



THE TROLLEY PARK NEWS



May-June 1985

Oregon Electric Railway Historical Society Bulletin

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Museum Director's Report

By Greg Bonn

Fred Meyer Project

The following restoration details are under way, or about to be, as the deadline for the Fred Meyer restoration projects draws close:

Car 4012/813, "The Broadway," has been sandblasted and primed, and awaits necessary body work (mostly dent removal) before the finish colors are applied. All of the seats have been removed from the car as well as windows, window sills, destination signs and headlights. Included in the restoration plans is the intent to revert the car to its city condition, with rear exit doors, city-type headlights and destination signs, and its original number.

The Broadway Car was No. 813 from arrival in 1932 until the abandonment of all city line service in 1950. It was then renumbered 4012 and converted to standard gauge for use on the interurban lines (receiving trucks salvaged from a wrecked car).

The final paint scheme has not yet been selected, due to the many variations during operation on the city lines. We would like to hear from members regarding preferred colors before final painting.

Fresno Birney No. 74 has also been sandblasted and primed and will be painted after fabrication and replacement of rotted posts. Volunteers interested in helping with this car should contact Tom Mendenhal at (206) 542-1957.

Mike Parker has completed reconstruction of one end of double decker No. 48 and, with the help of John and Allan Plunkett, the controller for that end has been rebuilt. The framework on the upper deck must be completed before the new sheet metal sides can be installed. Volunteers are needed for these tasks, and also for paint removal on the upper ceiling and vestibules (so that the controls can be reinstalled).



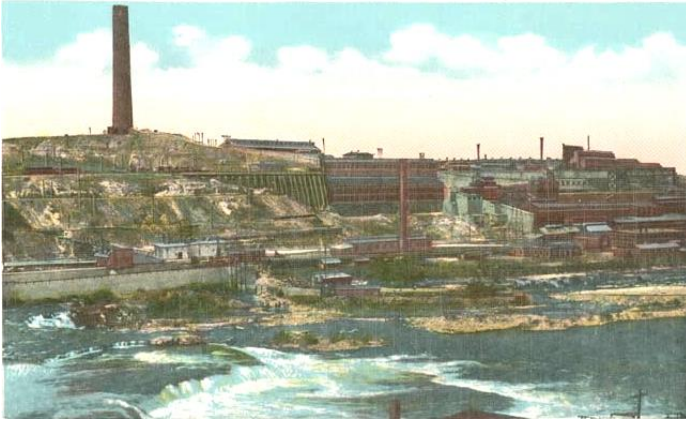
The "Broadway" car is receiving a facelift this summer, as evidenced by this scene taken in the shop after July sandblasting. (Richard Thompson photograph).

Please contact Mike Parker, at 235-7187, or me, at 642-5097 if you wish to lend a hand.

The Blackpool Belle will soon be immobilized so that the axles can be removed and transported to Seattle for reconstruction of tires and flanges.

Without the Fred Meyer grant much of the work being done to restore these cars would not have been possible, however, without the hard work of the many volunteers participating in this ambitious project we would not be able to meet our matching obligations under the grant. Now, as the deadline grows close for the completion of the project much work has yet to be done. If you can help in any way, please contact me at the Park on weekends (357-3574) or at home evenings (642-5097) so that

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The Anaconda Copper Mining smelter and wire mill at Great Falls, Montana with Eagle Falls in the foreground. (postcard)

projects suiting your interests and skills can be scheduled. I want to thank all of you who have helped thus far. Many thanks are also due the operators who have assisted in the past couple of months (many more than once). Without their efforts crews would have had to be pulled off restoration work.

Track Work

John Plunkett and Rick Mendenhall have been busy ballasting some of the worst sections of track, and adding track bolts to loose rail joints. Keith Nichols has been readying the ballast tamper for action. He has removed the cracked water housing on the diesel engine, as well as part of the laser target assembly, which is inoperable due to the lack of laser projectors and pickup heads.

