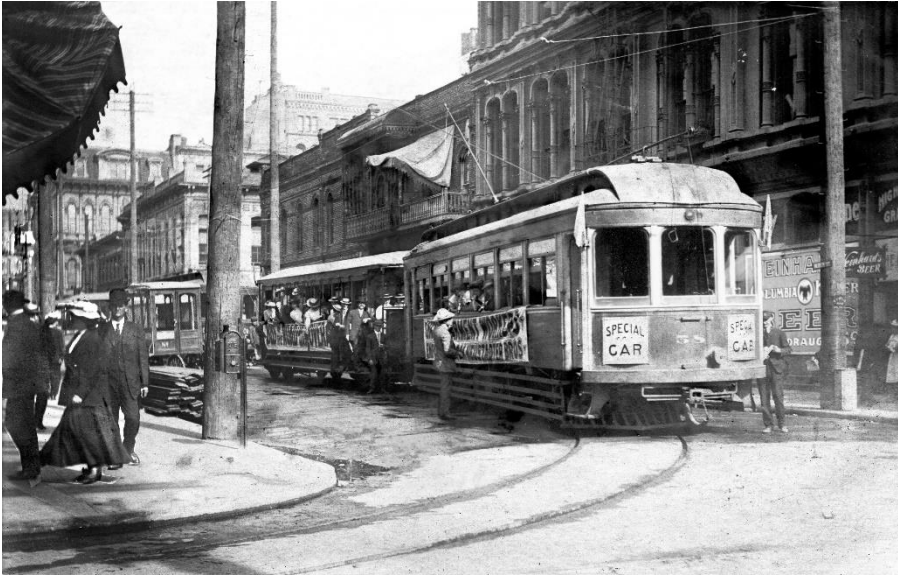
Acquisition of the Tri-Met vehicle looks promising, since in recent years, it has only been used for replacement of hard-to-reach lights around their facilities. Our hope would be that an agreement can be worked out whereby the tower truck can be added to our other equipment from Tri-Met without incurring extra lease charges.

Remembering 1058, Line Car with a Past

Talk of line repair trucks prompted a look into electric maintenance vehicles used by Portland Traction Company's predecessors. It did not take long to discover that No. 1058 is the best remembered of these because she was used to repair the overhead on the standard gauge lines until the abandonment of service in 1958. Those looking into this history will also find that 1058 was not always a maintenance vehicle. Far from it.

The car was originally a beautiful standard gauge interurban passenger coach built in 1903 by the Niles Car Company in Ohio for the Jersey Central Traction Co. She and a sister were sold in 1905, becoming Oregon Water Power & Railway Company cars 57 and 58. After successor Portland Railway, Light & Power Company renumbered the two interurbans 1057 and 1058 in 1906 their primary assignment was the Troutdale shuttle, which ran hourly between Linneman Junction and Troutdale. Twelve trains a day operated from 6:15 am to 6:20 pm.

The Trolley Park News is published monthly by the OERHS and is available through membership in the Society. Send requests for information, or items for publication, to the Corresponding Secretary, Richard Thompson, 1836 N. Emerson, Portland, OR 97217.



On July 20, 1907 Oregon Water Power & Railway No. 58 heads a two-car excursion train to Estacada at SW First Ave. and Alder Street. These were the glory years for the future line car, which had been in Portland for only two years. (Courtesy Jerry Risberg)

The two cars did not sport the classic arched window sash seen on Niles interurbans built for the Oregon Electric Railway Company. Instead, they featured wide sight-seeing windows with more modern rounded

corners. Upper sash was colored "art glass." As passenger cars they could carry 46 people on 22 cross seats.

Although not evident in existing photographs, a 1912 inventory

describes them as having originally been combines, with separate freight and passenger sections. They rode on Brill type 27 trucks equipped with four 50 hp GE-57 motors and GE K-6 control.

The two were much altered over the years. In 1909 No. 1057 was remodeled to become PRL&P's flagship parlor car, the "Portland." Fate was not as kind to sister 1058. In 1929 her side windows were replaced with siding; seats gave way to an interior crowded with storage bins, and a telescoping work platform ("tower") was installed on the roof.

