



THE TROLLEY PARK NEWS



Mar.-Apr. 1985

Oregon Electric Railway Historical Society Bulletin

Vol. 26, No. 2

Museum Director's Report

By Greg Bonn

The east end of double-decker **No. 48** is nearly complete. New metal skin has been applied to the front and portions of each side. Mike Parker has cleaned and primed the metal on the interior sides and the exterior will be done just prior to final paint. The grease applied by the suppliers will protect it until that time. Controls and stairs will be installed after the interior has been painted. Reconstruction on the west end will begin shortly.

Broadway car 4012 is in the north bay of the shop awaiting roof repairs. New canvas and catwalks are to be installed, the body sand-blasted and painted, and repairs made to the doors. Anyone interested in roofing a streetcar?

Rod Cox has been **repairing B.C. car 1304**. Conductor's signals with new pull cords are now installed, and the broken hinge on one of the trap doors has been replaced. New window moldings have been fashioned to replace missing pieces. They have yet to be varnished and installed.

Doug Thomson replaced a broken tail light lens on the **PCC car 1159**. He also managed to charge the batteries and pull the car a few feet out of the barn. Now it will be moved over the pit so that controls and motors can be serviced. Doug notes that the seats in the car have developed a case of



MEETING ANNOUNCEMENT!

Tuesday, June 25th
8 to 10 o'clock p.m.
U. P. R. R. Clubhouse
N. Interstate & Harding



Please join us for a spring membership gathering. Meet fellow traction fans and enjoy three historic Interurban Films:

- "It's a Big Job," 1947 Los Angeles Transit Lines training film.
- "Rapid Transit in Action," 1940s N.Y. Transit Authority subways.
- "The Vanishing El," New York's Third Avenue El in the 1940s.

mildew, and will need to be scrubbed before the public are invited to ride.

Carolyn Novak and Karen Bonn are responsible for the noticeable new sparkle in the museum interpretive building. They have cleaned and polished everything in sight. Broken windows have also been replaced and existing windows scraped and washed.

The society's "new" 35-ton **steeplecab locomotive No. 351** arrived at the Park on Saturday, April 11th, and was assembled on the track directly behind the shop. Operations had to be suspended for a short time while the crane was under the wire. The engine was previously supplied power through a third rail and will have to be outfitted with a trolley pole to be operational at Glenwood. A few vandalized control parts and switches will also need replacing. A 25-ton sister should be arriving soon.

Many other things have taken place at the Park, involving members who

may not have been mentioned above. To those of you in this group I would like to say "thank-you," without your help the other projects could not have been accomplished. 🚃

Dunes Pacific Sold

By Greg Bonn

Most of the rolling stock and equipment from the former Dunes Pacific tourist railroad, which had been stored at the Park in recent years, has finally been sold. Heidi's Village restaurant near Sandy was the buyer at a price in excess of \$8000.

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.



Tram 178 being installed on the future light rail right-of-way in front of the Galleria shopping center in downtown Portland. (KPTV News image)

Old Trolley Displayed at The Galleria

By Dick Thompson

Traction fans may rub their eyes in disbelief if they spot a Council Crest-like trolley in front of The Galleria in downtown Portland between June 13-16. But the vision will be very real. Porto No. 178, one of the four remaining Porto trams stored, or undergoing restoration, at the Trolley Park, will be exhibited as part of the festivities celebrating the reopening of SW Morrison between Fourth and Tenth Avenues. CC cars trundled up and down the same street until 1950.

No. 178 has undergone an extensive face-lift in preparation for display. The interior wood has been stripped, sanded and stained, and the exterior painted. Even the rattan walkover seats received a coat of paint (an old

PEPCO tradition). The color scheme selected for the outside is yellow and cream, a livery that proved popular on Kodak-sponsored sister No. 122 during last summer's San Francisco Trolley Festival.



PNB volunteers, and our own Mike Parker, installing new poles on the mainline at the Trolley Park. Left to right: Larry Smith, Don Norman, Mike, and Vic Minkler. (Carolyn Novak photo)


The Portuguese trams are reminiscent of the cars used on the Council Crest run because they are a narrower version (with three seats across instead of four) of the same classic Brill semi-convertible design. They are owned by Bill and Sam Naito of Norcrest China Company, who are heading a fund-raising effort to modify these trolleys so that they might operate over the new light rail tracks between The Galleria and Lloyd Center. The Tri-Met system will operate at up to 825 volts d.c., which is well in excess of the standard 600 volts that traditional street railways were designed for, but it is hoped that the vintage trams could be rewired for a higher voltage.



