



THE TROLLEY PARK NEWS



Aug.- Sept. 1977

Oregon Electric Railway Historical Society Bulletin

Vol. 18, No.'s 8 & 9

MEETING ANNOUNCEMENT

The next monthly meeting will be the last one held at the Trolley Park this season. It will convene at 2 o' clock on Sunday, Sept. 18th, at Meadows Station. There will be a "brown bag" picnic beforehand and trolley-riding, so feel free to bring the family along.



In July 1977 demolition of the Center Street Garage in Southeast Portland was well underway. The facility was built in 1912 to repair or remodel streetcars and interurbans. (Thompson photograph)

outgrown these buildings, which were built in 1912 to service streetcars.

The Center Street Shops, as they were known to generations of traction fans, are a maze of small offices, repair shops, and store rooms. Rails protruding from the concrete floor, and office cubicles separated by partitions made by placing streetcar doors end-to-end, lent the old buildings an industrial charm. But charm does not stop aging brick walls from deteriorating, nor does it make extra space available for the growing fleet of buses that has, long since, replaced trolleys.

Starting in 1972 Tri-Met considered several possible restoration scenarios that would retain at least part of the historic shops. These renovation studies, which were prompted by the historic nature of these buildings, were funded by a grant from the Urban Mass Transit Administration (UMTA). Following a 1976 denial for landmark status by the state Historical Landmark Commission, Tri-Met made the decision to demolish and rebuild.

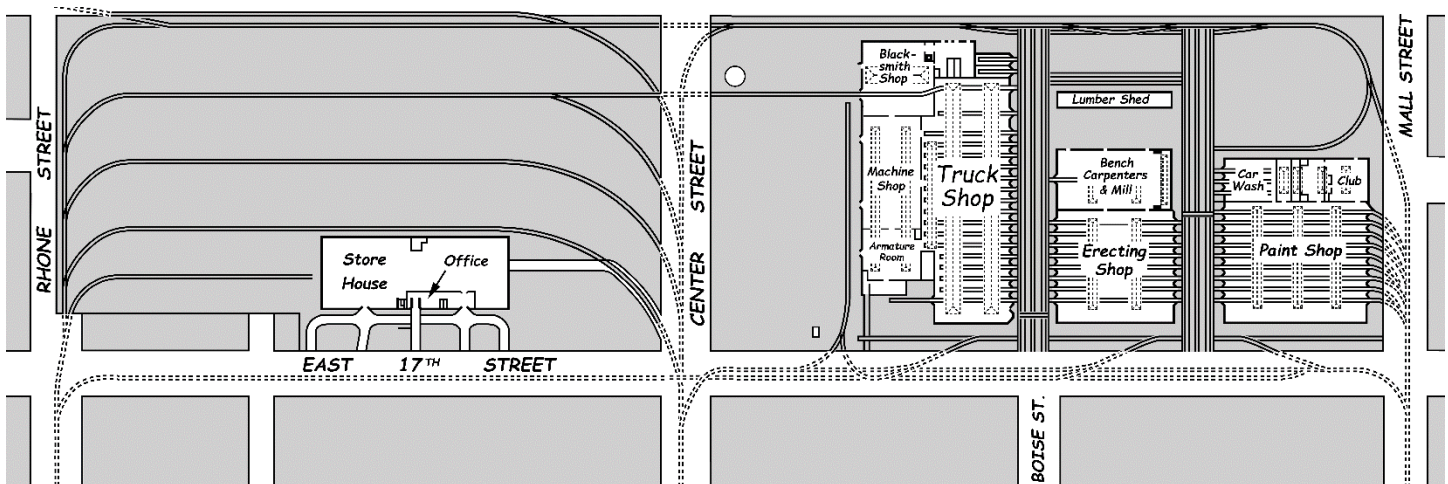
Demolition started on the north end of the property in January 1977. The northernmost building is nearly gone, as is most of the middle building. Razing of the third building has begun.

