



THE TROLLEY PARK NEWS



Jan./Feb., 1988

Oregon Electric Railway Historical Society Bulletin

Vol. 29, No. 1

PORTLAND, EUGENE & EASTERN OR SOUTHERN PACIFIC? Further Reflections on the SP's Oregon Electrification

By Phil Hedene

The name "Portland Eugene & Eastern" is often incorrectly attached to photographs of the SP's Oregon electric lines taken after that company went out of existence in January, 1915. Such was the case with the picture of "East Side Local 352" in the May-June 1987 issue of *Trolley Park News*.

There are several clues to the train's not being P E & E. The lead car is an RPO-baggage, none of which went into service until 1915. The shoe (rather than roller) pantographs date from about 1916. The raised height pantographs indicate post 1917. The white route sign is about 1918-19. Prior to that route signs were backlighted black stencils (train numbers were always stencils).

An additional method of dating the photograph is the presence of the two head-end cars, for, by about 1926, head-end and passenger business had fallen off enough so that combines and coaches were all that were needed. Several combines (such as 515 and 516) had been converted from baggage-coaches to RPO-coaches. Most of the 750's and all of the 770's were "sold" to the Pacific Electric. The incentive for this change was to reduce trains to a maximum of three cars so that they would not have to run in sections on Fourth Street.

A couple of side comments might be of interest. Those roof-mounted route lights were never needed in the Portland electrification. They were used in Oakland so that interlocker operators could route

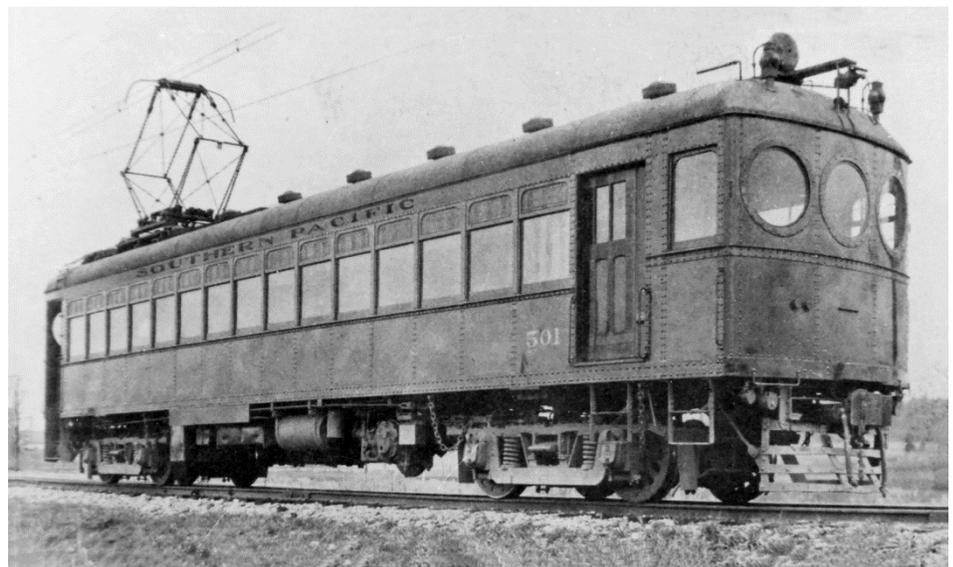
trains without regard to sequence. When the SP's East Bay electrification was designed, circa 1910, it was obvious that fleets of trains operating at 20-minute intervals could get out of sequence and that the traditional method of whistling for route realignment was way too time consuming. Roof marker lights allowed interlocking tower operators to quickly determine the route by the colors displayed (see Robert Ford's "Red Trains in the East Bay"). The Key System had a similar system, using lights mounted over the end doors. So, when designing the Portland system the SP, with unrealistic expectations for future train services, incorporated the route designation lights in their Oregon cars. But, they were never used because a "big system" never developed.



REMINDER

It is time to pay 1988 dues! If you have not renewed, please fill out the enclosed form and mail it with your check to Larry Griffith, Treas. 12530 SE Knapp, Portland, OR 97236 at your earliest convenience.