New Poles Installed on the Mainline

By Greg Bonn

Two crews from Pacific Northwest Bell Telephone have been installing new poles along the Trolley Park mainline through the sponsorship of the Mount Hood Chapter of the Telephone Pioneers. The Pioneers had previously supplied the transportation for delivery of several of the poles, which were a donation from the Southern Pacific Railroad last fall. If time and soil conditions permit, new poles will be set between the crossing and the area just west of the loop switch. This will enable our line department to raise the trolley wire high enough to permit the use of the double-decker when it emerges from the shop this summer

It had been determined that the old poles, which were set in the late 50s and early 60s, would not be able to take the strain. They are almost completely rotten at the base. 



Master Unit No. 801, resplendent in gray, green and ivory livery, is hoisted off the steamer "San Clemente" in May 1932. The "Broadways" would be Portland's last new streetcars. (George Chope Collection)

I Remember "The Broadways"

By Phil Hedene

Editor's introduction: With this issue, we begin a series of reminiscences by member and respected electric railway historian Phil Hedene. His articles will certainly complement those of long-time correspondent Bill Hayes. In fact, Bill's stories have inspired some of Mr. Hedene's comments.

I have a few comments to make (mostly nitpicking) relative to Bill Hayes' article, "I Remember the Broadway Line," in the Summer issue of the TPN. I lived on NE 22nd Avenue near Fremont when the 800s

became the new cars on "BW" (destination signs combined the route symbol and the destination terminal, such as WL 24 ST, AB 30 ST, BW MASON ST, BW FREMONT, BW 22 ST [almost never used], etc.) and got the full benefit of the passing (inbound only) cars. But, I don't recall any significant difference between the 800s and older cars in the creation of radio noise. All streetcars created some "hash."

"The Broadways," 800s, or Master Units (as manufacturer J. G. Brill designated them) were delivered with black roofs, although they seem to have faded rather rapidly into a very dark gray (or, maybe they just acquired a good coating of dust).

I can well remember the first day of service, when cars 800 through 803 (all then available) alternated with the previous standard 560-570s all day. The older cars ran rather empty, while the new cars had comfortable, even standing, loads.

Service started on a Sunday and for that day (and for the only time during their years of service) the Broadways were two-man cars. The second man greeted the public and explained features of the new cars. Although in uniform, he was not a part of the operating staff. Regular service started the next day. While only announced as an initial assignment, the 800s had found a home on the Broadway Line

Over the next couple of weeks regular PAYE's were replaced by additional 800s as they became available. There seemed to be no numerical sequence in placing the added 800s into service. The last of the lot that I saw in service was No. 808.

Because the line required more than 15 cars, some older cars would always be used for rush-hour trippers. And, business built sufficiently that more cars than ever previously assigned were needed. This, despite the fact that seven 800s could give the same frequency of service that had previously required eight 560s. Rather early on, the 560 class trippers were replaced by low-numbered (i. e., four-motor) 400s whose performance was a bit more compatible with that of the 800s.

Lines using Birneys (WH and 16) and stub lines (13, RS, 28, etc.) had been one-man at all times for several years. But, it was the placing of the 800s into service that permitted the city system to go to one-man operation at all times rather than just evenings and Sundays (Council Crest and Vancouver being exceptions). 🚃

Meeting Reports

By Dick Thompson

April: In his work report Greg Bonn explained that the missing pilot on B.C. Electric No. 1304 had been replaced, as have several leather standee straps. Paul Class reported that the pronounced body skew on Council Crest car 506 is due to the removal of one of its truss rods by the Portland Park Bureau sometime during the 20 years the car was on display at Council Crest Park. If the vehicle is ever put back into operation this will need to be replaced. The board approved a suggestion by Paul that the body of Fresno Birney 74 be sandblasted prior to painting.

Paul presented an update on the Weissman steeplecabs that are now being added to the OERHS Collection. He said it was likely that two locomotives, a set of trucks and some spare parts would be moved to the Trolley Park this summer.

Under new business, Trustee Tom Mendenhall asked whether the Society would be interested in acquiring Birney cars that once operated in Washington. He has knowledge of four Birneys in that state. There was some interest from the board, however, since the condition and ownership of these cars varies greatly Tom, Bud Statton and Larry Griffith volunteered to check on them in the next few weeks and report back at a future meeting.

To clear up legal difficulties concerning possible application of grant funds to a non-society vehicle, a motion was passed accepting a long-term lease (15 years at \$1/ yr.) of Blackpool Corp. No. 731. Lease of "The Blackpool Belle," was offered by owner Paul Class. Any improvements are to be paid back on a depreciated basis.