On a more positive note, the OERHS will benefit from the dismantling, since Tri-Met is donating a few pieces of specialized repair equipment for use in our own shop. Yet, it is sad to witness the closing of an era in Portland transit history. As fans mourn the loss of Center Street they may note, with irony, how this iconic trolley facility is disappearing just as talk about building a new system known as light rail is gaining support. Will history repeat itself? 🚋

The Demise of Center Street

Tri-Met is in the process of demolishing its 66-year old shop facility on SE 17th Avenue between Center and Mall streets to make way for the construction of a new bus barn and offices. In recent years the transit agency has

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.



The Center Street Shops sprawled along four blocks between SE Rhone and Mall streets on SE 17th Avenue. Three main buildings housed a blacksmith shop, machine shop, wheel shop, paint shop, and carpentry shop. The large yard had test tracks, storage tracks, and "rip" tracks.

Center Street in Historical Perspective

Portland's historic carbarns are gone now, with just a few vestiges remaining. In fact, the first ones have been absent for nearly 100 years. They were horsecar barns, mostly located in what is now downtown Portland, although there was one on the East Side. Next came the barn of the Portland Cable Railway at SW 18th and Jefferson, and the sheds erected to house steam motors, or "dummies" and the coaches they pulled. As will be seen on the accompanying map, these were spread out on both sides of the river.

The original facilities were usually of wood construction, and, if not razed, fell victim to fire or flood. During 1889-1894 these pioneering structures were replaced by brick carbarns built for fleets of new electric streetcars. By the early 20th Century several of the smaller carbarns inherited by merged trolley companies had been relegated to storing outdated and under-utilized rolling stock. Under the Portland Railway, Light & Power Company four large complexes emerged; Savier, Ankeny, Piedmont and Sellwood. Each of these carbarns was located in a different section of town and would be headquarters for an operating division.

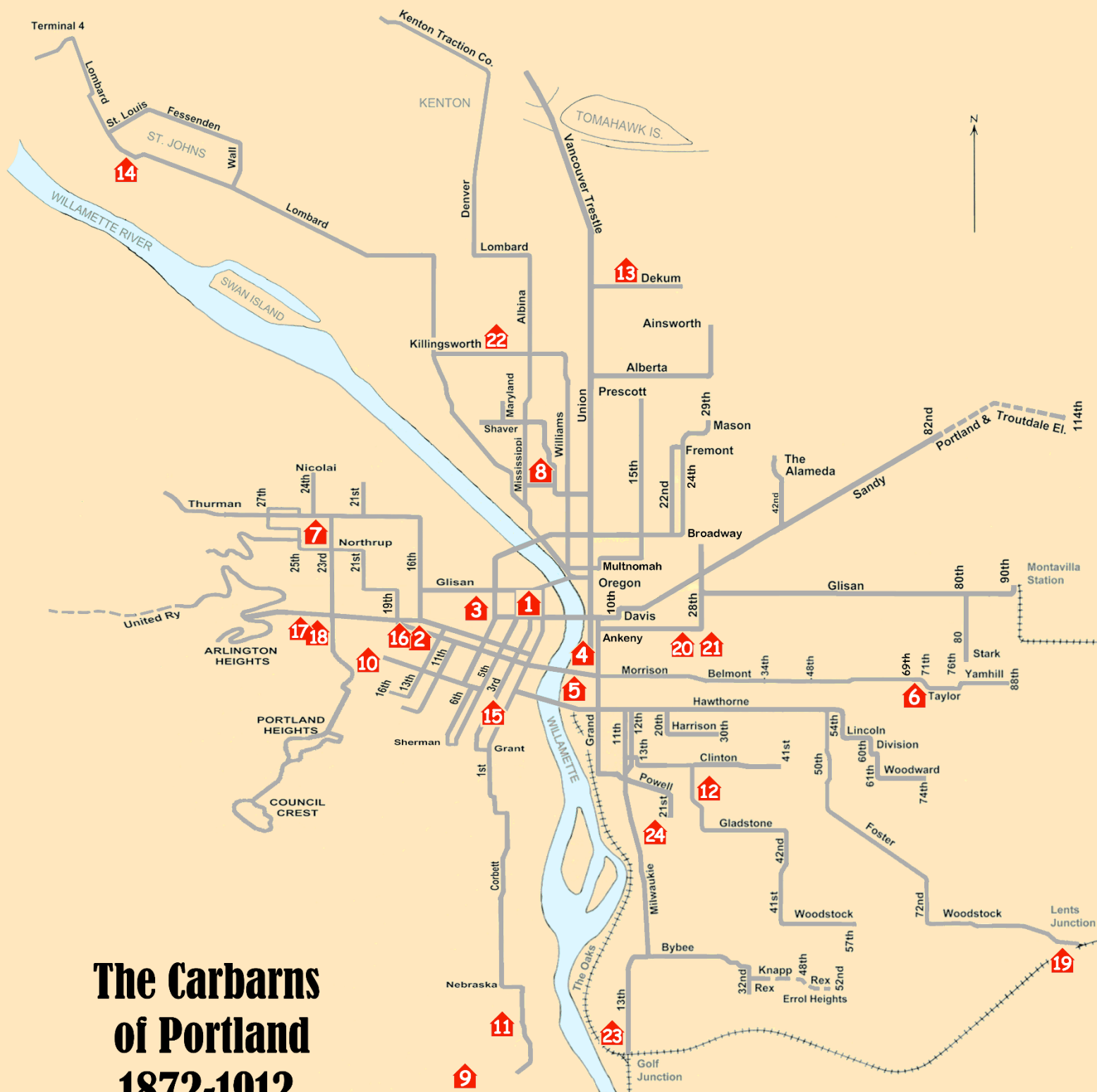
Last to be built were the Center Street Shops, specialized facilities in which rebuilding, as well as repair, was carried out on both narrow and standard gauge trolleys. After it was erected in October 1912, no heavy overhauling was done at the four carbarns. As can be seen on the map above the Center Street Shops consisted of three shop buildings and a store house. The store house

