

All-Time Roster of Cars at the Park

Editor's Note: Member George Combs wrote at Christmas saying that he enjoyed the recent article about car 1058, "her fine lines always showed through the conversion (to line car)." George also asked if a roster of cars at the Trolley Park could be published, which inspired this bulletin listing all trolleys that have visited Glenwood, both those in the OERHS collection, and those stored for Paul Class.

2019 Note: While recreating this newsletter, and adding pictures, I

have updated details, but only for cars listed in the original article.

KEY - * cars no longer at the Trolley Park, ^ cars not part of the OERHS collection, ♦ cars that never arrived in Glenwood

*^**No. 3** – Horsecar built by Pullman in Chicago in 1889 for the Columbia Land & Improvement Co. of Vancouver, WA. After the Vancouver system was destroyed by flooding in 1894 No. 3 came to Portland, where she was stored in the Woodlawn Car barn and appeared in parades from time to time. In 1948 the area's oldest streetcar was purchased by PTC Superintendent

Earl Richardson who soon donated her to the Milwaukie Historical Society. The horsecar was displayed alongside McLoughlin Blvd. until 1953, when the Historical Society loaned the car to Damon Trout. He had her (incorrectly) restored as Portland Street Railway No. 3 and moved to his Rancho Marelco in North Plains. In 1975, after a stay in Glenwood, No. 3 was returned to the Milwaukie Historical Society. Two other vehicles from Trout's collection (No. 45 and No. 402) also came to Glenwood for a time because Paul Class was brokering the sale of Trout's fleet.

*^**No. 45** – Cable car built in 1907 by the W. L. Holman Car Co. in San Francisco for the California Street Cable Railroad. Wrecked in November 1945, the retired car was shipped north on the freighter *Joel Chandler Harris* in August 1953 to join Damon Trout's railroad collection. Mr. Trout installed a chain drive electric motor and operated No. 45 on his WOD & DJT Railroad. The initials stood for friend Justice William O. Douglas and Damon J. Trout. (2019 update: 45 was sold to an individual in Snowmass, CO where she became a food stand. In 2009 No. 45 was for sale.)



Damon Trout is at the helm of the Columbia Land and Improvement horsecar restored as Portland Street Railway No. 3 as she is paraded around Milwaukie on July 24, 1954 prior to being taken to his Rancho Marelco in North Plains. (Oregonian photograph)

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Cable car 45 is greeted by (left to right) NW Marine Iron Works Manager A. E. Farr, Damon Trout, and Mayor Fred Peterson upon arrival at Portland's West Coast terminals aboard the freighter Joel Chandler Harris on August 26, 1953. (Oregon Journal photograph)

No. 48 - "Standard" originally built at the Hurst-Nelson Motherwell plant and completely rebuilt by Blackpool Corporation Tramways (England) in 1926. Acquired in 1964, car 48 became a mainstay of operation at Glenwood in 1966. This double-deck streetcar is currently out-of-service while being repainted.

♦**No. 136** – "Dreadnought"
Australian center aisle car built by Brisbane Tramways in 1913. Around 1961, when the line served by tram 136 was scheduled for closure, the veteran tram was preserved and offered to the OERHS. Paul Class was unable to raise funds to ship the body to Oregon but he did manage to get its trucks. The plan was to use them to convert one of our cars to standard gauge. (2019 update: When they arrived in February 1961 Paul thought the trucks were all that was

left of No. 136. However, the body of car 136 was saved by the Brisbane Tramways Museum and is currently undergoing restoration in their workshop).

♦**No. 159** – "Double-saloon" tram built by the Wellington City Tramways Council in 1925. In 1962 the Wellington, New Zealand City Council donated this narrow-gauge tram to the OERHS, and she was placed in storage awaiting shipment to the U.S. She remained there until the 1970s, by which time the Society had placed the development of narrow-gauge tracks on hold. The OERHS subsequently donated the car to the Wellington Tramway Museum (established in 1965), where she will be operated.

