



# THE TROLLEY PARK NEWS



Fall 1984

Oregon Electric Railway Historical Society Bulletin

Vol. 25, No. 2

## Don't Forget Your Dues

The 1985 dues renewal form is enclosed with this newsletter. OERHS memberships are renewed each January, unless you are a new member who joined after the close of the 1984 operating season. As always, we encourage those attending the annual banquet (Jan. 19, see details enclosed with this bulletin) to avoid postage and paperwork, and pay at that time. If you cannot make it to the banquet, fill out the enclosed dues sheet and mail it to Dr. Larry Griffith, OERHS Treasurer, 12530 SE Knapp St., Portland, OR 97236. Make checks out to "OERHS, Inc." One check can be made out for both the dinner and dues. Also, please fill out the pink dues form now before you forget. You will note that there is a space on it for an additional contribution. If you can make one this year we encourage you to do so. It is tax deductible. Those of you who did not renew last year might consider a small contribution rather than a double dues payment.

## President's Message

By Bud Statton

I will begin with an update on the electric locomotive donations (see meeting reports—Ed). We are now looking at the possible donation of three locomotives, a 25-ton, 35-ton, and 40-ton, plus trucks and spare parts valued at over \$200,000. We have an agreement in principal, and are waiting for the donor to set a date



*Line Department Head Mike Parker is not looking for his lunch. He is setting a cut-off switch as described in his excellent article in the previous issue of this newsletter. No one can say Mike does not practice what he preaches. (Bud Statton photo)*

of transfer. This will be a major donation for the Park, and the possible sale of some of the spare parts could bring in much-needed cash.

Greg Bonn and Mike Parker have been hard at work on double-decker No. 48. The electrical wiring has been completed and needs only to be hooked to the controllers, which are being rebuilt. Greg has put considerable hours into the woodwork and the ends of the car are slowly taking shape. Larry Griffith recently had ornate brass castings done for the lower level hand holds. We could use a few more members working on this car, so if you are

interested give me a call at (503) 324-9514.

Paul Class and I were up until nearly 1:30 in the morning on December 19th winterizing the ballast tamper. It was extremely cold that night, and it took nearly an hour of hot air from the kerosene space heater to get it started. We were a little late with the antifreeze, as a small section of the cooling line had frozen and put a small crack in a drain casting. Luckily, it's in an accessible area and will be very easy to repair.

Harvey Hilands and his sons have done a tremendous job of general maintenance and winterization of the water system at the Park over the last few months. Thanks to their efforts the picnic tables have been stowed for the winter, the powerhouse has been treated to a paint job and new roof flashing, plus other jobs too numerous to mention.

The Southern Pacific Railroad has donated additional telephone poles to the Society, and it looks like Pacific Northwest Bell will transport them to the Park for us. We may be able to start construction on a second car barn sooner than anticipated.

**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.

Rod Cox has made several handsome new signs for the Park and he is nearly finished making a new pilot for BC car No. 1304. If you see a good-looking new sign next time you are out, Rod no doubt made it.

We could still use volunteers to help restore the Fred Meyer Trust project cars. Please give me a call if you'd work on any of the seven cars involved. See you at the banquet! 🚃

## Meeting Reports

By Dick Thompson

**SEPTEMBER:** Trolley Park Manager Paul Class announced that the Society had received a **\$10,000 grant** from the Fred Meyer Charitable Trust to improve the appearance of OERHS rolling stock. Mechanical restoration is exempted from this award. Paul, explaining that he had to work within guidelines specified by the grant committee, listed the vehicles and allocation of funds for each car as:

No. 48 (Double-decker)	\$2,610
No. 74 (Fresno Birney)	\$2,400
No. 731 (Blackpool Belle)	\$4,075
No. 1187 (Aussie Open)	\$1,005
No. 1304 (BC)	\$900
No. 4012 (Broadway)	\$3,960

There was some discussion about the cars involved in this allocation. Several trustees wondered about non-Society car 731 receiving funds. But, the details were left open pending further clarification from the Trust. A motion for acceptance of the funds passed unanimously, with an amendment by Chuck Hayden to the effect that the money be used primarily for parts (labor to be donated by members where possible). A suggestion was put forward by former President and trustee Roy Bonn that meetings be held on Sunday afternoons rather than

Tuesday evenings. Meetings at the Park have been fine, however, they will probably not continue during the winter.