was the northernmost building; backing on Center Street was the building housing the machine shop, motor and truck shops, armature room, and blacksmith shop; next to Boise St. were the carpentry and mill shops; last, on Mall Street, was the paint shop. Each building was connected to the next by a large transfer table on which rolling stock could be easily shifted. Each building had a balcony on which the toilets and employee lockers were located. There was also an association hall, in which the men were served meals, and where meetings and dances were held.

During the early years over 150 men worked here under the leadership of a master mechanic. The foremen at each carhouse had to submit reports to the master mechanic. The Center Street Shops were thought of very highly by the industry. In 1921 the *Electric Railway Journal*, described them as "among the best electric railway shops in the United States."



This Angelus Studio photograph of the Center Street Shops on SE 17th Street was taken during construction in October 1912.



The Car barns of Portland 1872-1912

Map Key for Portland Carbarns 1872-1912

1	Portland Street Railway	1872-1899	Horsecar	NW 1 st and Glisan
2	Multnomah Street Railway	1882-1888	Horsecar	SW 16 th and Washington
3	Transcontinental Street Railway	1883-1889	Horsecar	NW Glisan and Broadway
4	Willamette Bridge Railway	1888-1890	Horsecar	SE 2 nd and Morrison
5	Portland & Vancouver Railway	1888-1890	Dummy	SE Washington and Water
6	Willamette Bridge Railway	1889-1913	Dummy	SE 69 th and Belmont
7	Transcontinental Street Railway	1889-1937	Horsecar, Trolley	NW 23 rd and Savier
8	Willamette Bridge Railway	1889-1905	Dummy, Trolley	N Stanton and Commercial
9	City & West Portland Park Ry.	1889-1893	Dummy	SW Taylors Ferry and Barbur
10	Portland Cable Railway	1889-1904	Cablecar	SW 18 th and Jefferson
11	Metropolitan Railway	1889-1900	Trolley	SW 1 st and Barbur
12	Waverly-Woodstock Electric	1890-1910	Trolley	SE 26 th and Powell
13	Portland & Vancouver Railway	1890-1909	Dummy, Trolley	NE 8 th and Dekum
14	Willamette Bridge Railway	1890-1903	Dummy	N Philadelphia and Lombard
15	Metropolitan Railway	1890-1893	Trolley	SW 3 rd and Market
16	Multnomah Street Railway	1891-1904	Horsecar, Trolley	SW 18 th and Alder
17	Barnes Heights & Cornell Mt. Ry.	1892-1895	Trolley	W Burnside and NW Westover
18	Multnomah Street Railway	1892-1912	Trolley	SW Vista and W Burnside
19	Portland, Chicago & Mt. Scott Ry.	1892-1904	Dummy	SE 97 th and Henry
20	City & Suburban Railway	1893-1894	Trolley	SE 24 th and Ankeny
21	City & Suburban Railway	1894-1951	Trolley	SE 28 th and Ankeny
22	Portland Consolidated Railway	1905-1958	Trolley	N Killingsworth and Mississippi
23	Portland Railway, Light & Power	1909-1938	Trolley	SE 13 th and Ochoco
24	Portland Railway, Light & Power	1912-1977	Trolley	SE 17 th and Center

