



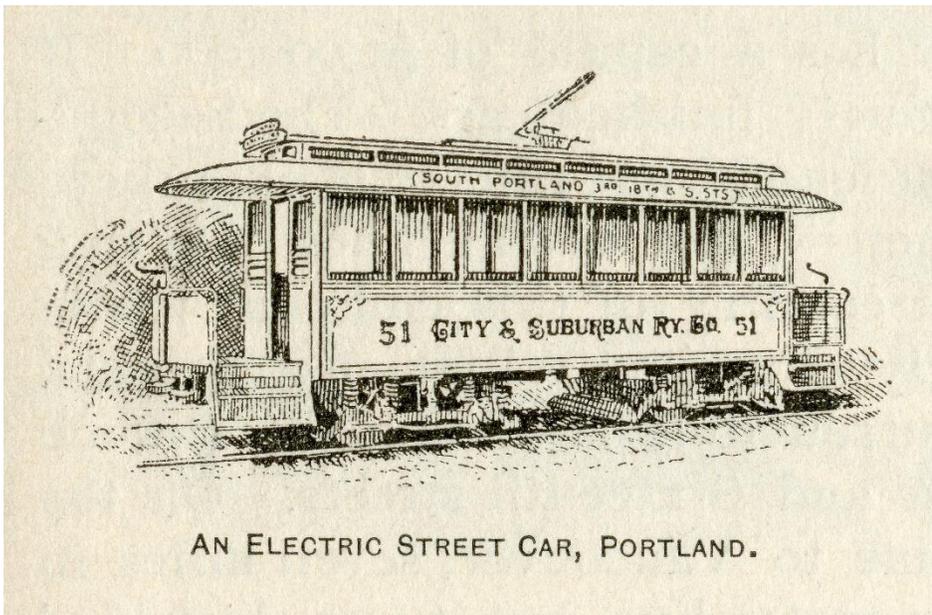
# THE TROLLEY PARK NEWS



April 1978

Oregon Electric Railway Historical Society Bulletin

Vol. 19, No. 4



AN ELECTRIC STREET CAR, PORTLAND.

## The White and Gold Pullmans

Before Portland's iconic Council Crest streetcars, in fact before the locally-built Fuller cars, or the so-called "Torontos," the finest trolleys in town were undoubtedly the Pullmans referred to as "White and Golds" due to their distinctive original livery. The City & Suburban Railway ordered these distinctive cars from the Pullman Company of Chicago in 1891 and they quickly became the most photogenic on the roster.

Originally numbered 51 to 74, these cars were not the first Pullman trolleys in town. C&S predecessor Willamette Bridge Railway had begun the first electric streetcar service with five single truck

Pullmans and the pioneering Waverly & Woodstock Electric Railway had begun with four. But, the 24 C&S Pullmans made the biggest impression upon arrival in April 1892, resplendent in bright white livery and elaborate gold trim. Somewhat impractical from a maintenance point of view, their color scheme provided a nice contrast to the yellow and red seen on most Portland streetcars. A local reporter pointed out that another distinctive feature was their straight railroad coach style siding. Most streetcars had what is known as omnibus sides, which were curved in at the rocker panel to clear wagon wheels on narrow streets.

At 30 feet, the White and Golds were longer than their predecessors, and could accommodate as many as 45 passengers with standees. They

featured eight side windows and double trucks powered by single reduction G.E. motors.

By 1901 the White and Golds would be painted in darker colors like the rest of the fleet and their platforms enclosed. Before long they would be regarded as outmoded and relegated to service on short lines and stubs. Four were leased or sold to traction companies in Kenton and Parkrose.

