



# THE TROLLEY PARK NEWS



Fall 1982

Oregon Electric Railway Historical Society Bulletin

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## WORK AT PARK


By Paul Class

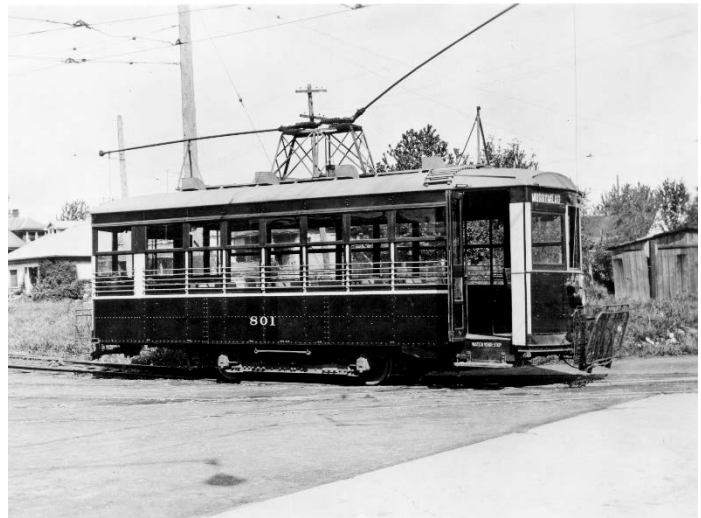
The M&MTB (Melbourne & Metropolitan Tramways Board) advises that they will have one crate of parts and a set of bogies ready for us this week. Included is an extra motor to replace a "bad order" motor on a truck ordered earlier for Council Crest car No. 503. This second bogie will complete the equipping of car 503 for operation. In the accompanying crate will be a complete "kit" for rebuilding tram 1130 (ex-Ballararat), including new vestibule doors, wooden destination boxes, controllers with wooden covers, and other miscellaneous hardware. Freight charges will be \$537.93 via Pacific Australia Direct Line. Forwarding agents Edgar Bell and Company estimate local transport in Australia at \$150.00. We need to anticipate an additional \$160 for customs and dock charges here.

### SANTA CLAUSE SPECIAL

This year's Christmas Appeal is for funds. Let's re-equip No. 503 for 1983 operation. Other than wiring and brake rigging the car is pretty well done, including a trolley pole, doors, windows, and interior varnish. If you can contribute anything toward the almost \$850 needed to finish this important car please send your contribution to Treasurer Lorry Griffith at 12530 SE Knapp, Portland, OR 97236, or, bring it to the Annual Banquet next month.

Since the end of regular operations in October there have been several work parties at Glenwood. I want to thank everyone that helped, including Mike Parker (who repaired the telephone system between the depot, car barn and shop), Roy Bonn (who has been cleaning up the Park every week), Greg Bonn (he put a new gutter along one side of the old car barn), John Sawyer (repainting the exterior of No. 1187) and new member Dale Bartel (who has been working on the Portuguese cars).

Repairs on the car barn have been completed in budget. Treated 10" x 10" columns have raised the roof 2 feet in places! Four wig-wag solid steel mast arms with iron boxes have been donated to us by the Southern Pacific R.R. They were hauled to the Park by our ailing truck "Old Blue", which is now back in the shop. Also in the shop is the Seattle tower truck (with a bad engine). Seattle trolley coach No. 604 has been moved inside for the winter. 



*Birney No. 801 is seen in the yard at the Sellwood Car barn about 1932. The bright cream and deep red colors are those of PEPCO. Car 801, which now resides in the Portland Old Spaghetti Factory Restaurant, was one of the only two standard gauge Birneys on the PEPCO roster. (PGE Collection, U. of O.).*

## I REMEMBER THE MURRAYMEAD LINE

By Bill Hayes

I first saw the Murraymead streetcar line in 1923, when I was ten-years-old and newly arrived from New York City. I was used to jam-packed subways, els, streetcars, and buses, and here was this little Birney car making trip after trip with few or no passengers, operated by the oldest motorman I had ever seen. In the ensuing years, whenever I passed Southeast 20<sup>th</sup> and Hawthorne on a Mt. Scott or Hawthorne Avenue car, the little Birney was always sitting there waiting, always waiting.

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As was the case with most stub lines, Murraymead came about through an agreement with a real estate developer. The real estate company wanted to establish service to E. 30th and Harrison Streets. This area was apparently called Murraymead, although there was never a subdivision officially called by that name. The line traversed what was, and is, called Colonial Heights. 1913 saw the first operation (always by a single one-man car). I am told that car No. 1037, an ex-East Side Railway interurban, was used on the line from July, 1914 until the coming of Birney No. 801 at the end of World War I.

I don't believe I ever rode the Murraymead car, but I did avail myself of its power. I had a *Journal* route in those days and my papers were tossed off the front platforms of Hawthorne or Mt. Scott cars at East (now Southeast) 20th and Hawthorne. After delivering them in Ladd's Addition, I pedaled my bike home to East 37<sup>th</sup> and Harrison by catching onto the brass window bars of the Birney and being pulled up the Harrison Street hill - a dangerous and foolhardy practice.