Paul brought up the need for a general meeting to approve the Society's reorganization for tax-free status. It was decided that such a requirement could easily be met at the annual fall foliage potluck in October.

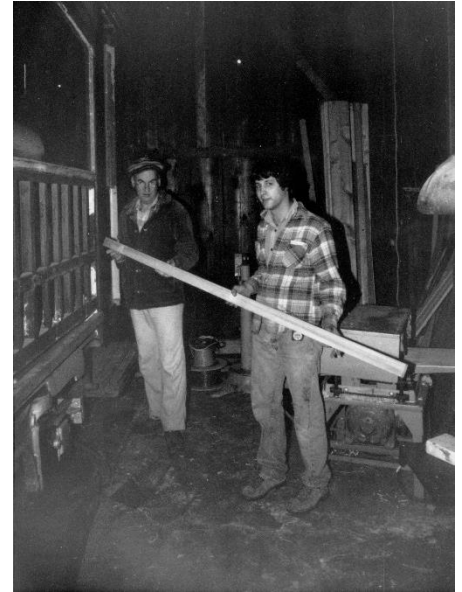
Finally, Vice-President Greg Bonn proposed that funds be raised for a \$400 matching grant needed to install a heat pump in the depot museum to replace the old oil furnace, which has a cracked heat exchanger.

**OCTOBER:** The board authorized Paul Class to proceed with negotiations for leasing Council Crest car **503 to San Francisco again** for their Third Annual Streetcar Festival. The lease for May-Oct. 1985 would be \$5000 plus insurance and transportation, as before. Discussion of needed maintenance and improvements followed, including the possibility of installing two additional traction motors.

A letter from England's Lancastrian Transport Group was read. They desire information about our Blackpool car No. 48 for a book about the first 100 years of trams in Blackpool.

Trustee Manuel Macias reported on his summer trip to Spain, during which he contacted transit agencies in Barcelona, Saragosa and Coimbra to check on the availability of cars and parts. He was able to turn up little of immediate interest to OERHS.

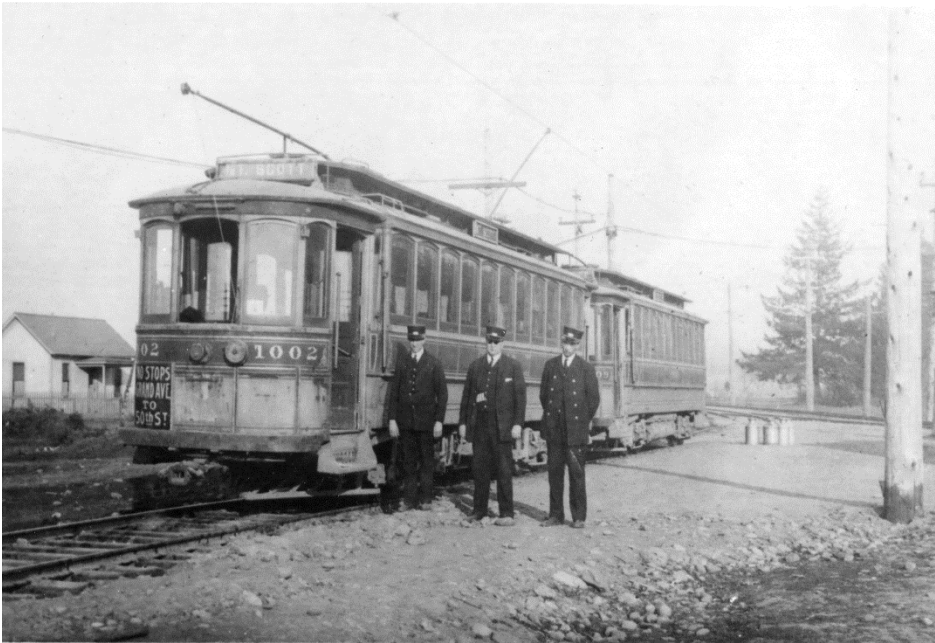
Paul Class explained that the Society has been approached by Great Falls, Montana scrap dealer Maurice Weissman about the possible **donation of two steeplecab locomotives**, plus spare parts that might be adaptable for OWP Division