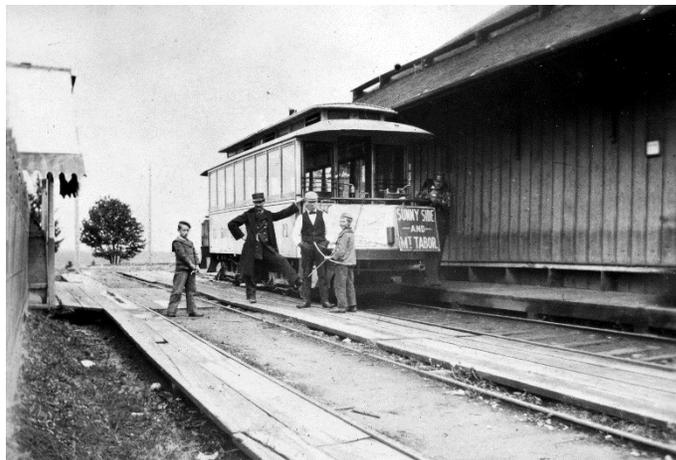
Retirement for the first White and Golds came in 1913, although most managed to remain on the roster until 1926. Three cars were offered for sale in 1915, but when there were no buyers scrapping had begun. Three cars had been scrapped earlier following collision damage.

The original group of 24 had been reduced to 13 by the 1920s. That did not mean all were in use of course; by 1922 nine were stored as "unserviceable" at the Savier, Piedmont and Milwaukie carbarns. That usually meant their motors and electrical equipment had been removed. Four lingered on in "fair" condition for a few more years. 

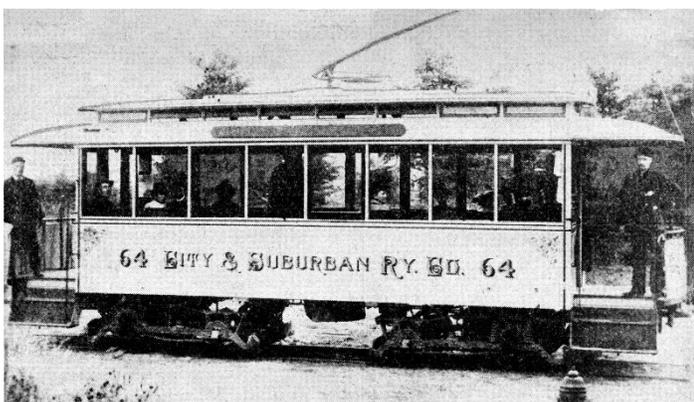
*The Trolley Park News* is published monthly by the OERHS and is available through membership. Send requests for information, or items for publication, to Richard Thompson, Editor, 1836 N. Emerson, Portland, OR 97217.



The new eight-wheeled Pullmans created a sensation when they arrived resplendent in white paint with mahogany stained sash and gold trim.



Bow and arrow toting boys greet No. 71, one of the first electric streetcars to the Mount Tabor Line terminus on 69<sup>th</sup> and Belmont.



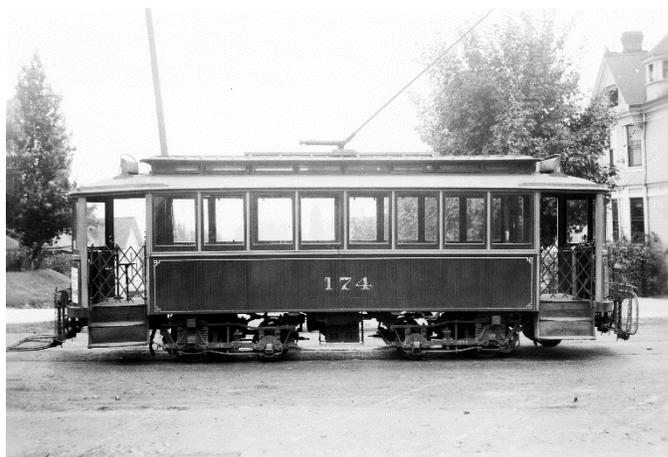
No. 64 figured in the first trolley-related fatality in Portland when little Mary Bodli fell beneath the car at NW 19<sup>th</sup> and Savier streets in 1892.



Two white and gold Pullmans are amidst the trolleys passing the C&S offices on SW Third and Yamhill streets.



Sadly, a White and Gold was involved in another fatal accident when trolley 52 plunged through a trestle during construction on E. Morrison St between Seventh and Ninth Streets, April 28, 1897. Four died.