*In 1932, after the new Broadway cars took the numbers 800-814, the two standard gauge Birneys became 24 and 25. A motorman with "lots of whiskers" is seen here in front of Murraymead No. 25 at Southeast Twentieth and Hawthorne.*

One unique feature of the line was its access to the main line on Hawthorne Avenue. There were no cuts in the rails on Hawthorne, so the little Birney would have to carefully climb

over them on its way to or from Sellwood each day. I watched this process with great interest early on Sunday mornings, when the car would arrive from the barn for its daily stint.

This short line has been buried for some 46 years, and in its 23 years of operation I doubt it ever made a dime. But it was a good run for carmen with lots of "whiskers" to bid in just before retirement.

Unfortunately, few pictures of the Murraymead Line have come to light. If any of you have material on the line I should like very much to hear from you. And, if you are a believer in the supernatural, go to the Old Spaghetti Factory and see the "Ghost of Murraymead". Oh well, back to the time machine. 🚃

## MEETING REPORTS

*By Richard Thompson*

### September:

The main focus of the Sept. 15 board meeting was staffing the Trolley Park. Each trustee was asked to report on the problem with discussion directed at avoiding a shortage of volunteers next year. Paul Class explained that his time was now pretty well taken up by restoration work on Bill Naito's streetcars. In fact, to handle weekday groups this summer (Paul normally does this if there are enough people to warrant operation on non-regular days) Paul hired John Sawyer, who is paid with a percentage of the fare receipts. Chuck Hayden suggested that turnout for work parties would be stronger if priority was given to restoration rather than cleanup work, etc. Larry Griffith said some method of encouraging new members to come out to the Park must be devised. A system of getting in touch with members via telephone was recommended by Bill Hayes and Dick Thompson. Roy Bonn argued that more frequent bulletins would also help. Greg Bonn wished we could make platform duty an obligation of membership, but all agreed there was no way to do so. Member Glenn Eaton thought more specific guidelines for membership might help. Al Nelson, and new member Dole Bartel said emphasis upon car restoration was the key. There was some discussion of finding a warehouse in Portland where a car could be worked on in the winter. In other business, a motion was passed approving application to the Fred Meyer Charitable Trust for restoration funds for Broadway Car No. 4012.

### October:

Emphasis at the October 20<sup>th</sup> meeting was upon accident liability insurance. It was decided that the Society could afford nothing but a reasonably-priced accident policy. Lorry Griffith was added to the insurance committee consisting of Paul Class, Bill Hayes, an ex-trustee George Combs. George, who works in the insurance business, provided the committee with a proposal. Additional information is sought.

Greg Bonn volunteered to edit a bulletin to be sent out in addition to *The Trolley Park News*. It would be published monthly and focus upon work parties, operating personnel, etc. Roy Bonn has offered to print this new bulletin, which would ease pressure on your secretary who has been unable to issue the newsletter at regular intervals due to limited free time. Finally, in new business, it was announced that the City of Gresham has offered the remains of Linneman Station to the Society. However, no action has been taken on this matter since the Society is short of funds. Dr. Griffith suggested that we accept the donation only if delivery to Glenwood can be arranged. 🚃

## LIGHT RAIL UPDATE

By Richard Thompson

As Portland residents are probably aware, work on the freeway reconstruction half of the Banfield Light Rail Project began in August and is now underway in earnest. The number of traffic lanes on the I-84 freeway have been reduced at various parts of the day as work proceeds on the Northeast 33rd Avenue off-ramp and the 28th Avenue overpass (a portion of which has already been demolished). Meanwhile, ballasting and leveling work has begun alongside the Union Pacific R.R. tracks. Excavation of the Northeast 39th Avenue ramp will start soon. All I-84 overpasses will have to be rebuilt to accommodate wider lanes and the rail line.

Arrival of the 26 LRVs ordered from Bombardier (originally scheduled for late 1983) may be delayed as that firm is bogged down with an order for 825 heavy rail vehicles for the New York subway. However, an initial delay is not expected to effect arrival of the last part of Portland's \$21.6 million order scheduled for September, 1984. The six-axle articulated vehicles are Bombardier's first order for LRV's in the U.S. Although they represent a proven European design, the Tri-Met cars are being fabricated specifically for Portland. The Canadian manufacturer is building LRV's under a licensing

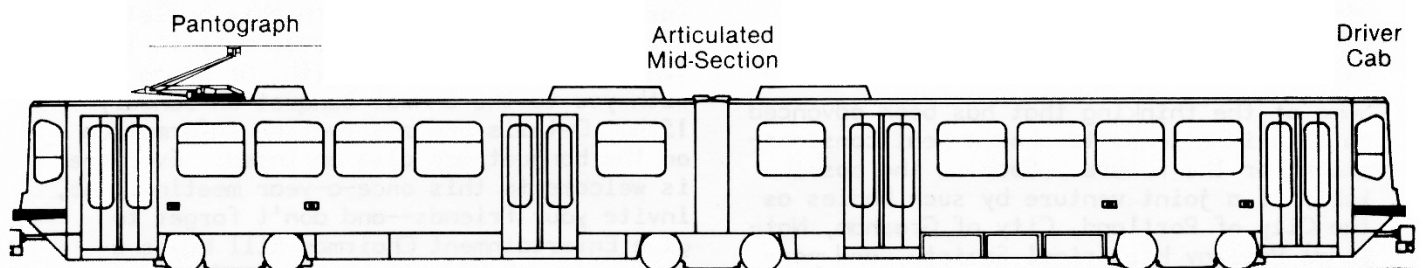
agreement with BN of Belgium. An assembly plant was opened in Barre, Vermont last year to handle cars destined for U.S. markets.