*In spite of cold weather, work accelerates on Blackpool 48, first of The Fred Meyer grant cars. We can imagine the conversation here: Greg Bonn, "Don't hit me with that post." Paul Class, "Just trying to get your attention." (Bud Statton photo)*

interurban 1067. Paul proposed to put up the estimated \$12,000 needed for transportation to Glenwood in return for title to one of the locos (for which he has a buyer). He indicated the move would require three trips. A motion was passed authorizing President Statton to arrange for the donation with Mr. Weisman.

Statton also reported that he had placed the \$10,000 received from the Fred Meyer Charitable Trust into an interest-bearing savings account. He suggested that committees be formed to manage the work on each of the cars covered by the grant. Committee members would be responsible for calling volunteers and would have a list of projects to complete. Member Mike Parker was already at work completing the wiring on No. 48, the first car to be restored under the terms of the grant but more helpers are needed. A motion was passed approving the securing of a loan of up to \$3,500 to cover deficits, taxes and lease payments on the Park property. (continued on page 4)



*PRL&P No. 1002 and 1009 make up a typical two-car Mt. Scott Line train circa 1910 (note the lack of safety fenders). The five milk cans at right seem out-of-place in this late afternoon shot taken at Lents Junction, near SE 101<sup>st</sup> and Woodstock. (Hayden Collection photo)*

## I Remember the Mt. Scott Line

By Bill Hayes

The Portland, Chicago & Mt. Scott Railway sounds like a pretty ambitious name (even in 1891) for a small suburban steam dummy line that ventured no farther than the uncharted vastness southeast of Portland. But, "Chicago" referred to a subdivision along the way to the community of Lents. Later, this standard gauge route would become the more familiar Mt. Scott trolley line of the Oregon Water Power, then P.R.L. & P., PEPCO, etc. It was, I believe, Portland's longest city line.

In the steam days, the Mt. Scott trains operated from E. 50th and Hawthorne to Lents. The Hawthorne line brought passengers out from town to transfer at that point. In the electric years, the Mt. Scott owl did not run all the way downtown. It was a transfer service from E. 12th and Hawthorne, there

not being enough time for a full round trip every hour. Rush hour trippers turned back at 80th and Woodstock.

Two-car MU trains were operated over the Mt. Scott line from 1909 to 1928. In 1913 as many as 21 trains were used during peak hours, and as few as six during off-peak service. The first trains were 1001-1015 series "Yellow Jackets," but by 1910-11 new PAYE cars of the 1070-1091 and 1350-1364 classes (plus remodeled car 1010), and the slightly older 1016-20 PAYEs, were paired off and put in service on the line. The four-motored "Yellow Jackets" were then used for tripper service.

The big standard gauge PAYE cars used in Mt. Scott trains were actually of the same basic design and appearance as the narrow gauge 521-665 cars of other divisions, except wider and longer. During the teen years, these trains were often used weekends as trippers on the Oaks Line. Business was thriving at that favorite amusement park, as it was at the traction company's other parks at

Council Crest, Canemah, Estacada, and Bull Run. They didn't miss a trick to attract ridership in those days.