One can get an idea of the minimum radius in Portland, Newberg, etc., in that the coupler carriers are as wide as the pilots. It is interesting to note, too, that the control and signal receptacles are under the buffer and at the outer ends, and that the trolley power receptacles are on the roof under the gong.



Marker lamps, roof gong, whistle, m.u. (multiple unit) receptacle, and pantograph are clearly seen in this 1920 vintage official photograph of SP combination passenger and baggage car No. 501. (*Street Railway Journal*)

VOTE TO BE RETAKEN

By Dick Thompson

The 1988 Annual Meeting set two records; the 89 members and guests at the January 30th gathering represented the highest number yet attending, and contested balloting has resulted in a repeat election (mail ballots are enclosed with this newsletter, see instructions on next page).

The popular event was held at a new venue, the Imperial Hotel in downtown Portland. The arrangement of entertainment, coordinated by Banquet Chairman Rich Carlson, was also new, with videos, slides and films being shown before, rather than after, the business portion of the meeting. Things got under way with a 45-minute video taken along the Willamette Shore Line last summer by Dick Thompson. Most of those present appeared glad that this documentary had survived the cameraman's unplanned tumble down a trestle embankment (if only the camcorder eyepiece had). Next, Rich Carlson showed his remarkable 16mm films shot along Tri-Met's MAX line downtown in 1982 and 1987, before and after construction. The entertainment concluded with a slide show "newsreel" organized by Steve Morgan. It featured member's pictures taken on the Jefferson Street Branch, as well as at the Trolley Park.

Most of the business meeting, including the annual election, was taken care of during dinner. Since incumbents often run unopposed in a volunteer organization such as the OERHS, election results have seldom been contested. However, this year the

The **Trolley Park News** is published semi-monthly for 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, or Roy Bonn, Publisher, Nevada Business Services, 4625 S. Wynn Rd., Suite 203, Las Vegas, NV 89103.

election of trustees was questioned by new member George Inness, who noted that more ballots were turned in than there were Active members present (Associate membership does not include voting privileges). George felt this was the result of ballots having been distributed indiscriminately to an audience made up of voting members, non-voting members, and guests. As a result, the Board has requested a re-vote be taken by mail. Please fill out the enclosed ballots and return them (along with your dues check if you have not renewed) to: Dr. Larry Griffith, 12530 SE Knapp, Portland, OR 97236.

The banquet's keynote speaker was Museum co-founder and Public Trustee Roy Bonn. Mr. Bonn had travelled from his home in Nevada to give an illustrated talk on the early history of the OERHS and the Trolley Park. Roy's son, Museum Director Greg Bonn, was seen in several old slides. Roy explained that Greg was born the day after the Society's founding in 1957, and practically grew up at the Park.

"BROADWAY" CAR TARGETED FOR RESTORATION

By Dick Thompson

Portland Traction Broadway type car No. 813/4012 was selected as the Society's next major restoration project at the February trustee's meeting. Funding for the work was the subject of intense discussion, with restoration eventually approved in phases.

President Allan Plunkett began the discussion when he told the board that it was time to select projects for the 1988 season. There was debate about priorities. Some felt that work on No. 503's vestibules was of prime importance, but a motion by Past-President Bud Statton made restoration of the Broadway Car priority one.

Paul Class offered to work on the 1932 vintage streetcar for \$28/hour, explaining that he currently had extra shop time available. Since overhauling the trolley's

doors is perceived to be a difficult part of the project, Paul suggested beginning by restoring a door, which would indicate how much time and expense would be involved in doing the other doors.

Museum Director Greg Bonn said that \$6,870 would be needed to restore the Broadway Car from the floor up. He was less certain how much additional funding would be required for the under-carriage, but thought much-needed repair work on trucks and motors could run \$6,000 or more.

Gene Fabryka felt that Greg's overall budget of \$13,000 for the Broadway Car Project was too much too soon. Gene felt that it would draw funds away from other needed projects at the Trolley Park. A compromise was worked out, in which Greg proposed that the restoration be approached in two steps. He asked that \$7,000 be authorized for body restoration, with approval of undercarriage work to await further inspection and cost analysis. This motion passed, but with an amendment by Bud Statton limiting initial expenditure to \$3,500. Bill Hayes suggested that the Society mount a campaign to raise further funds for restoration of this historic car.

