

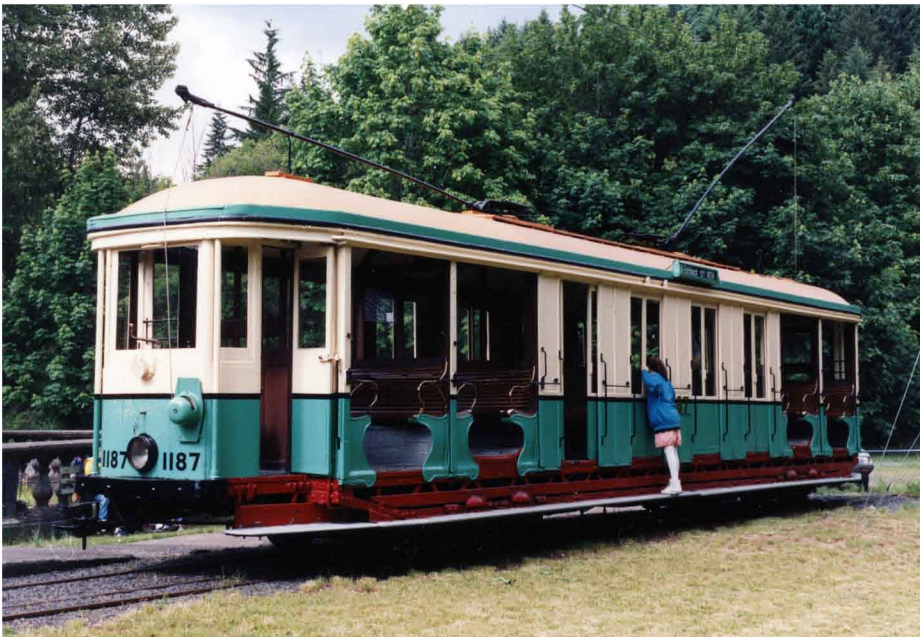
The Northwest

Electric Railway Review

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Sydney Tramways 1187 pauses at the Trolley Park depot in June, 1991 during a two-year cosmetic restoration (Dick Thompson photo)

Aussie Car Shines With New Paint

By Charles Seims

The Society's former Sidney, Australia open bench car #1187, affectionately known as the "Aussie Car", has been in continuous service for over 80 years. Since it came to the Trolley Park over 30 years ago this unique and attractive car has been the workhorse of our passenger fleet. As we prepared to open our 1992 operating season final touches were applied to complete the 1187's two-year cosmetic restoration.

Under the direction of Charles Seims, most of the car's exterior and interior surfaces have been refinished. The roof canvas has been repaired and new paint applied in the original dark orange

color. The original roller sign boxes, long ago damaged and taken off the car, have been located and returned to the front and rear of the car. One has been restored, but the other one was so badly damaged that it was good only for parts and a new one had to be fabricated from scratch by Greg Bonn. The bright red trim above the foot boards of the car has also been repainted. Inside the 1187 there's fresh paint everywhere. The ceiling has been completely painted and the advertising panels have been removed, sanded, repaired, painted and reinstalled. This was a tedious job that required over four months to complete by volunteers. The quaint little "tramway notices" frames have been restored, missing parts duplicated, and reinstalled. Polished brass standee brackets, missing for years, were found and put back (cont. on page 3).

Northwest's Oldest Car Being Restored

By Greg Bonn

The following account of work on the sole survivor from the US' first interurban line reveals interesting details of changes in number, color and configuration over 93 years - Editor

Now sweeper 1455 was built in 1899 by McGuire Mfg. of Chicago for the East Side

1950s view of 1455 in the East Portland Yard is proof of trips made after retirement in 1940 (Note 4012 at right).



Railway's standard gauge interurban line to Oregon City.

Analysis of paint layers indicates that the sweeper was originally painted yellow with black trim and remained unnumbered until the line and equipment were transferred to Oregon Water Power and Railway in 1902. (Editor's Note: Since the East Side Ry. did not number its equipment the first interurbans were given names. A transitional company, The Portland City and Oregon, began assigning numbers in 1901. So the oldest recorded number for the sweeper, 102, was likely inherited from short-lived PC&O). At that time the colors were retained but the car was lettered OWP&RY and given the number 102. In 1906 the Portland Railway Light and Power Co. (PRL&P) painted the car tuscan red and renumbered it 1455. At some point later, while in the possession of the Portland Traction Company (PTC) the sweeper was painted black but retained the number 1455. A work platform was also added by PTC to enable the car to be utilized in overhead line repairs.