Only the Sellwood Carbarn, which housed standard gauge city streetcars and interurbans, remains intact today, although it has been a private warehouse since 1939. A telephone company maintenance yard occupies the space once held by the Savier Carbarn, a supermarket has replaced the Piedmont Carbarn, and the separate barns that made up Ankeny Division have become a supermarket, a church office, and a bottling company. 🏠

now being laid under the supervision of Steve Williamson. No information has been released as to what sort of car is planned. Interested persons may contact Jim Hinman, Cottage Grove, Oregon 97424. 🏠

Cerro Gordo Trolley?

Oregon may soon be home to another short trolley operation! Plans are afoot for the possible construction of a trolley line from the Oregon, Pacific & Eastern Railway line near Cottage Grove (they operate the "Goose"-powered tourist railroad and museum) to a new housing development close by. The self-described "eco village" is known as Cerro Gordo, and the planned streetcar service would be known as the Cerro Gordo Traction Railway. A camp and training headquarters have been set up at Cerro Gordo. Donations will be needed before a trolley rolls, but the first 1000 feet of track are

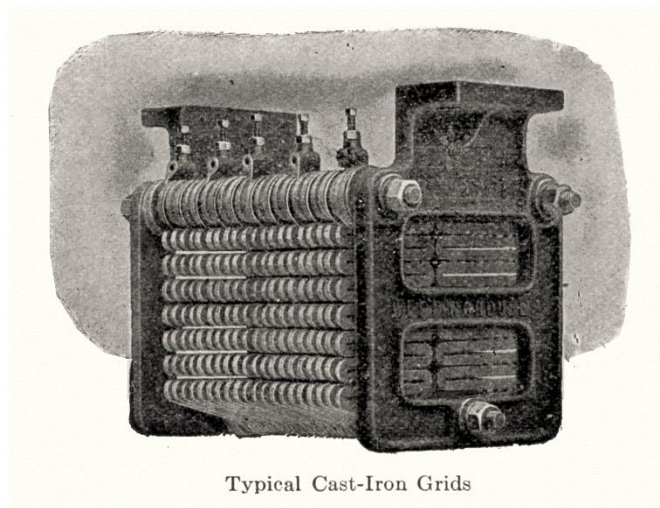
ARM Convention Coming Up

The annual Association of Railway Museums convention will be held in Denver, Colorado this year, from Sept. 16-19th. Host will be the Colorado Railroad Historical Foundation, Inc., which has planned a full program, including seminars, reprints, slide shows, and tours of the Colorado Railroad Museum, and the U.S. Department of Transportation's Pueblo Test Track (where the Boeing-Vertol light rail vehicles are being tested).

Package registration is \$21.00. Interested OERHS members should contact the Colorado Railroad Historical Foundation, P.O. Box 10, Golden, Colorado 80401 for further details. 🏠

Tri-Met Picnic at Trolley Park

On Sunday, August 14th, The Tri-Met Planning Department held a "Biennial Trolley Picnic" at the Trolley Park. The event included a potluck lunch as well as trolley-riding and tours of the carbarn. Motormen for the day, which got under way before noon and continued until dusk, were OERHS members Bill Lieberman (our man in the Planning Department) and Walt Mason. 🚃



Typical Cast-Iron Grids

Work at the Trolley Park

Life member Father George Gerner visited the Park recently from Montana, and we wish to extend our thanks for his contribution of \$45 to pay for a new bearing for "Broadway" Car No. 4012 and \$24 for paint for the continuing work on BCE car 1304.