In order to begin the project the Broadway car was moved into the shop, swapping places with the Blackpool Belle. Ed Hester and crew jacked the car three feet off the floor and removed the trucks before lowering the car onto 4x4's

Mike Parker is tracing the electrical wiring in order to draw a diagram of the car's entire electrical circuitry. The entrance, step well, and stop lights will be rewired and the controllers repaired. The stop lights had been removed when the car was converted for interurban service. The interurban style removable headlight will be replaced with a standard 70-130 watt city car type headlamp after removing the cover plating and light hanger from the original headlamp recess. New canvas for the roof is also ready for installation.



Pressed into service during a snow storm, Portland Traction car 1093 pauses at the Oregon City terminus in the late 1940's. The building on the right is the old Opera House (Al Haij photograph).

The restoration crew will attempt to restore the car to its city car configuration. The exceptions being that real leather will not be used on the seats (seats in poor repair will be reupholstered in Naugahyde) and the trucks are standard, not narrow, gauge.

Members interested in helping restore the Broadway Car are asked to contact Greg Bonn or Mike Parker. Your assistance will be welcome.

I REMEMBER THE 1093

By Mike Parker

Of all the 1090 cars the least-loved by Portland Traction Company in the early fifties must have been poor old decrepit 1093. Except during snowy weather, when all six remaining 1090's were pressed into service, No. 1093 spent its last years going no further than Milwaukie and back as a limited or "tripper." One got the impression 1093 was not to be trusted!

It was one of the "orange cars" and apparently was the last 1090 painted in the

orange and cream scheme by Portland Electric Power Company. Photos taken in 1943 show 1093 in a very shabby 1930's red and cream, with peeling paint and rotting bare wood window frames highly visible. Evidently it was not high on the priority list in those years either.

As with many Oregon City and Bellrose line cars at that time, it fell victim to several platform crushing accidents. Some

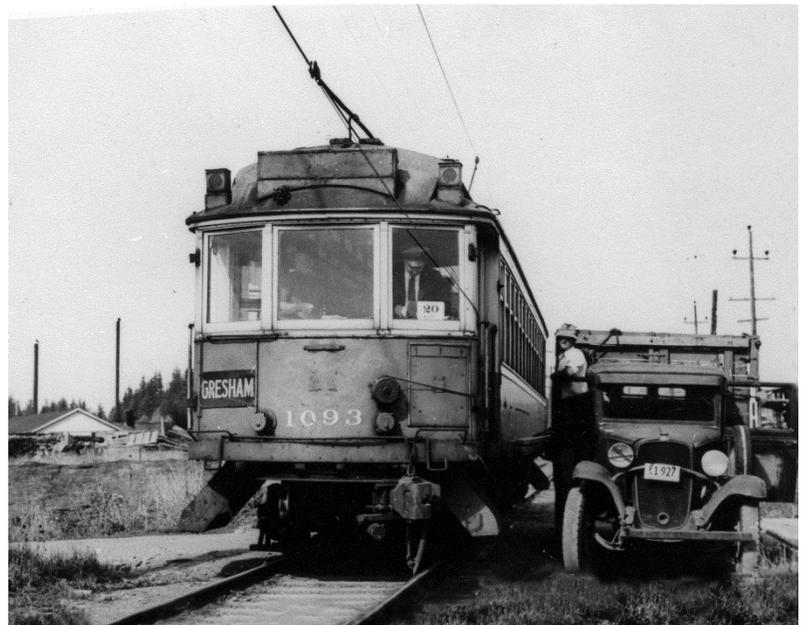
time in the late 1940's one of its end platforms was not too carefully rebuilt and the front windows were never straight and protruded outward toward the bottom sills. It was the only 1090 with numbers painted in black, but after the platform rebuild it sported the usual white numbers on that end only! It also proudly carried a 20 foot gauge in the wood along one side, below the windows, perhaps a scrape with an errant rubber-tired vehicle.