The Mt. Scott line shared trackage with the Hawthorne Avenue line as far as E. 50th and Hawthorne and during the late afternoon and evening rush hours usually ran limited to that point. I remember disgruntled passengers who had been too preoccupied to notice the LIMITED dash sign, or hear the conductor bawl, "No stops to 50th Street," and were taken past their streets. They had to walk back from the next safety or transfer stop, such as 20th or 39th.

From 50th and Division on out, the stops were at stations with interesting names such as Anabel, Archer Place, Laurelwood, Kern Park, Nashville, Tremont, Gray's Crossing, and Firland. Use of these early place names faded by the 1920s, when stops were designated by street names.

Lents Junction, the outer Mt. Scott line terminal, boasted a passenger and freight station with agent, and a power substation. The substation, and vestiges of the main line track, are still there nearly a half century after the last Mt. Scott car changed ends and headed for oblivion. At Lents Junction, the line met the interurban trackage to Gresham, Estacada, Bull Run and way points. As all standard gauge equipment operated out of the Sellwood Barn, early morning Mt. Scott trains and trippers were routed via the interurban line from Sellwood to Lents to begin their inbound runs. It was much shorter and faster that way. Very early on Sunday mornings "Yellow Jacket" trains delivered the *Sunday Journal* to carriers and dealers along the standard gauge lines.

The area served by this busy line was strictly workingman's territory. Here, families who had been confined to



rented flats and cottages in town were able to buy a good-sized lot and build their dream homes, with plenty of room for garden, fruit trees and animals. In 1907, a house and lot could be had for \$1,000 to \$2,000 on easy terms, with many available in this price range.

In 1924 I lived with my mother in an upstairs flat at E. 50th and Harrison. The nights were very quiet in those days, and, when the Mt. Scott owl passed each way every 30 minutes or so, the clatter of all 16 wheels on a nearby switch often shook the building and awakened us. But, I didn't mind; the presence of those big trains was somehow reassuring in the dark of night.

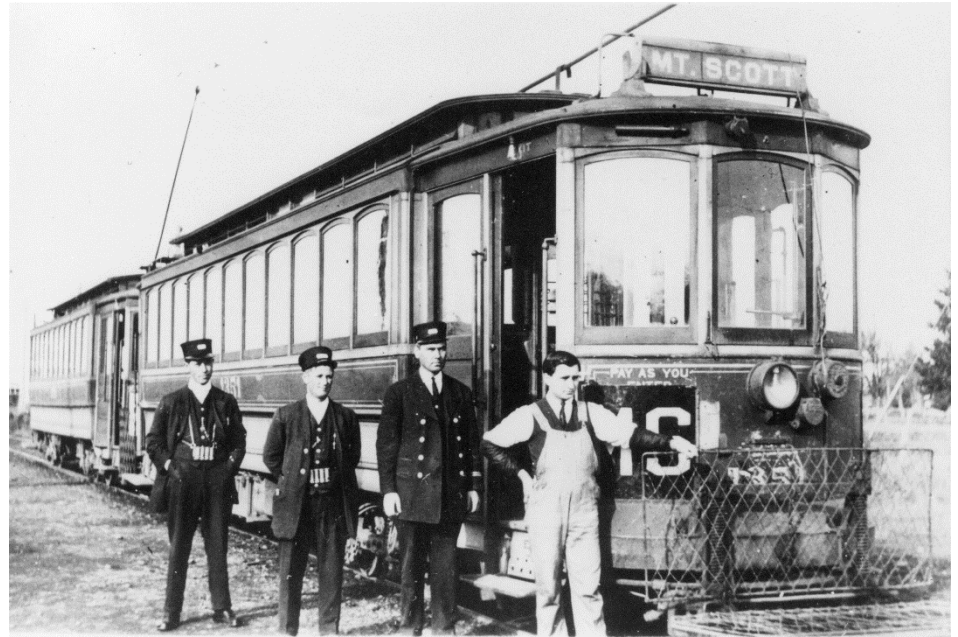
That was not all that went on after dark. Several wood yards were served by spur tracks along the Mt. Scott line, and late at night steeple cab locomotives with several cars heavily loaded with cordwood or slabwood would rumble over the line and shunt these cars into various yards.