***No. 169** – "Bridge Unit" built by Bethlehem Steel in 1937 for the Key System Lines in Oakland, CA. The car was shipped from the Pullman yard in Richmond to Banks in 1961 and disassembled for hauling to the Trolley Park. It was soon discovered that this articulated streetcar was too long and heavy for use at the Trolley



Having been relinquished by the OERHS, Australian center aisle "Dreadnought" No. 136 joined the roster of surviving cars at the Brisbane Tramway Museum where she is finally undergoing restoration after many years in storage. (Tramway Museum photograph)



When enough funds could not be raised to ship her to Oregon "Double Saloon" No. 159 became the second tram from Australasia to be given up. The OERHS donated her to the Tramway Museum in Wellington, New Zealand where she was restored.

Park. In 1962 car 169 was placed inside the car barn out of the elements. But attempts at operation resulted in her frequently splitting switches and derailing. In 1973 No. 169 was sold to Richard Drummond of Seattle and moved to the railhead at Banks for shipment. Unfortunately, the Key Unit remained there rusting away (see picture page 8).

***^No. 402** – This trolley coach built by Kenworth for Portland Traction Co. in 1947 was briefly stored at the Trolley Park. It was thought to be the last surviving trolley bus built by Seattle truck and bus manufacturer Kenworth. (2019 update: this trolley bus did not arrive at the Trolley Park until 1981. Greg Bonn recalls that she had been sitting untouched for many years at TriMet's Powell Yard, where a group of employees had planned to restore it. It may also have once been part of Damon Trout's railroad collection in North Plains. After the Trolley Park closed in 1995 the much-deteriorated bus ended up at Tillamook with other Gales Creek Enterprises equipment.

It is thought to have later been moved to the Seattle area.

No. 503 - "Council Crest" semi-convertible car built by Brill in 1904 for the Portland Railway Co. as their

No. 203. Upon retirement in 1950 car 503 became the streetcar without a home after being sold or donated several times. In March 1950 she was purchased by Barde Steel Co. for scrap value and they donated the body of car 503 to Boy Scout Troop 37, Portsmouth District, for use as a club house. The scouts stored her temporarily in North Portland and then moved her to a spot above Linnton in NW Portland. The car was not a successful clubhouse so, in 1951, No. 503 was donated to the Pacific NW Electric Railway Association (PNERA). Spurred by complaints from neighbors, PNERA agreed to loan her so that she could be moved elsewhere. The historic streetcar narrowly avoided becoming an aviary for cannary-raiser Joseph Walker when she proved too large for his back yard on NW 15th Ave. Next, the association agreed to place the car next to the Gigsby Paper Box Co. at NE 8th and Madrona in Portland, where George Mackie, an official of the company, arranged for its use as a PNERA meeting place and museum. While being moved



Jeff Keenan and Paul Class are conversing next to Blackpool Corporation "Standard" No. 48 in a picture taken in front of the Trolley Park car barn around 1968. The double-decker became a mainstay of operation at Glenwood when regular operation commenced in 1966. (Jack Holst photograph)

back to Portland she became the first streetcar to cross the St. Johns Bridge. In 1954 another move was scheduled and historic No. 503 passed into other hands, when she was boarded up and hauled to a Willamette Valley Electric Railway (WVERA) site south of Oregon City. That museum was never built and in 1957 car 503 came to Glenwood on loan, becoming one of the first cars in our barn. In 1976 the car was equipped with standard gauge trucks from Australia so that she could be restored to operation. (2019 update: In 1980 No. 503 was part of TriMet's 10th anniversary celebration in Portland. In 1983 and 1985 she participated in San Francisco Trolley Festivals. 1986 saw 503 in a parade commemorating the new MAX light rail line. Until it was discovered that her platforms needed rebuilding she was also a test vehicle for the new Willamette Shore Line. In 1991 she was again displayed in downtown Portland, this time for the startup of Portland Vintage Trolley, whose car builder, GOMACO used Council Crest cars 503 and 506 as models for their four replicas. In



"Council Crest" car 503 is being moved from a temporary location across from Firehouse 29 on NE Madrona and Dekum streets in North Portland to a proposed Willamette Valley Electric Railway Association museum site in Oregon City on Aug. 1, 1954. (Hayes Collection)

1997 No. 503 left the Trolley Park for the last time, when she moved under her own power (using a tag-along generator) to a Beaverton railhead for shipment to the new OERHS Museum in Brooks).