Slow Down

Due to the poor condition of our mainline, a slow order has been placed on all un-ballasted sections of track. Full series (generally five notches) is the MAXIMUM allowable speed on all cars, and no power is to be used when coming down the hill into Meadows Station. There Will be NO EXCEPTIONS. The slower speed will result in both a longer, more enjoyable, ride for the public, and less wear on the cars themselves. Faster operation when heading upgrade may resume once ballasting and tamping are completed.

Gift Shop

Sweat shirts with the OERHS imprint are now available in the gift shop. The shirts are long-sleeved, with elastic waist band. They are silver-gray in color. Price is \$11.95 each. A new T-shirt is also being designed and will be out soon. It will feature a head-on view of Council Crest No.

503 (similar to the one on our brochure). Also available are black and white photos of Portland Traction equipment, taken in the early 1950s. All interurban cars in operation at that time are included. Three by five inch views are 50 cents apiece. 🚃

Experimental Steeple Cab Operation at the Trolley Park

By Mike Parker

Anaconda Copper locomotive No. L251 is now operating at the Park on an experimental basis. It is using borrowed parts. A trolley pole tower came from No. 4012 (soon to be No. 813), which has been insulated from the cab roof, and a trolley pole, trolley wheel and base are from burned Ballarat tram No. 30.

The loco behaves quite well, and its wide wheels take to our track with no problems. However, there are still lots of minor "bugs" to be worked out, including small air leaks and some electrical work. Time will take care of these. Oh yes, and, like B.C. interurban No. 1304, the steeplecab cannot be operated past full series or it blows the powerhouse breaker!

Plans call for the L251 to be lettered "Glenwood Electric Railway," but, for now, the paint color will remain a bleached Union Pacific yellow. Other plans are to remove the unsightly external air tanks and to relocate the headlights to the top front of the cab.

To update information on the Anaconda locomotives from the March-April *TPN*, I should mention that locomotives L251 through L254 were built by G. E. for the Anaconda Copper Mining Company, not for their Butte, Anaconda and Pacific interurban railway. They were used on the zinc ore reduction mill railroad in Great Falls, Montana. They spent their entire working lives shunting ore hopper cars back and forth over 1 1/4 miles of track near the smelter. Sounds boring.

Those contributing work to the steeple cab project were Greg Bonn, Rick, Vince and Tom Mendenhall, John Plunkett, and yours truly. 🚃

Portland Traction Company in the 1930s: A Time of Transition

By Phil Hedene

By the early 1930s "the handwriting was on the wall" for Portland's streetcar service, and the shortage of passenger cars of a decade earlier had become a surplus. The traction company was doing things to minimize loss of patronage while reducing the costs of giving service. For example, buses had been substituted for Eastmoreland (EM), and one-man service was made permanent for stub lines and other lines of smaller patronage.

After 1929 most lines (Vancouver and Council Crest being exceptions) were converted to a combination two-man/one-man operation, with one-man service during evenings and Sundays. Because of the two-man/one-man requirements regular cars had their Ohmer fare register controls extended to the motorman's position (from the conductor's area).

One would have found the equipment listed below in city service during 1930-1. At least, these were the "expected" cars. Ankeny trippers (MV line) would also use some low 1000s. I even saw a 1030 on MM, which suggests that both standard gauge Birneys were out of service at the same time.

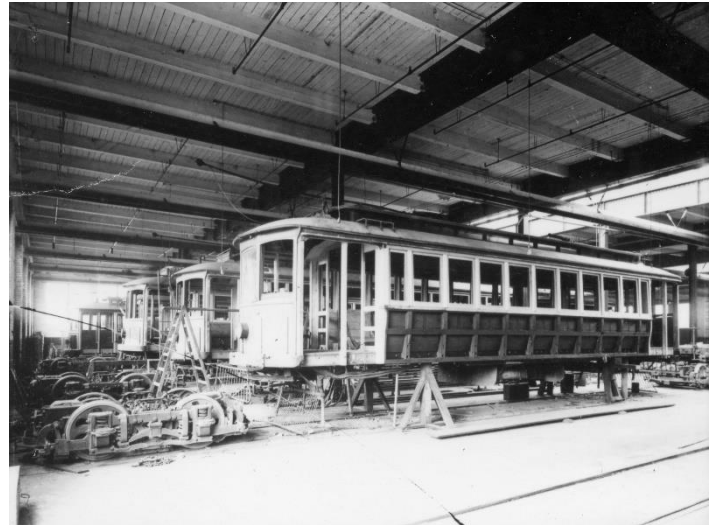
The last time I saw 200s (narrow gauge opens), or 300s (Fullers), in service was in 1931, before the system went