Following cessation of electric passenger service and conversion to diesel motive power, sweeper 1455 was donated to the City of Portland

for a proposed rail museum near Oaks Park. After a number of years sitting on a siding, unprotected from the elements and vandals, a permanent loan was arranged between the city and the OERHS.

Prior to movement to the Trolley Museum, the city Public Works Bureau replaced the original tongue and groove roof with 3/8" plywood and added new lumber for the work platform. The platform was never completed however, and the new frame members created an accumulation of debris that caused the roof to deteriorate. The car was also repainted black, but the number was not re-applied until arrival at the Museum. In December 1991 restoration of the car was begun by a crew consisting of Roy

Bonn, Greg Bonn, John Nagy, Ron Vandehey, Mike Parker, George Anderson, and Charlie Seims. The decision was made to rebuild one end at a time so that the untouched end could be used to help determine measurements for the task of fabricating new structural pieces. The west (worst) end of the car was dismantled and all wood parts were numbered and set aside for re-



Work progresses on the west end of Portland Traction snow sweeper 1455, only survivor of the country's first interurban line (Greg Bonn Photo).

installation later. Any parts that were too rotten to re-use had replacement parts fabricated with like material, oak for oak, fir for fir, etc. Broken or rotted frame members were removed and new pieces fabricated from a very large timber that was salvaged from the car barn, estimated to have been originally sawn in 1935. Smaller oak framing pieces were fabricated from lumber salvaged from old oak pallets.

New fir beams were fabricated to exactly match the original dimensions and construction methods that were used when the sweeper was built. The

beams were then pre-drilled and treated with copper naphanate wood preservative before being installed. A plastic resin glue was used to secure the side sill where it was spliced to the original which had rotted back below the main car body.

All exposed metal frame supports were needle chipped, wire brushed, treated with a rust inhibitive primer, and finished with two coats of gloss black Rustoleum. Smaller metal pieces were sandblasted, primed and painted for re-installation. The broken cast broom guide was repaired by Certified Welding, in Portland, and remounted. Bent metal frame supports were straightened using jacks and chains prior to repainting. In an effort to retain as much of the original hardware as possible the only metal parts being replaced are those that are broken, or too rusted to be reused.

New window frames are being fabricated as well as a new headlight housing and new roof gong. They replace parts that were not received with the car.

Watch the newsletter for progress reports, or come on out to the museum and see 1455 take shape.

James Multner 1933-1992

By Mike Parker

Regretfully, James H. Multner, OERHS member, passed away on April 12, 1992 of complications due to an on-going illness. Mr. Multner was born in Hartford, Connecticut and grew up in Stamford, the son of a caretaker for a wealthy family. His father, Otto, was once employed by Thomas Edison.

His life-long interest in electric traction started in Stamford where, as a boy, he

watched and visited various facilities of the electrified New Haven Railroad. He joined the Electric Railroaders Association in 1949 at age 16. He was fond of Pennsylvania and its many electric lines and was a regular railfan on West Penn Railways streetcars operating south of Pittsburgh. He is on film riding their last run in 1953.

Mr. Multner was an exceptional Electrical Engineer, having graduated as a Bachelor EE from New York Univ. in 1968. He was employed by the American Machine and Foundry Co. for many years. After moving to the West Coast in the '70s he worked for various machinery manufacturing companies as a specialist in computer aided drafting.

After arrival in the Pacific Northwest in 1982, Jim joined the OERHS, where his claim to fame was engineering the running restoration of Council Crest car 503, using Melbourne trucks and English controllers. His good friend Clark Blake, myself, and others assisted in this project, the objective being 503's operation in the San Francisco Trolley Festival. He also worked on restoration of two Oporto, trams for San Francisco.

Multner was an avid collector of Traction books and tapes and, in accordance with his wishes, his library will be preserved for the future. He was also a member of the Pennsylvania Trolley Museum (Arden), and the National Capital Trolley Museum.

James was a jovial fellow who never quite lost his East Coast accent and manners. He will be missed by all who knew him.

Assie Shines

(from pg. 1)

Broken seat slats have been replaced and all seats and floors repainted in their original colors. The original mahogany interior woodwork has been waxed and polished. Interior and exterior lights, several of which haven't been in operating condition for many years, have been rewired and returned



OERHS track crew removing old switch plates on the main line adjacent the shop. Pictured from left to right are Greg Bonn, John Nagy, Harvey Hilands, Pius Scherr and Bud Statton (Greg Bonn Photo).

to service thanks to the help of Mike Parker. A big thanks, too, to Jack Norton, Dick Shipley, Ed Hester, and all who have helped make this car look so nice. Come for a ride on our restored Aussie car at the Park this summer, and don't forget to bring your camera.