By June 25, 1928 all the two-car trains had been split up. Then, on July 5th, 1932 the line was converted to 100% one-man operation. Passenger load had decreased steadily since about 1920, and operator's wages and hours reached low ebb during the Depression. Mt. Scott streetcar service ended September 26, 1936, along with all standard gauge lines except Sellwood.

After all was over the company disposed of many of the standard gauge cars to the public. They were popular as beach or mountain cabins, diners, etc. Yet, as far as we know, the only one still in existence is No. 1351, which is part of a roadside store complex at Cutler City on the Coast.

Retracing the line today, I can still see and hear those Mt. Scott trains of long ago, with their hard-working carmen,

now long dead. Somehow the new light rail vehicles, with no gear noise, rail clicks, air compressors thumping, and all the other good sounds and smells, will never take the place of these ghosts for me. 🚃



*Mt. Scott PAYE pair 1350-51 await passengers at Lents Junction during the 1910s. The 1350s were the last standard gauge suburban cars ordered, while the 1001-15 class "Yellow Jackets" seen in the previous picture were the first. (Hayden Collection photo)*

(reports continued from page 2)

Chuck Hayden accepted the chairmanship of the 1985 annual banquet committee in lieu of Bill Hayes, who asked not to have the honor this year.

**NOVEMBER:** Although the board approved a motion to reimburse Park Manager Paul Class \$483 for the cost of his recent trip to Montana on behalf of the OERHS, he reported that the steeplecabs donation might be in jeopardy due to a disagreement between Mr. Weissman and Paul over the appraisal of the collection.

The attempt to acquire a Broad Street Subway car, which had been pursued for several months, was officially abandoned in the wake of continuing transportation difficulties. The City of Philadelphia has been notified by telephone.

## Correction

I suppose I should thank you for TPN Vol. 24, No. 2 that you sent, but in a way, I wish you hadn't. How

someone could mess up two small captions is beyond me. The shot of No. 122 was taken at 22<sup>nd</sup> Avenue, not Street. And, No. 503 was on Church St. at Duboce Ave., not Duboce and Market, and that is not the New Mint in view, just a plain commercial building. I know it doesn't matter to someone in Boca Raton or Indianapolis, but that's not where the pictures were taken.

-Doug Richter, San Bruno, CA

*The "someone" in this mystery is me, Doug. I take the blame for most of the volunteer tasks associated with this newsletter, from copy writer to janitor. Sorry for the mistakes. I too am a stickler for correctness, but apparently misunderstood your explanation over the telephone. — Ed.*

# BAGGAGE CHECK

**To:**

The OERHS Annual Banquet & Meeting  
"The Crossing" RR Theme Restaurant  
900 W. 7th Vancouver, Washington

**Date:**

Saturday evening, Jan. 19th, 1985  
6:00 PM No host bar, exhibits  
7:00 PM Buffet dinner & program

This year's celebration will include dinner entertainment by the Vancouver Chamber Singers, door prizes, traction slides and movies. Wear your operator's uniform for the annual group photograph. You are also invited to bring up to ten slides for the traditional "newsreel," and we encourage collectors to bring their "trolleyana" for display. Call Chuck Hayden (285-6904) or Dick Thompson (285-7936) for details and we will arrange appropriate table or slide carousel space.

**Fare:**

The all-inclusive cost is \$10.00.

To encourage advance reservations, tickets purchased at the door will carry a \$1 premium (\$11.00 total). Order by Jan. 18th and save! Mail checks written to "OERHS, Inc." to:

Chuck Hayden, Banquet Chairman  
5133 N. Gay Ave.  
Portland, OR 97217