CITY LINE EQUIPMENT ASSIGNMENTS 1930-31

WH, 16:	Birneys
RS**, 28*, 13*:	Low 100s
VC:	191s, 271s
WA, IV:	Low 400s
KH*, AH*:	451s
WO*:	454s (only 1 car during non-rush hours)
SJ:	466s
CC:	500s
MA, WL, AB, BW, BM, RC, BT, MV, MT, NS, 23:	521s
RM, WS:	700s
MM*:	801-02
SW:	1001s, 1051s
HA, MS:	1070s, 1350s

* Lines having only one car in service

** Lines having two or three cars in service



Although a handful of 200 series narrow gauge open cars survived until 1933, most had been retired by 1926-27. The newest, 1907 vintage Council Crest Opens 260-273, had been converted to closed PAYE cars at Center Street during 1918-20. (Oregon Historical Society photo)

one-man in April of 1932. By that time the opens (the 260s or low 200s) were brought out only as Vaughn Street Ball Park specials, and the 300s for Rose Festival service. Which type depended upon the weather to some extent.

It is of interest to note that the last open cars, in spite of being rebuilt (and, in most cases, motorized) during 1918-20, received short shrift in such service. Narrow gauge opens 260-79 had been converted to closed PAYE cars and several became known as Council Crest Opens after having been equipped with additional motors and magnetic brakes for hill service. Air brakes were added to 271-73 for use on the VC line, while 274-79 became closed VC line trailers. Standard gauge open trailers 1301-15 were converted to closed, motorized PAYEs and renumbered 1130-33. Cars 1301, 1306-07 and 1311 became closed center entrance cars 1134-37. Five other 1300s (numbers unknown to me) retained their original numbers when they became closed PAYEs.

The last two open cars, 1309 and 1310, lasted into the later years, but there are conflicting stories about their status. Some say they were always trailers; ordered as motor cars, but delivered without electrical equipment installed (this seems to be supported by company records). Others say that they were once motorized for 600/1200 volt service so that they could run over subsidiary Willamette Valley Southern trackage for events like the Molalla Buckeroo, and over the Oregon Electric to get to Salem to provide local service during State Fair Week (PRL&P owned the lines in Salem for a time). Old Timers



The "Boneyard" at the Center Street Shops held many cars retired during the 1930s. The 341 class Fuller Standard at left was retired in 1933. Former Council Crest Open No. 271 at right joined it in 1936. (Richardson Collection photo)

swear that they saw open cars operating once or twice on the OE line.

It was only during the Rose Festival that I ever saw 300s in service. During that system-wide rush almost anything with wheels (and motors) might be pressed into service. And, while I didn't visit the Southeast part of town, I suspect that many a standard gauge ghost trolley also came out of hiding for that brief period.

One of the '30s Rose Festivals featured a show consisting of formalized gymnastics by grade school children (conceived without consulting the students for their opinions, which were mighty unfavorable, I can assure you!). There weren't that many buses at the time, so this meant special streetcars were used wherever possible, to haul kids to the Multnomah Stadium. When the show was over, teachers would quickly herd kids onto the first available special car, not bothering with the fact that this might be an Ankeny car, rather than one from Piedmont Division, etc. Platform crews thus often had to seek directions to such-and-such a location.

I saw a crew one day planning to take a 300 (possibly out of Ankeny Division) back to town along what was then E. 24th Street, N. Someone finally convinced them to turn onto Fremont and return via the more familiar E. 22nd Street, N. trackage. This, for those who may have forgotten, was the loop on the eastern edge of the Irvington District over which Broadway cars ran between Broadway and Fremont.