Work has been progressing inside the Canadian interurban, where patches have been placed on leather seats damaged by vandals earlier in the year, and a good coat of leather dressing put over all.

George Hickok reports that work on rewiring double-deck Blackpool No. 48 is well underway. A resistor unit has been rebuilt and repainted and is ready for testing and reinstallation. The drum in controller number two, which was damaged by arcing, has now been repaired. Work remains to be done on the rest of the controller. A portion of the wiring for interior lighting has also been installed. 🚃

Call for Motormen

Motormen are needed for the last three weekends of operation at the Trolley Park this year. If you've been meaning to get out, but have been putting it off, now is your chance. Please call in soon, since the remaining five days will be filled on a first-come basis. The dates are September 10, 17, 18, 24, and 25. To sign up call Paul Class at 357-3574. 🚃

"Juice" Needed for Wedding

The CETA crews have finished work for another summer. They have accomplished a great deal; the Park has been cleaned up, defective rail replaced, loop tracks completed, and poles placed for the overhead. But, there are still loop projects to finish up.

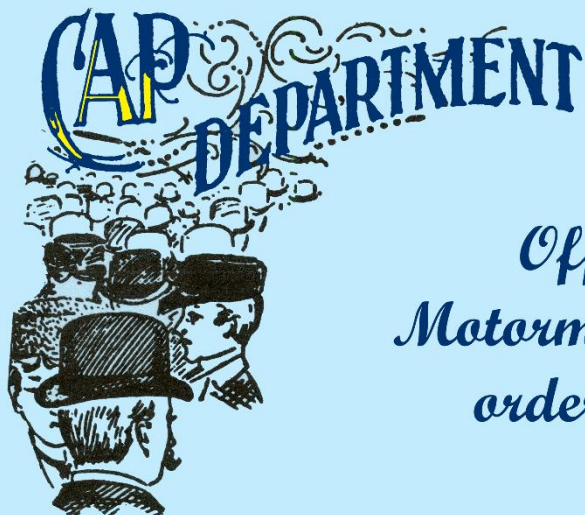
Paul Class would like to hear ASAP from members who can form a work party to electrify the loop track. This will include putting up mast arms, cross bands, and wire. Call him at 357-3574 if you can help. The project got a head start on September 3rd, when a contingent of Canadian members, led by Gordon Hatch, began putting up overhead during their annual visit to the Trolley Park. They were assisted by Roy and Greg Bonn,

We hope to finish by Sept. 10th, when Kent Fruitiger and Janice Beauchamp are to be married in the forest next to the loop! 300 guests have been invited for the occasion, which begins at 12:30 pm. Volunteer guides and motormen will be needed, so please lend a hand. 🚃

UMTA Favors Light Rail

In August, Urban Mass Transit Administration Director Richard Page announced that more emphasis should be placed on light rail in the United States as has been done elsewhere in the world.

Tri-Met responded favorably to his position, and Steve McCarthy, acting head of the local transit agency, commented that light rail would prove compatible with local neighborhoods. He added that a three-line light rail "backbone" system was anticipated. This, to include lines to Gresham, Oregon City, and an as-yet-to-be-determined area that will probably be Beaverton or Lake Oswego. 🚃



