

### APRIL MEETING TO FEATURE SPEAKERS ON LIGHT RAIL AND ENERGY

The next OERHS meeting will convene at 7:30, Friday, April 1<sup>st</sup> at the Oregon Museum of Science and Industry. Our component group Transit Research of Oregon has arranged a presentation by Bill Hoey of Wilbur Smith & Associates and John Van Bladeren of Northwest Natural Gas. Mr. Hoey is a consultant with the San Francisco firm working with Tri-Met on light rail planning and Mr. Van Bladeren is an expert on the efficient use of energy. Both gentlemen will offer informed opinion on the future of mass transportation in our community.

This meeting should be fascinating to mass transit buffs so plan on attending if you can and bring family and friends. See you there...

## Last Days for the "Broadway" Cars

*Editor's Note:* Member John Smoot contributed the following information on the final few days for Portland Traction Company's iconic 800 series "Broadway" cars. Among

*other things, his account puts to rest the idea that our operating car No. 4012 could have originally been No. 812.*

*Railfans will recall that 15 new Brill's were placed in service in early 1932 as part of Portland Traction Company's last new car order. Their*

*nickname comes from their primary assignment; the Broadway Line.*

*Just before the last three city streetcar lines (Council Crest, Willamette Heights and 23rd Avenue) were discontinued on February 26, 1950 two of the 800 class cars were regauged for use on the standard gauge interurban lines. They were renumbered 4012 and 4014.*

*John begins his account with our car, No. 4012. Like the other Broadways it was mainly assigned to the 23rd Avenue Line after the Broadway Line was converted to bus operation in 1948 (the 23rd Street Line was known as the 23rd Avenue Line after 1935 due to the renaming of Portland streets).*

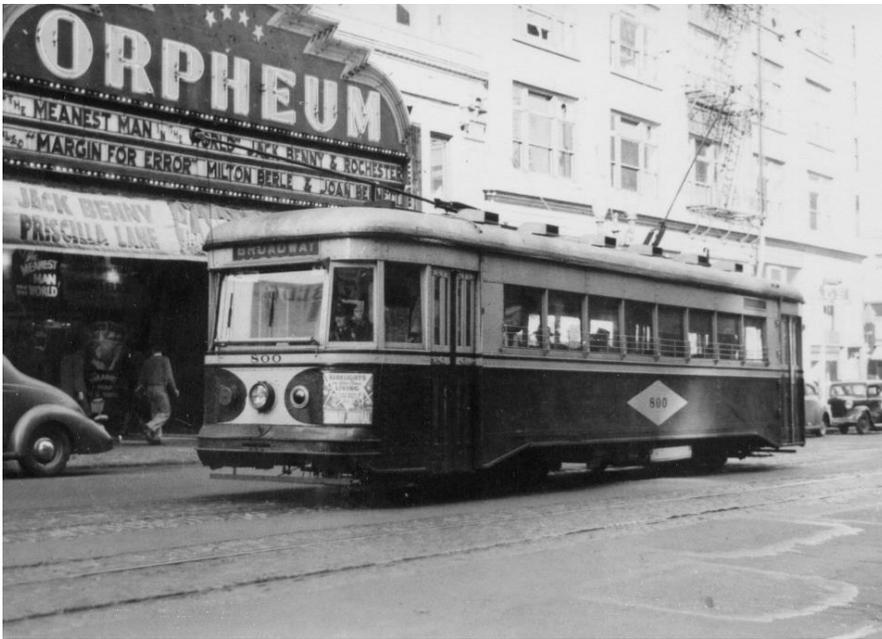
Car 813 was removed from service on the 23rd Avenue Line in Portland on Dec. 1, 1949 and sent to the Center Street Shops for conversion to standard gauge. The car made its first trip on the Oregon City Line on Feb. 21, 1950 as No. 4012.

No. 812 is often wrongly thought of as having been 4012's original number. However, I rode BOTH



23rd Avenue Line car No. 813 is rumbling eastward across SW 12<sup>th</sup> Avenue on Southwest Washington Street on June 15, 1949 a few months after having been reassigned from the discontinued Broadway Line. (Warren Wing photograph)

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Broadway Line car 800 is displaying an earlier paint scheme as it passes the Orpheum Theater on SW Broadway and Yamhill in 1943. In five years, this popular route will be converted to bus. (McClellan photograph)

cars 4012 and 812 on the same day later that week, Feb. 24, 1950, proving this was impossible. No. 812 was working the 23rd Avenue Line.

In the first week of March 1950, car No. 800 was removed from the Ankeny Street barns and sent to the shops for conversion to interurban car No. 4014. It made its first trip as a standard gauge car on the Bellrose run on April 22, 1950.

I kept a very accurate log of when each Broadway car made its last trip in regular city line service:

813 - Dec. 1 1949  
 801 - Jan. 10, 1950  
 814 - Jan. 25, 1950  
 802 - Feb. 1, 1950  
 809 - Feb. 1, 1950  
 807 - Feb. 23, 1950  
 811 - Feb. 25, 1950

The rest of the Broadways, including 800, 803-06, 808, 810 and 812 all operated until the end

of service on the night of Feb. 25-26, 1950.

I also found a note regarding train orders on the 23rd Avenue Line on the last day. Each car in this list is followed by its train number for that day:

806 (1), 812 (2), 803 (3), 810 (4), 800 (5), 561 (6), 804 (7), 805 (8), 808 (9), and 595 (10).

You will notice that eight of the last ten cars in service were Broadways. 🚃

## Review

**T**he *Shaping of a City* by E. Kimbark MacColl is a new business and political history of Portland during its growth years from 1885 to 1915. This detailed tale of a pioneer town entering the corrupt corporate age naturally includes the growth of street railways and the competition to win franchises.