At least two of the 300s (not including the 300 itself, which was the observation car "Seeing Portland") had been modified with additional doors for one-man service. I never saw these in service or storage.

After the arrival of the Broadway cars in 1932 the system went essentially all one-man, and cars requiring two-man crews stayed in the barn until they were scrapped a few years later. From the Spring of '32 on, the 191s, (except for 191-94, which were used on the Vancouver line), the 200-class opens, and all the 300s, simply disappeared. And, the former 100-class car on the 13th Street line was replaced by Birney No. 13, which had a large "13" painted in the dash sign location. Otherwise, from 1932 to 1936, car assignments were similar to those listed earlier.

From 1932 on 800s were the standard on the Broadway Line, of course. They were used for both base and tripper service wherever possible. However, the total number of cars assigned to BW were 17 or 18, which exceeded the number of 800s. After 1936 the needed extras consisted of low 400s, whose performance was fairly compatible with the 800s.

It might be noted that the first 20-some 400s had been converted from their original two-motor status to four motors during the 1920s. And, in 1936 or 1937 cars 481 to 484 were modified with transverse seats and a more open bulkhead. They were one-man replacements for cars 191-94 and 271-73 in Vancouver service.

In 1928 ten cars in the 650 series were converted from all longitudinal seating to half longitudinal and half transverse seats on each side of the aisle. These cars were assigned to the RC line (the "Park" designation in Rose City Park having disappeared long since). At about the same time, the usual Sellwood cars (1001s and 1016s) had their longitudinal seats replaced with transverse ones, this being possible because these cars were wider, and one window longer, than their narrow-gauge counterparts the 400s and 466s.

As part of the conversion to permanent one-man service, all city cars had their Brill couplers removed. There was also an obvious push to get the Nelson Safety Fenders off all air-brake equipped cars that were intended for continued service. Nelson fenders weren't removed from hill cars because they never had them in the first place. Those cars received Lifeguards. No. 196 spent a week or two on the BW line just before the 800s appeared, so that other cars might be released for that coupler conversion.

In one-man use the regular service PAYEs, including the 466s, 521s, 700s, 1016s, 1070s, and 1350s and the 420

and 1010 (which had been converted to PAYE configuration years earlier), had their fare register controls moved from the conductor's stations, and their former entrance doors blocked closed with steel angles from the floor. Although it was not done at that time, the conductor's curved pipe station was ultimately replaced with a short, straight stub that served as an oversize handrail.

Note: Mr. Hedene's reminiscences were conveyed in a half-dozen letters. Your editor takes full responsibility for any inconsistencies caused by stringing them together into a single narrative. 🚃



In 1937 San Diego received the first PCCs on the West Coast. One of these pioneers, No. 528, is seen leaving the car barn for service on the 11 line. (R. Cantos Collection)

Meeting Reports

By Dick Thompson

JUNE: Greg Bonn reported that the **Seattle Metro tower truck** stored in Portland was scheduled to be moved back to the Trolley Park by Tom Mendenhall. Thanks are due Anctil Sheet Metal, which provided storage space so that the truck could be worked on in town. Tom will combine the move with efforts to bring a Seattle boom truck down to Glenwood. The boom truck was located by Tom's son Rick.

Mike Parker explained that among the vintage trolley parts now available from Portugal are mechanized brake units and British Thomson-Houston ratcheting controllers, both of which would be of use for the completion of Blackpool double-decker No. 49. The board approved purchase of the brake equipment, but not the controllers, following discussion against ratchet-type control, which, albeit safer, are more difficult to use.

An amendment to the bylaws was passed stipulating that no one under the age of 18 be allowed to operate vehicles at the Park without supervision. This was due to insurance restrictions.

JULY: The Society has received a \$1000 grant from **Institute of Museum Services** for an evaluation. The grant provides for an evaluator to make an on-site survey and produce a series of recommendations.