Official O.E.R.H.S. Motorman - Conductor's Cap orders now being taken

THE OERHS HAS MADE ARRANGEMENTS WITH A LARGE EASTERN CAP MANUFACTURING FIRM TO PRODUCE AUTHENTIC-LOOKING MOTORMAN/CONDUCTOR'S CAPS FOR OUR MEMBERS TO WEAR AT THE TROLLEY PARK. THEY ARE VERY SIMILAR TO THE TYPE OF CAPS USED BY PRL&P DURING THE EARLY 1900S: NAVY BLUE WITH WICKER FRAME AND LEATHER-LIKE BAND, BLACK BRIM, WITH SILK CORD AND METAL BUTTONS. THESE CAPS ARE BEING MADE AVAILABLE AS A RESULT OF YOUR DIRECTORS' DECISION TO MAKE UNIFORMS MANDATORY FOR THOSE OPERATING STREETCARS FOR THE PUBLIC STARTING WITH THE 1978 SEASON. COMPLETE UNIFORMS WILL BE PHASED IN SLOWLY STARTING WITH THE CAP. FOR NOW, MEMBERS CAN PROVIDE THEIR OWN SUITABLE-LOOKING DARK JACKETS, PANTS, AND PERHAPS A VEST. THIS WINTER WE HOPE TO HAVE COMPLETED ARRANGEMENTS FOR APPROPRIATE CAP BADGES AS WELL. THEY WILL BE METAL AND WILL SAY "MOTORMAN" OR "CONDUCTOR." IN THE MEANTIME, GET STARTED EARLY AND PLACE YOUR CAP ORDERS USING THE FORM BELOW. BE SURE TO INDICATE SIZE USING THE CHART PROVIDED. PRICE FOR EACH CAP IS \$8.00 INCLUDING SHIPPING TO OUR OFFICE.



How to Measure for a Hat

size	inches around head	size	inches around head	size	inches around head
6 1/2	20 1/2	7	22	7 1/2	23 1/2
6 5/8	20 7/8	7 1/8	22 3/8	7 5/8	23 7/8
6 3/4	21 1/4	7 1/2	22 3/4	7 3/4	24 1/4
6 7/8	21 5/8	7 3/8	23 1/8	7 7/8	24 5/8

..... **Order Blank**

I HAVE ENCLOSED A PERSONAL CHECK IN THE AMOUNT OF: _____ FOR (NUMBER): _____

OERHS MOTORMAN/CONDUCTOR'S CAP(S) AT \$8.00 EACH. MY HAT SIZE(S) IS (SEE CHART ABOVE): _____

NAME: _____ ADDRESS: _____

PHONE NO.: _____ MAKE CHECKS PAYABLE TO "O.E.R.H.S., INC." AND MAIL A.S.A.P. TO:

RICHARD THOMPSON, CORRESPONDING SEC., 1836 N. EMERSTON ST., PORTLAND, OREGON 97217.

HATS WILL BE DISTRIBUTED AT MONTHLY MEETINGS OR BY PRIOR ARRANGEMENT.

JOIN US!

LINE CREW GATHERING

SEPTEMBER 17th



THERE IS MUCH WORK YET TO BE DONE IF THE OERHS IS TO CELEBRATE ITS NEW LOOP WITH A SILVER SPIKE CEREMONY NEXT SPRING, SO PLEASE LEND A HAND. THE TRACKS ARE IN PLACE, BUT ELECTRIFICATION IS YET TO BE COMPLETED. MOST POLES ARE IN PLACE, ALTHOUGH WE NEED YOUR HELP TO ERECT SPAN WIRE, BRACKETS, TIE-BACKS AND WIRE. THIS TASK WILL BE BOTH CHALLENGING AND INFORMATIVE BECAUSE IT INVOLVES LEARNING SKILLS EMPLOYED BY REAL STREET RAILWAY COMPANIES. IF YOU ALREADY KNOW HOW TO PUT UP OVERHEAD WE CERTAINLY NEED YOU, AND IF YOU DO NOT NOW IS YOUR CHANCE TO LEARN. THE FIRST CREW BEGINS WORK SATURDAY MORNING, SEPT. 17th. TOM JOHNSON WILL BE SUPERVISOR, WITH HELP FROM OUR "WASHINGTON CONTINGENT." WORK WILL THEN CONTINUE EACH WEEKEND AFTERWARD, THROUGH OCTOBER WEATHER PERMITTING. SEE YOU THERE. FOR MORE INFORMATION CALL PAUL CLASS AT THE TROLLEY PARK: 357-3574. HE WILL PROVIDE DETAILS AS TO TIMES FOR EACH SUBSEQUENT WEEKEND.