No. 506 – "Council Crest" semi-convertible car built by Brill in 1904 for the Portland Railway Co. as their No. 206. Upon retirement in 1950 this Brill sister to Council Crest car 503 was displayed for a time on tracks adjacent to the Center Street Shops in SE Portland. In November, following donation to the Oregon Historical Society. No. 506 was trucked to Council Crest Park in SW Portland for permanent display. Although the car was placed on a short section of track near the park caretaker's house, she suffered vandalism over the years causing seats and brass fittings to be removed. Further vandalism and the weather made their inroads and in 1971 the car was moved to the TriMet Shops. In 1973 the OERHS launched a fund raising drive, led by Dr. Larry Griffith, to restore the car. Griffith originally hoped enough money could be raised to build a carbarn and three miles of track in part of Washington Park, where both surviving Council Crest cars might



"Council Crest Car" 506 is seen about 1951 soon after being placed at Council Crest Park and before the Portland Bureau of Parks & Recreation painted her incorrectly. The car was removed 20 years later due to Vandalism. (Bukowsky Collection)



No. 523, the last surviving Puget Sound Electric Railway interurban, is seen after a late 1970s snowfall at the Trolley Park. After their former depot home was designated as a future interpretive center the Class family found temporary shelter here. (Thompson photo)

operate. That dream was not to be, so in 1975 car 506 came to the Trolley Park as a semi permanent loan from the City of Portland. As a result of our Bicentennial Restoration Project these sister cars are now handsome displays. Doors, windows, roofs, and bodies received new wood (where necessary) and paint. Car 503 cannot be operated at the Trolley Park due to her narrow-gauge trucks but we have great plans for her re-gauged sister No. 506.

***^No. 523** - Combination interurban coach/parlor car built by St. Louis Car Company for the Puget Sound Electric Railway in 1907 and their only known surviving car. After retirement in 1929 No. 523 was sold to the Tacoma Municipal Belt Railway, where she was used for tool storage and as a crew car. Next, she became a home for the Sturgis family. Son Gary sold car 523 to Paul Class around 1976 and she arrived in Glenwood. Although now just a shell, it is hoped that this classic interurban might be used as a sleeping or storage area here at the Park. (2019 update: In the early

2000s, Paul sold No. 523 to the Petaluma Trolley Museum in California [for whom he was also converting the remains of Ballarat tram 30 into a "California Car" No. 30 burned in a 1981 arson fire in Portland]. After having been stored in Petaluma for nearly 20 years, the

body of car 523 became part of the Northwest Railway Museum in Snoqualmie, Washington.

***No. 611** – Pay-as-you-enter (PAYE) car built by the American Car Co. in St. Louis in 1911 for PRL&P. This was one of two PAYE cars donated to WVERA following the end of city streetcar service in 1950. Both were listed in their collection in 1955, but at some point sister 715 was scrapped for parts and the unrestored body of 611 was sold to a farmer near Molalla. In 1957 OERHS member Larry Griffith paid to have the body of this long car transported from a field to Glenwood. She was placed on cribbed ties in the car barn, becoming the second car at the Trolley Park (after 1318). She remained in storage in the car barn for 15 years. In 1972 Paul Class determined that restoring No. 611 to operating condition was not feasible. Subsequently, five feet was cut from the center of the car, and the two ends were hauled to Newport Beach, CA and cosmetically reconstructed for use inside a restaurant. Today No. 611



Classic pay-as-you-enter (PAYE) car 611 is now ensconced in the Newport Beach, California Old Spaghetti Factory. She is one of three Portland streetcars, including Birney 801 and Brill Master Unit 809 now residing in restaurants. (Old Spaghetti Factory photograph)

remains a feature of the Old Spaghetti Factory restaurant.