The double-ended vehicles are 88 feet long and will accommodate 160 passengers seated and standing. Height from rail to roof is to be 12 1/2 feet. As you will notice from the drawing below Portland's LRV's will be equipped with pantographs. They will run on 750 volts DC rather than the traditional 600 volts. A dual color scheme of burgundy and red (alternate seats) has been selected for the interior, and the exterior will use the same three stripe design now seen on Tri-Met buses.

Tri-Met and the City of Portland have reached agreement on the design of downtown streets affected by the Banfield Line. When completed Southeast Yamhill and Morrison Streets will resemble the current brick Transit Mall. Sidewalks will be widened to 18 feet. Other streets will be asphalt except for the area in between the rails, which will use the same Belgian blocks as the old traction companies did. These antique cobble stones were salvaged from downtown streets by the city during recent street reconstruction.

Discussion on the Westside Project's proposed Multnomah Light Rail Line seems to have stalled for the moment. But, a short term solution has been suggested whereby a local improvement district (LID) might sponsor an antique trolley running along the Southern Pacific right-of-way next to John's Landing and Willamette Park. This would be a plus for local merchants and could also open the door for some sort of tie-in with the Bureau of Parks.

Meanwhile, the search for a car barn site for Bill Naito's Oldtown Trolley scheme continues. A location near Lloyd Center or the Memorial Coliseum was hoped for but does not seem to be getting much support from area businesses. If the barn is built near Oldtown it might mean the proposed connection across the river would be dropped or postponed. 🚃





## PRESIDENT'S MESSAGE: RUBY JUNCTION MUSEUM

By Charles Hayden

You may have noticed in the news about a month ago that Tri-Met and the Portland Traction Company were concluding negotiations in the process of gathering parts of PTC right-of-way for use of Tri-Met's light rail line in the Gresham area, specifically the section between Linneman Junction and Gresham via Ruby Junction. That portion from Linneman to Ruby will be needed by Tri-Met for a test track, and from Ruby to Gresham as part of the main Gresham to Portland rail line for LRV's.

It has been suggested that the line from Ruby to Linneman might be available as part of a museum project, possibly a branch, or "satellite," operation for the OERHS. The idea is not without merit and bears some discussion here and possibly at the upcoming annual meeting. As I see it, the advantages are numerous, especially if Tri-Met re-electrifies and maintains the line and is not averse to a special use of this kind (as being compatible with their operations). Preliminary discussions have been opened on this point.

Other advantages of a museum location at Ruby Junction adjacent to Tri-Met's maintenance facility, or somewhere along the line, are clearly self-evident in terms of convenience to members wishing to devote several hours per week to restoration of the Society's rolling stock. The location is close to major arterials, including the I-84 freeway, and eventually a ride on the light rail line could bring curious Portlanders out for a look and a ride on the historic exhibits.

The line would remain connected to PTC's main line to allow for bringing in rail equipment. Historic Cedarville Park is a unique part of the scene beside Johnson Creek at Linneman Junction. Although it is presently operated privately it could become a positive attraction for a future museum operation.

Some of the thinking that has been advanced on this idea tends to show a real consideration for the future. Such as the possibility of a joint venture by such bodies as the City of Portland, City of Gresham, National Railway Historical Society, and participation by major rail lines in the Portland area, several of which are in the process of looking for a site for a transportation museum in the metropolitan area.



Although some may argue that the operation of electric and steam trains on the same track is undesirable, surely the financial benefits of such a pooling of resources would be significant in helping establish a facility of this kind. . One only has to look at the most successful museum operations in elsewhere in this country to find support for a dual facility.

All of these thoughts are still in the talking stage and are being advanced to stimulate your thought on the matter. If you have wished the Trolley Park was closer so you could participate more often, if you have wondered how to get the use of more needed funds for restoration and how to induce more major restoration activities, indeed, if you want to attract more of the public to enjoy a trolley ride – perhaps the answer is right here before us! Imagine, if you will, this scene: you, as motorman, report for duty at the new barn adjacent to Tri-Met's shop on a Sunday morning and ease the big interurban out into the sun and down to the station where 30 people are waiting to board. Having loaded your visitors you point the car toward the main line and commence rolling at speed towards Linneman Junction and Cedarville Park, whistling for Division Street. At the junction your passengers alight and stroll into the fir-studded delights of Cedarville Park while you return for another load of eager visitors. . Now that's a real railroad! Just a dream? Can you think of a better use for the old Mount Hood Railway right-of way? I can't. 🚃