The book is mentioned here because it includes street railway route maps and corporate genealogies that may be of interest to our members.

The 535-page book is available at bookstores for \$8.95. 📖



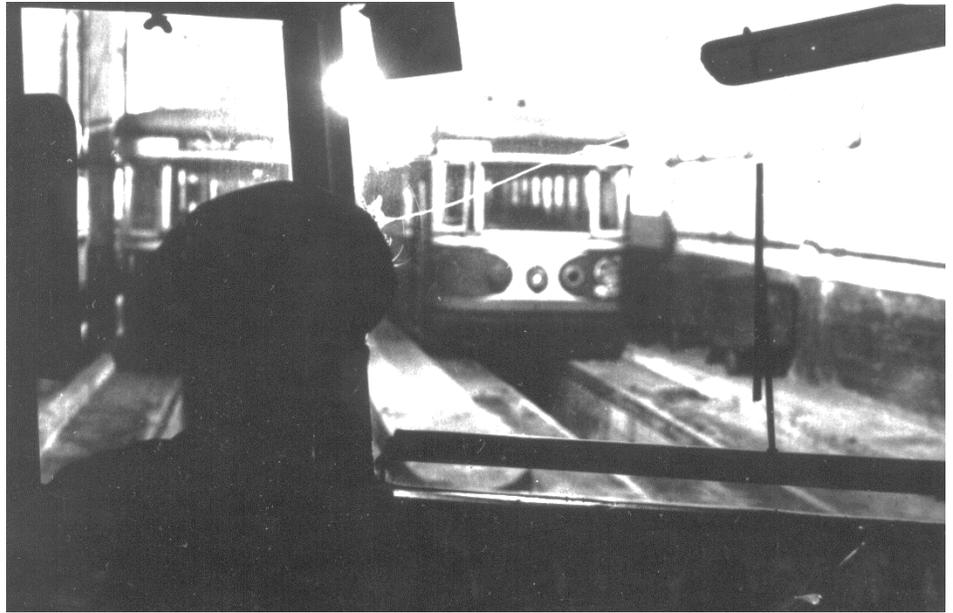
Broadway cars 800, 812, 806, and 808 are seen in Bay A at the Ankeny Carbarn on SE 28<sup>th</sup> Avenue and Ankeny Street on Feb. 26, 1950, the last day for Portland city streetcars. (photograph courtesy John Smoot)

## March Meeting Enjoyable

Those of you who attended last month's meeting, held at the Columbia Gorge Model Railroad Club, will know that a fine time was had by all. Following a guided tour of the club's facilities, we adjourned to the meeting room to watch a slide program about Portland streetcars from the Oregon Historical Society.

During the presentation several Columbia Gorge and OERHS members offered running commentary as to the location, date, and type of car, for each streetcar seen. These debates were accompanied by excellent home-baked cookies and coffee.

We wish to thank the CGMRRRC for hosting an enjoyable evening. We also want to express our gratitude to those OERHS members who provided refreshments and audiovisual equipment.



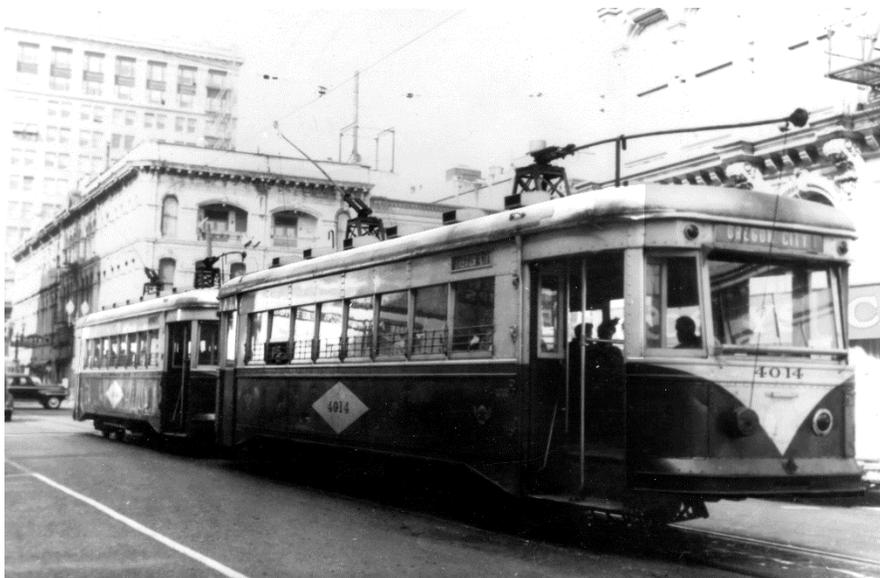
*It is all over for Portland Streetcars as the operator of No. 808 brings the last 23<sup>rd</sup> Avenue Line car into the Ankeny Car barn on the early morning of Feb. 26, 1950. (George Chope Collection).*

An enthusiastic group of members attended, however, next time we have a gathering of this sort, we hope to attract even more members and their families. 🚃



## Sunset Tours Donates Newsletter Postage

Every now and then members ask us why *The Trolley Park News* is mailed with the Sunset Tours return address rubber stamped on the back. It is simply in appreciation for the travel agency's generosity in covering all bulletin mailing costs. 🚃



*Regauged sisters 4012 and 4014 wait in front of the interurban depot on SW 1<sup>st</sup> Avenue and Washington Street in Portland in 1953. The next year the regauging on 4014 was deemed unsatisfactory and it was taken out of service.*