Paul announced that former San Diego **PCCs are now available from El Paso**. Although our pursuit of any such cars was tabled due to lack of funds, there was animated discussion of the historic importance of this type of car. They were the first PCCs on the West Coast, having been

built for San Diego by St. Louis Car Company in 1937. Past president Walt Mason thought they were part of the second order placed with St. Louis. Walt was familiar with this car series because in 1974, at a time when LRVs were not readily available, he conducted a feasibility study to determine whether several of these PCCs might be used as interim transportation on a proposed light rail line to Oregon City. This was part of Tri-Met's **"Five Corridor Study."** The Banfield alignment eventually won out over other corridors due to the availability of highway funds.

Treasurer Larry Griffith brought up the matter of car barn maintenance. He reported a need to provide safety protection around the work pit (perhaps drilling holes and putting up a chain link fence). A rock pathway in front the of barn was also suggested. Looking at priorities, the board agreed to accept bids of up to \$1000 to take care of a rotting post in barn, with additional funding approved for hiring a crew to carry out these improvements.

Bud Statton reported that he had located a 1967 Navy "lube" truck at the federal surplus yard in Salem. He felt that it might serve as a fire and general hauling vehicle. According to Bud the truck is equipped with a 500-gallon aluminum tank, a lubrication pump, and other equipment for use as a mobile lubrication service vehicle. It has been used for only 48,000 miles. The trustees, with one abstention, authorized \$250 to buy and move the Navy truck to the Park.

End-of-the-day "economy" tickets, an idea discussed many times, were finally approved. They will be available after 4 o'clock for 50 cents, and will not include car barn tours due to lack of time.

Tom Mendenhall reported on the status of the **Fresno Birney**. Cosmetic work is being carried out on this car under the provisions of the Fred Meyer grant. Repairs not covered by the grant, including the replacement of rotten wood, will need to be addressed in another manner. The sandblasted metal frame itself is o.k. and cost overruns for blasting (\$450 vs \$200 estimate) will be more than made up during roof rebuilding, which is expected to run \$325 instead of the \$1,500 originally estimated! The car has no springs, so we will need two at \$100 each. An additional \$1,800 is projected for new posts, floor patches, air tanks and controllers, and perhaps all the seats. This is to set up the car as a display. An additional \$3,000 would be required to make it operable. In response to this report the board authorized another \$1,000 in addition to the \$1,200 already funded through the grant. 🚃



MUNI PCC No. 1159 in front of the Naito Car barn at the Trolley Park (Jack Norton photograph).

I started working on No. 1159 after becoming an OERHS member two years ago. A large dent next to the front headlight, which had occurred before I arrived, was my first project. I applied body filler to the dent and shaped it during Fall 1983, and painted it in July 1984.

Other projects over the last year have included removal of the driver's glare shield, repainting sections of the interior, repainting the inside of the doors, washing the outside and top of the car, repainting the dashboard, making replacement warning stickers, and maintenance of the MG (motor-generator) set.

The gong on the car is the latest repair completed. I must express my thanks to Robert Olsen of San Francisco Muni for sending the parts needed to fix it. As of July, the gong works, but, until the contacts can be cleaned, the switch needs to be moved quickly back and forth in order to work properly.

Quite a few people have helped with repairs and maintenance on the PCC, such as repairing the controller used for backing-up the car, charging the batteries, and countless other things I may not even know about. Unfortunately, I don't know everyone's name. I do, however, know their faces and I want to take this opportunity to thank you all for your help.

Many of you had the experience of riding streetcars in the Portland area, and beyond, when you were younger. But, since I was born in 1959, the only regular streetcar service that I have known has been PCCs in "The City" (San Francisco). That is why this car is special to me. I just can't see it rust away. 🚃

MUNI 1159 Update

By Douglas Thompson

As some members may know, to work on the PCC car, I must drive about 3 1/2 hours down from my home in Seattle. So, I do not pretend to know everything that has been done to restore No. 1159. But, I can pass along news of what I have done and what I have been told others have accomplished.