In 1906 PRL&P renumbered the former White and Golds 166-189. No. 174 is seen here on SW Montgomery Street in standard red and yellow, though still with gold trim. Platforms are now partially enclosed.

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## News from the Park

An appeal is made for a volunteer line crew to go to the Trolley Park around the end of this month (April) to help complete overhead line work in time for opening in May. The remaining mast arms and cross spans have been put up, as have all the poles. Now, all that is necessary is the rigging of overhead trolley wire and line frogs. If you can lend a hand, please call member John Wolfe in Beaverton.

While we are on the subject of volunteers, a crew is also needed to drive to Vancouver, B.C. to pick up a 1 1/2-ton drill press that has been offered to us by B.C. Hydro. This huge drill press was originally used on the Victoria system and was belt driven. If you can go, contact Paul Class as soon as he returns from Europe. Our General Manager is now in Portugal arranging shipment of more old trams for the Aspen line. He returns on April 28th. 🚃

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## Meeting Announced

This month's meeting will be held in the meeting room of the Far West Federal Savings Building, 29240 SW Cedar Hills Blvd., Beaverton (near the Beaverton Mall). The date is Saturday, April 29th, 1978. This meeting is of a special nature, and will be divided into three segments as follows:

7:00 - Trustee's meeting Focusing upon the election of a Vice President. Tom Johnson was elected pro-tem at the annual banquet. However, since then he has not replied to official correspondence. All trustees are asked to attend.

7:30 - The regular meeting will get under way. Discussion will focus upon opening the Park in May, and the holding of motormen's training sessions prior to this.

8:00 - Entertainment begins. Donald McDonald, who was a recent guest speaker for Transit Research of Oregon, will present brand-new 16mm films (color & sound) of the opening of the Edmonton, Alberta transit system. Color slides may also be shown if there is time. 🚃

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## Doc Griffith "On Air"

Past President Larry Griffith continues to espouse the cause of light rail in the local media. He recently participated in a discussion on KOIN Channel 6 and will be heard on KYTE 102.7 FM at 9 o'clock Sunday April 23rd.

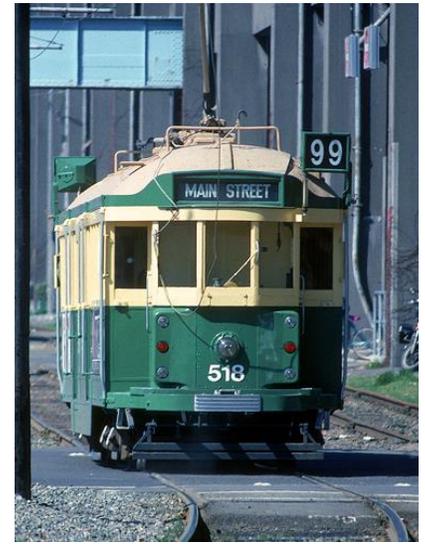
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## Light Rail Approved

On April 3rd the Citizen's Advisory Committee for the Banfield Transitway Project announced their option preferences. The Burnside street light rail alignment was first choice and a separated busway second. "No build" was unanimously deemed an unacceptable option.

The committee did not feel that minimum improvements to the Banfield Freeway would meet expected demands by 1990. But they did argue that, no matter what mode was chosen, the Banfield should be widened to six lanes all the way to the Gateway interchange. Their selection of LRT was described as the first step in a developing regional

transportation system that will be "multi-modal." The matter now goes before various governmental bodies in Portland, Gresham and Multnomah County, which must now present their preference to the Columbia Region Association of Governments (CRAG). 🚃




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## First Tram to Seattle

Melbourne & Metropolitan Tramways Board No. 518, the Aussie tram that has been undergoing final "shakedowns" in Glenwood, has now been delivered to Seattle. The car arrived in the Queen City on March 22<sup>nd</sup>.

The move followed an official acceptance ceremony at the Trolley Park. Among the Seattle officials present was City Commissioner George Benson. The news media was also present, and viewers of Portland television stations were treated to footage of the tram negotiating the tracks at Glenwood.

The next Aussie car, No. 512, is expected at the Park in May. Plan on coming out to take a look. 🚃