***626** Trolley bus built by Fageol-Twin Coach for the Seattle Metro Transit system in 1940. Once part of the OERHS collection, electric coach 626 was loaned back to Seattle during the 1973 fuel crisis, where it was renumbered 633 and restored to operation. (*Editor's update 2019: In 1981 No. 633 was scheduled for return to Oregon but, supposedly by accident, was sent to the Orange Empire Railway Museum in Perris, CA. At an unknown date OERM is said to have sold 633 to the Illinois Railway Museum).*

***No. 650** – “Bridge River” built by Niles Car & Mfg. Co. in Ohio in 1912 for the Oregon Electric Railway as their parlor car 1001 “Champog.” After the OE ceased operation in 1933 car 1001 was sold to the Pacific Great Eastern Railway in British Columbia, where she was stripped of electrical gear and converted into office car 650. In 1956 PGE sold No. 650 to WVERA. By 1960 this car had been moved to the Guilds Lake Yards in NW



The Portland Traction Co. trolley that came to Glenwood as No. 4012 has been repainted to resemble the car's original assignment as city streetcar No. 813. The Brill Master Unit was one of 15 cars dubbed “Broadways” for the line they primarily served from 1932-50. (Thompson)

Portland where she received a new coat of orange paint. Within a year the car had been loaned to OERHS and moved to Glenwood. In 1974, following years of deterioration, car 650 was sold to the Western Railway Museum in Rio Vista, CA. It was felt that they had the parts and facilities

for a full restoration of this beautiful parlor car. Today the car is being restored as No. 1001, “Champog.”

***^No. 809** – “Broadway” built by J. G. Brill in 1932 for Portland Traction Co. OR. In 1952, two years after the abandonment of city streetcar service in Portland, the body of car 809 was moved to Aurora, where she became a rock collector's storage shed. No. 809 was retrieved by Paul Class in 1976 and moved to Glenwood. Sale to a group of businessmen from Wheeler, OR was arranged, but fell through. A year later, the empty shell of car 809 was sold to Gus Dussin of the Old Spaghetti Factory restaurant chain. Ten feet (the width of three windows) was then removed from the center of the car and the ends reassembled in the Sacramento Old Spaghetti Factory. The result can still be seen there today; a very short Brill Master Unit that more closely resembles a Birney Safety Car. A few parts from 809 were salvaged for use in restoring the other surviving PTC Master Unit, No. 813/4012.



Pacific Great Eastern office car 650 “Bridge River” has received a new coat of paint in this picture taken about 1960 at the Guilds Lake Yard on NW Yeon. Several WVERA cars were stored here. 650 was originally Oregon Electric parlor car 1001 “Champog.”



No. 809 was being used as a storage shed for an Aurora, OR rockhound when this picture was taken in January 1976. This Brill Master Unit is a sister to our No. 813/4012 and part of Portland Traction Company's last new car order. (Thompson photograph)