Anaconda Copper Company No. L351 joined the Trolley Park roster on April 11, 1985 (note: a contemporary photo could not be found so the editor substituted this later one showing the locomotive after a coat of primer had been applied around 1992).

Training and review of operators was scheduled for the last weekend in April (27-28). Additional training will be provided at the opening of each regular operating day (11 a.m.). Car No. 1187 will be ready for early season operation, with another (No. 48) expected later in the summer.

May: Paul Class announced that some details are yet to be worked out regarding the Weissman donation. Title has not yet been released on the collection of steeplecabs, and the total number of locomotives involved is not yet entirely certain. A time-release agreement is being negotiated with the actual non-profit donation delayed until a time Mr. Weismann's advisors feel would be most advantageous for a business write off. In the meantime, the first vehicles are already on their way to Oregon (see next article). Paul added that, since this equipment was heavier than anticipated, and the donation agreement was delayed, he was facing a cash flow problem. The board agreed to a \$1,200 advance to complete the hauling. 🚂

Weissman Steeplecabs Arriving

By Mike Parker

The fleet of Anaconda Copper Mining Company steeplecabs donated to the Society by Montana businessman Maurice Weissman has begun arriving at Glenwood. The first locomotive on the property was 35-ton L351, which arrived on April 11th. The 25-ton L251 followed during the Memorial Day weekend. Part of three truck sets being acquired for possible use under PRL&P No. 1067 are now at the Park, with the rest expected in June. Three steeplecabs, and various spare parts, remain in Montana. They include L253, which Mr. Weissman will keep, L254, which has been promised to us, and L401, the disposition of which is uncertain.

We know very little about these freight motors, except that they belonged to Anaconda, and are circa

1913. The 25-ton engines were built by G. E., and it would appear that at least two of them, L253 and L254 were made specifically for Anaconda. The L351 is a somewhat different design, and may have come from the Missoula Street Railway. The fleet is all standard gauge, and operates on a standard pressure of 600 volts d. c., which was originally obtained from third rail. Museum Director Greg Bonn reports that they are very short, standing about nine feet high from railhead to roof. Unlike some of Portland's steeplecabs, these feature steel bodies. The G. E.s were intended for industrial use, and were probably restricted to the less than two miles of track around the open pit mine.

Side note: The Anaconda operations included an Electric Lighting and Railway Department, which ran interurban trains from Anaconda to the nearby smelter (which still sports one of the tallest stacks in the world) and the town of Opportunity into the 1950s. In the mid-1920s this operation utilized six interurban motors (probably St. Louis Car Co.) and three open trailers, running over some 11¾ miles of track. 🚃



Light Rail Update

By Dick Thompson

After more than three years of work, Tri-Met's Banfield light rail project is nearly complete. Attention is now focused on the

tracks downtown, where work that was up to three months behind schedule has been accelerated. As of June 15, work in the core area was almost half done, with the six-block

and the Tri-Met Board of Directors on a one-mile trip from the Ruby Junction Maintenance Facility to Gresham City Hall Station.



Tri-Met LRV No. 105 is being off-loaded from a Portland Traction Company flatcar onto tracks at Ruby Junction on May 17, 1985. Portland Traction is the dieselized remnant of Portland's last interurban railway company. (Richard Thompson photograph)

section along Morrison, from 4th to 10th Avenues, scheduled for reopening to automobile traffic (see details of the old trolley display celebrating the reopening elsewhere in this bulletin). At the same time, a block along Yamhill became the last area to be involved in construction.

The right-of-way along N.E. Holladay Street from the Steel Bridge to Lloyd Center has been finished except for the installation of overhead wire and stations. On May 17th City Commissioner Margaret Strachan enjoyed an official inspection trip over the new tracks. Since there was no overhead, the journey was made aboard a Unimog road/rail vehicle.

The first official ride aboard an LRV took place last October 8, when U.S. Secretary of Transportation Elizabeth Dole and 40 Gresham-area grade school students joined Jim Cowan

Approximately three additional miles of track have been completed along the Gateway to Gresham stretch since we last reported, creating 7 ½ miles of rail for LRV testing. Although regular service won't begin until the entire 15-mile line is ready in 1986, one and two-car trains will soon be a frequent sight along E. Burnside Street.

Sixteen light rail vehicles, more than half of the total order, are now on-site at Ruby Junction, and a 17th car is en route from Bombardier's Barre, VT assembly plant. Cars 105 (see photo), 116 and 117 arrived in May, No. 118 came in early June, and 119 will be here by the time this article goes to press. That means that Tri-Met now has cars 101 through 119, except for 101 and 104, both of which are being reassembled in Barre. About 20,000 miles has been put on No. 101 in extensive testing. 🚃