Tractivity

By Greg Bonn

Summer-like weather during the months of February and March enabled crews to complete a number of track rebuilding projects at the museum. Washington County community service volunteers continued to replace ties on the south side of the loop, with many of the old ties being dug out as sawdust. Tom Shellnut worked with the county volunteers to remove some of the kinks and curves that cause unnecessary stress on wooden streetcar bodies. Harvey Hilands, and dump crew Greg Bonn, John Nagy and Ron Vandehey

deposited the majority of the ballast on the North side of the loop, and a few other thin spots on the line, using the steel-wheeled utility car with the dump box. Leveling, tamping, and dressing are all that remain to be done on the North side to give the museum a piece of track that the SP would envy.

Society track crews including Gene Fabryka, Gerald Scholl, John Nagy, Greg Bonn, Roy Bonn, Harvey Hilands and Ron Vandehey removed old rail, ties and switch parts from the east shop switch. The roadbed was graded out and fresh gravel put down for new ties. Thirty new ties were put in to supplement the ties that were pulled and ninety feet of new/used rail with tie plates was spiked down and ballasted. Although removing the east shop switch limits accessibility to the shop, it eliminates the possibility of derailments that were all too common in the past. After the switch was removed Harvey Hilands was able to push some of the S-curve out of track on the east end of the loop switch.

New & Improved Park Opens May 2

By Jack Norton

The OERHS Museum opens Saturday, May 2 for the 1992 season. New hours will be 10 to 6, Thursday through Sunday.

The mainline track adjacent to the Depot is being extended by one car length to provide more car display area. Museum staff felt that a car on display would help convince people to stop rather than driving away. In the past, when a car left for a trip into the upper grounds there was nothing in the Depot area to alert the public to operations.

The parking lot has also been enlarged. To avoid running out of space at peak times Pius and Barbara Scherr have been clearing brush across the road from the regular lot. We thank them for many hours of work. Barbara has also been placing planters, that will be loaned to the Society, at the main entrance. They will serve as a special attraction for visitors this season.

The grounds are looking better each week since the Society purchased a 26" mower from member Bill LeRoy. I've already put in 26 hours of mowing and replaced three belts. The mower runs like a swiss watch.

Double decker #48 has been moved out of the carbarn several times this spring and brought down to the Depot. I'm not sure how far it can actually travel up the mainline at present, but we know that the wire needs to be raised before it can go all the way around the loop and be placed back in regular service.

Council Crest Car #503 is being prepared for display in early June and may also be available for limited operation. Seats removed during the PGE display at the Washington County Museum will be put back.

Call For Volunteers

Volunteer training will start May 9th and run throughout the summer on Saturdays. We need motormen, conductors, tour guides and gift shop personnel. Crews already signed up for operation include Jim Curtz, Harold Fullman, Bill LeRoy, Jack McDougal, John Nagy, Jack Norton, Ken Peters, the Scherrs, Charles Seims, Dick Shipley, Dick Thompson, and Patrick Willis. Gift shop volunteers include Marilyn Fullman, Laura Kurtz, Elaine LeRoy, and Barbara Scherr.

Remember, the Society has set aside a campground with electricity and water hookups for members who wish to come out and stay overnight. Elaine and Bill LeRoy and Jack Norton have moved trailers in for the summer, and there is space available for six more units as well as a few tents. The Fullmans and Scherrs come out several times a month.

Members Day

Mark your calendars now for our annual Member's Day, which will be held on Saturday Sept. 19th. Museum staff and officers would like everyone to come

Conductor Charles Hayden helps get ribbon-festooned Vintage Trolley 513 ready for its first revenue operation, an April 23rd charter. Though this is the third Vintage Trolley to arrive, VTI is expected to continue running a two-car operation throughout Summer '92 (Dick Thompson Photo).

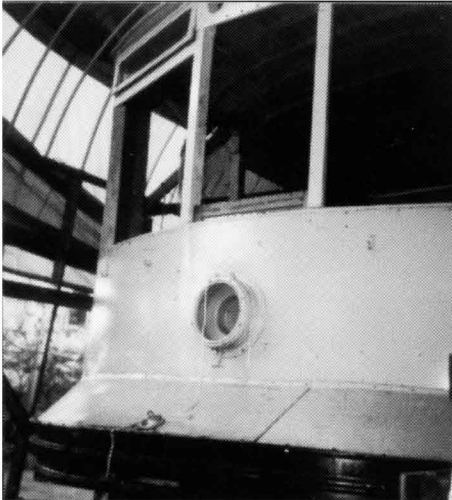


out and see all the work that has been done. This year we are also planning something special. In addition to the picnic, we will bring every car possible out of the barn for display and we hope to have at least five cars in operation!