1093 had a certain charm to it because of all this and was my favorite 1090 as a youngster. To me, it was a kind of shop-worn angel. Maybe it was just the fact that I seldom saw it pressed into service that intrigued me. I also liked the fact that it had the original straw-colored rattan seats and they did not attempt to repaint them brown. Another eye catcher was that while riding in this car interior panels would move visibly, furthering the impression that 1093 was not trustworthy.

Just to show how much the company liked it, 1093 was taken to the scrap track first, along with 1100, another car of marginal quality. Both were burned May 23, 1953. Photographs reveal that 1093 was the first car torched. That's how much they thought of it after 43 years of faithful service.

MOTORMAN TRAINING

Contact George Inness at 281-3194 for scheduled motormen training and review for the 1988 season at the Trolley Park. New and longtime members are encouraged to learn or refresh their skills.



Old 1093 is on the Gresham Line, where a truck driver (possibly a contract mail carrier) is seen visiting with the motorman on a warm morning in 1947 (Warren Wing photograph).

SOCIETY ARRANGES SP LINE INSPECTIONS

By Dick Thompson

Although the City of Portland recently commissioned an inspection of the SP's Jefferson Street Branch Line by engineers from Bechtel Corporation, the Society has decided to undertake further inspections of tracks and bridges. At the February board meeting new trustee Aloha Schade reported that Bill Noah, a retired track inspector for the Southern Pacific Railroad (whose responsibilities had included the Jefferson Street Branch Line), would inspect the line for the OERHS. The inspection is being done gratis as a public service to the Society and the City. Mr. Francis Boaz of will inspect the bridges. His inspection will be paid partially through a fund raised by Ernie Munch.

An eight hour walking inspection of the track was performed on February 10, 1988 by Mr. Noah. It began at the southern terminus at the severed rail connection northward to the northern end just south of S.W. Sheridan St. Noah submitted a list of 30 items that need attention. These items included 16 ties, four rails which need to be replaced, and many instances of drainage problems. The only work re-quired before operations can begin is the removal of a fallen snag, sand and mud

removal and cleaning of several blocked culverts.

A four hour inspection of all five trestles was made by Francis Boaz on February 15, 1988. He had access to SP records to aid in his review. The only work required is replacing one eight foot section of planking on the Jones Mill Trestle near Cal's Restaurant, and a missing warning sign for clearance on trestle MP 768.60.

PARK OPENS APRIL 30

By Greg Bonn

Crews are meeting every weekend at the Trolley Park, come rain or come shine, to get things ready for opening day.

Track and grounds maintenance volunteers are needed for a variety of jobs, from cleaning the rest rooms, turning on the water system, mowing grass and moving picnic tables.

CHARTERS

Charters for groups are being run at the Trolley Park starting in April. The charters are being handled by Ed Hester and Don

Huber. Charters are usually operated during the week when very few motormen are available. If you are available to help on the charter business, please come forward to help Ed or Don. Charters are a profitable source of income and we need your help as motormen, tour guides and conductors.

INSURANCE OBTAINED

By Roy Bonn

The Society has purchased casualty insurance coverage for 1988, which includes both the Trolley Park and the Willamette Shore Railway operations. This insurance coverage offers protection to members participating at all activities under supervision of OERHS.

The Society has never experienced an accident resulting in injury to a customer in over 25 years of operation, but preventing accidents is of the highest priority. We must continue to find and correct any existing unsafe conditions, as well as those that might become unsafe, as soon as possible.

OREGON ELECTRIC RAILWAY HISTORICAL SOCIETY
• MEMBERSHIP RENEWAL •

OERHS Treasurer 12530 S.E. Knapp St. Portland, OR 97236 (503) 760-3887

Members receive the newsletter, attend meetings and may operate equipment at the Trolley Park upon regular certification.

- ASSOCIATE MEMBERSHIP \$15
- ACTIVE MEMBERSHIP (FULL MEMBERSHIP PRIVILEGES) \$25
- FAMILY—ADD \$5.00

Are you interested in: OPERATION, RESTORATION?

NAME _____ PHONE _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

CHECK MONEY ORDER