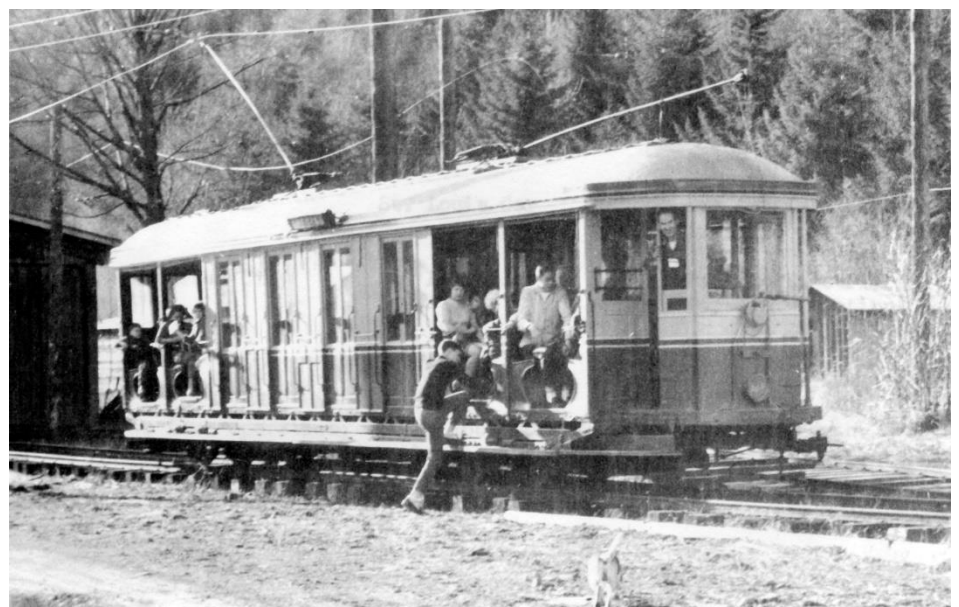
***No. 1063** – Very early standard gauge semi-convertible interurban built by J. G. Brill Co. in 1894 during the East Side Railway Company's receivership. She became Oregon Water Power & Ry. No. 63 in 1901, then PRL&P 1063. Her first use was on the Hawthorne Line and later the Oregon City and Estacada lines. Upon retirement with many other standard gauge cars in 1936 the body of car 1063 was purchased by the private Hill Military Academy, which was building a new campus on Rocky Butte in NE Portland. After the academy became Judson Baptist College in 1959 the car was acquired by the OERHS. In 1962 the ends and ten feet of the body were salvaged from No. 1062 and hauled to Glenwood. However, plans to splice these together and install them on a mobile chassis in order to create an open car replica that could be used to publicize the Trolley Park were never carried out.

No. 1187 – The "Open Breezer" was built in 1912 by the Meadowbank Manufacturing Co. for the Depart-

ment of Government Transport, New South Wales, Australia. Car 1187 was donated to the OERHS in 1958 thanks to efforts made on our behalf by the Australian Electric Transport Museum. She arrived in Oregon in 1959 and has been a mainstay of summer operation ever since. No.

1187 is in excellent condition and was a deciding factor in building a standard gauge railway at Glenwood.

***No. 1191** – Standard gauge railway express and mail car built by J. G. Brill Co. for Mt. Hood Railway & Power Co. in 1912 as their No. 102. The car, which was originally a trailer, was electrified by PRL&P in 1914. But she was destroyed by fire in 1917 and had to be completely rebuilt. After retirement in 1936 the body of No. 1191 became a storehouse for Bell Sand and Gravel Co. at their lot on SE Johnson Creek Blvd. At least she was near Wichita Station on the Bellrose Line. In 1954 car 1191 was donated to WVERA and plans were made to move her to the Oregon City area where a museum was to be built. When those plans were not realized 1191 was offered to the OERHS. That donation was originally declined due to the deterioration of the car body after years of neglect at the sand and gravel yard. (2019 update: No. 1191 became the trolley that was donated to OERHS twice! Car 1191 languished in the sand and gravel yard until around 1970 when she



Scheduled operation was still three years away when kids and dogs hurried aboard Sydney tram 1187 as Paul Class makes ready to depart for a 1963 trial run. The arrival of 1187 did much to inspire the installation of standard, rather than narrow, gauge tracks. (OERHS)

was purchased by Dave Stabenow and moved to his property in Milwaukie. In 1992, Stabenow offered her to the OERHS again. No. 1191 became a static display soon after the museum relocated to Brooks in 1995).

***^No. 1304** – the original "BC Car" was built in the British Columbia Electric shops in Kitsilano in 1911 and completely rebuilt there (without a clerestory roof) in 1946 following a disastrous fire. No. 1304, said to be the last wooden interurban built in North America, came to the Park about 1967 on long term loan from the Seashore Trolley Museum in Maine. Seashore inherited the vehicle when WVERA dissolved. The only operating interurban at Glenwood is 55 feet long and capable of 70 mph speeds. The car is in good condition and restoration has continued through the years. However, her size and weight see car 1304 used mainly for large charter groups. During the 1970s she was listed as a "display" in the annual Steam Passenger Directory. (2019 update: in 2009 No. 1304 returned to



Twice-donated Railway Express car 1191 is seen at the new location for the OERHS Museum on August 4, 2018. Originally numbered 102, this last surviving Mt. Hood Railway car was in rough shape after sitting next to a sand and gravel yard for years. (Nicholas Katz photograph)

British Columbia to become part of the new Fraser Valley Heritage Railway Society.)