Correction

Steve Morgan, whose article on Vintage Trolley, Inc. appeared in our Jan.-Feb. '92 issue, has kindly forwarded a copy of the 1989 GOMACO bid, and asks that the record be set straight regarding the cost of the four reproduction streetcars built for Portland.

With permission from Mr. Morgan your editor updated several details in the article, including the approximate cost of the trolleys, which was listed on page 2 as being, "up to \$600,000 each." This figure was gleaned from VTI Manager Rick Gustafson, who commented that the GOMACO cars actually cost close to \$600,000 each when additional engineering costs associated with design changes (engineered by LTK) requested by Tri-Met are taken into effect. However, Steve is also correct in stating that the official bid price for four "Lowell Enclosed Trolleys (Modified)" was \$1,685,000, or \$421,250 apiece.



The Mendenhalls have repaired or replaced damaged sheet metal on the ends of No. 74 (Tom Mendenhall Photo)

2 Car VT Operation

By Dick Thompson

With the arrival of "PGE Car" 512 on April 30th, 1992 all four of Vintage Trolley's GOMACO-built reproduction Council Crest cars are here. However, VT intends to maintain 2-car operation throughout the summer. As the other cars become available they will simply be used for rotation. Lack of funding for daily Rose Festival month operation, the need to modify the cars, and shorter Saturday headways (12 minutes) prompted this decision. In the meantime, both the public and trolley crews have been very pleased with the existing operation. Ridership has been climbing by about 30% a month, reaching a peak of over 5,000 in March.

Cars 512 and 513 have not yet been used in regular revenue service. Their certification has been delayed by a shortage of electronic components and modification of air brake shoes (originals tended to fade in heavy rain).

Trolley 513 was provisionally certified in time to serve an April 23rd charter, then returned to Ruby Jct. for final adjusting. It should be available in late May. Car 512, is undergoing static testing at the VT barn while awaiting an

inverter board. It will then begin road testing.

Work Progresses on Fresno Birney

By Greg Bonn

Several years ago, Tom Mendenhall, and sons Rick and Vince, found they were spending too much time travelling between the Trolley Park and Edmonds, Washington to perform restoration work on the Fresno Birney. They decided it would be more productive to move the car to Edmonds where time could be spent strictly on restoration.

Since that time restoration has been rapid. New end posts have been fabricated and installed, the floor completely replaced, and a new roof installed. Damaged sheet metal on the ends has been repaired, or replaced, and bolted to the new posts. The shabby little Birney body that left the Park has been transformed into a streetcar the Society will be proud of.

Yet to be done is car wiring, the fabrication of window frames and seats, and installation of mechanical and operating equipment. Tom has designed a new truck frame to be fabricated using Melbourne axles, wheels, journals, and brake gear.

So, the next time you're up near Edmonds, stop and pay a visit to our Fresno Birney and admire the dedicated workmanship of Tom Mendenhall, sons Rick and Vince, and brother Gordon. Of course, you may want to call (206) 542-1957 first to get directions.

New Shop Shelter

By Greg Bonn

A long-awaited project, the construction of a pump house and passenger shelter at the shop, was



Fresno Birney 74 has received a new roof while undergoing restoration in Edmonds, WA (Tom Mendenhall Photo)

completed this winter by volunteers headed by new member George Anderson and his son-in-law Kevin. The new pump house replaces a "doghouse" placed over the park water pump years ago. It has a lockable door to comply with state regulations.

Working with only a rough sketch, and measurements supplied by Harvey Hilands and Greg Bonn, George was able to build the structure using materials salvaged from throughout the park grounds. The structure utilizes a board-and-batten design to blend with other structures on the property.

Approximately one-half of the structure is open to allow a park bench to be placed, giving passengers at the shop a place to stay out of the weather while waiting for the trolley. As you have probably guessed by now, this was a very low-budget project, with the only expense being for the nails used in the construction. Used railroad ties were installed and leveled by Washington County Community Service volunteers to act as a foundation. The structure was built in the north wing of the shop and fork-lifted into place after completion. Since the building was constructed with salvaged materials, it looks as if it may have been an original building from the logging railroad days.

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Help! We need articles, letters or photos for the newsletter