In her new guise as a line car No. 1058 continued in use until the abandonment of electric rail operation in 1958. Soon afterwards the last surviving interurban car from the state of New Jersey was sold to private collector Bob Hively in Snoqualmie, WA. Hively was working with the Puget Sound



As can be seen in this yard photo 1058's fine interurban styling was obscured after conversion to a tower car in 1929.



The overall wearing "motoneer" rests a hand on the controller as car 1058 prepares to depart the new Troutdale Station in 1907. This was the scene of a wreck on June 2, 1908 when an operator overran the end of track and crashed onto the UP tracks below.

Railway Historical Association to establish a museum. Unfortunately, little restoration was done on No. 1058, which slowly deteriorated as she sat out in the elements on a siding set amidst the fir trees. 🚃

Restoration Funds Recovered

The OERHS has recovered \$296 designated for Council Crest car restoration by Sensible Transportation Options for People (STOP), which dissolved last year. Money remaining in their treasury was divided between the OERHS and Citizens for Immediate Adoption of Trolleybuses. STOP lobbied effectively against the Mt. Hood Freeway, supporting development of expanded mass transit instead.



This picture is thought to have been taken during the 1948 Vanport Flood, when the remaining standard gauge cars were stored next to the former Sellwood Car barn. No. 1058 is parked in front of fire car 1190. A 1092 class interurban is in the left background.

The City of Portland had been acting as trustee of STOP funds. We wish to extend our thanks to Commissioner

Frank Ivancie's office, and particularly to his staff members Pat Bell and Bob Ruby for helping transfer the money. It should be noted that the request for funds by the OERHS sought reimbursement for money already spent. 🚃



The overhead is down (or perhaps being removed) in this 1950s view of line car 1058 at work. The photograph is attributed to veteran motorman Fred Blaisdell and looks southeast toward the Grand Avenue Viaduct from a point near the East Portland Yards.

CETA Workers Fill in During Class Absence

CETA workers Laurie and Jim Hogan will oversee restoration work at Glenwood during an absence by Paul Class and will live in the Class home. OERHS Directors will be making supervisory visits and signing timecards. 🚃

Canada Plans Third Generation Trams

President Walt Mason has been corresponding with Bernard-Andre Genest, Engineer and Vice



The stop lights on No. 809 are clearly in view in this snapshot taken a short time before the car was moved from a yard in Aurora, Oregon where it was used to store a rock collection. These lights were among parts salvaged from the former Broadway car. (Thompson photograph)

President of Research and Development for Canada's Bombardier-MLW Group and sends us this report on their plans for a new LRV.

The merger of Bombardier and Montreal Locomotive Works (MLW) in early 1976 resulted in expanded mass transit production capability. MLW was a noted streetcar builder for Toronto and Bombardier is currently building 423 subway cars for the Montreal Metro System. A German subsidiary, DUWAG, with transit expertise dating back to 1823, has now been added to this group. DUWAG has been building modern LRVs since 1974.

Cooperation between these newly-joined companies may result in the assembly of a DUWAG type light rail vehicle in North America. To that end the Bombardier-MLW transit assembly division at La Pocatiere, Quebec has received a \$1.5 million contract from the Canadian government for a study aimed at an upgraded LRV concept in which many companies would

work together to produce a "3rd generation tram." Mr. Genest said that a feasibility report is expected in mid-1977 and he hopes that the recent Canadian election results, and the declining economy, will not halt implementation of the plan. 🚃

Broadway 809 Salvaged for Parts

Broadway car 809 has arrived at Glenwood, where parts are being removed for use in the restoration of our operating sister car No. 813. Paul Class, who retrieved the car body from a yard near Aurora, planned to sell it to a group from Wheeler, Oregon. That deal appears to have fallen through; however alternate arrangements are being made with the Old Spaghetti Factory chain for 809's installation in their new Sacramento restaurant.

Parts salvaged from No. 809 include window guards, brass sash, standee straps, headlights, electric switches, and re-railing irons for use on city streets. We are particularly pleased to have retrieved two sets of stop lights, because 813's were removed during her conversion to car 4012 for operation on the Oregon City and Bellrose lines. The doors were also saved and, although in poor shape, could serve as patterns if a decision is made to restore the car as 813. 🚃



No. 809, now ensconced in the Sacramento Old Spaghetti Factory, resembles a Birney Safety Car more than a Brill Master Unit because ten feet had to be removed from the center of the car so that it would fit inside the restaurant. (Old Spaghetti Factory photograph)