No. 1318 - the "LA Car" built by St. Louis Car Co. for the Los Angeles Railway in 1924. This metal semi-open car was the first car in our barn in 1957 but has never been operated

because of its narrow gauge. She is maintained in storage, while cars with a similar open design operate at the Trolley Park.

No. 1455- The "Broom" built by McGuire in 1899 for the Oregon Water Power & Railway Co. This 28-foot snow sweeper was acquired about 1968. Upon retirement in 1958 she was put on display at Oaks Park in Portland along with No. 4012 (see below) and several locomotives. Her equipment is operable. Although our oldest vehicle awaits restoration, her time will come.

No. 4012/813- "Broadway" built by J. G. Brill Co. for Portland Electric Power Co. in 1931. This metal suburban streetcar was a twin to No. 809. Originally No. 813, she was renumbered and regauged (to standard gauge) for interurban use after city streetcar operation ceased in 1950. As No. 4012, this car was in service until abandonment of all lines in 1958. Like No. 1455 she was displayed at Oaks Park before coming to Glenwood about 1968. Her body suffered from exposure at



Key System "Bridge Unit" 169 is in the background as British Columbia Electric Railway interurban No. 1304 waits in the snow during a December 1967 visit by members of the Portland chapter of the National Railway Historical Society. (Jack Holst photograph)



"Broom" No. 1455 is awaiting restoration in the Trolley Park Car barn. The 1899 vintage snow sweeper is the oldest member of the OERHS collection. Her electrical equipment is functional, but her bodywork obviously needs tender loving care. (Thompson photograph)

Oaks, but she has been repainted in original livery and is now our most operated streetcar. Although currently lacking windows, she is in fine mechanical condition and is being restored as original No. 813.

***^No. 4022** – "Hollywood" built by the St. Louis Car Co. in 1924 as Pacific Electric Railway No. 680. She was rebuilt in 1950 as No. 5069, which became one of eight second-hand cars that were the last additions to the Portland Traction system in 1953. All were scrapped in 1958 except for 4022. In 1959 she was put on display at the Washington County Fairgrounds. The car was moved to Glenwood in 1962. Around 1972 she was sold to private collector Eugene Stoller in Woodburn. (2019 update: Gene Stoller was unable to restore No. 4022, so she deteriorated alongside his barn until 1992, when she was acquired by the Seashore Trolley Museum. They plan to restore her as PE 680. Stoller's other car Pacific Electric RPO 1406 [ex PE&E Red Electric 452] went to the Orange Empire Railway Museum). 🚃

Benson High Students Help Restoration

Restoration work does not only take place at the Trolley Park. Larry Griffith reports that shop students at Benson High School in



Woodburn newspaper publisher Eugene Stoller built up a collection of railroad cars that included Portland Traction "Hollywood" car 4022 and a Red Electric RPO. No. 4022, originally Pacific Electric No. 680, is seen about 1976. (Thompson photograph)

Portland have produced new CC destination signs for car 506.

Also off site, he arranged for the recent manufacture of three new window sash for BC car 1304 and plans are underway to have sash made for cars 503 and 506 as well. 🚃

Errata

Our typewriter slipped "off the rails" in the December issue of this bulletin! We thank those who notified us of the mistake and take this opportunity to set things straight:

We incorrectly stated that funds received through the City of Portland Treasurer's office had been donated by Sensible Transportation Options for People (STOP). Actually, the recent donation was collected by Save Our Streetcar (SOS), a group headed by our own Larry Griffith. It was specifically targeted for Council Crest car restoration. We previously received \$147 from STOP. 🚃