

The Northwest

Electric Railway Review

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Crews Welcome Back No. 48

by Gene Fabryka

Jack MacDougall conducted training sessions for operators on April 17 and 18th. Twelve members turned out to operate double-decker No. 48 and open car No. 1187. Under Jack's guidance new members learned the ropes and seasoned motormen reviewed operations. Participants included Ted Blakeley, Bill Binns, Greg Bonn, Larry Cole, Gene Fabryka, Mark Kavanagh, Chris Larsen, Skip O'Donnell, Ken Peters, Dick Shipley and Chet Stubblefield. Those who missed the training sessions are encouraged to come out during the season for on-the-job training and review.

Working from a "cherry picker", Greg Bonn raises the mainline wire behind the shop (Fabryka photo)



Blackpool No. 48 returned to service in time for crew training April 17. It hadn't been in regular operation since Willamette Shore Line duty in 1987. Motormen included (from left) Jack MacDougall, Mike Harris, Greg Bonn, Chet Stubblefield and, at the controls, Dick Shipley (Bill Binns photo).

Blackpool No. 48 was also pressed into service for a rainy opening day May 1st. The wire had been raised to allow point-to-point operation from the depot to Meadows.



Raising the Wire

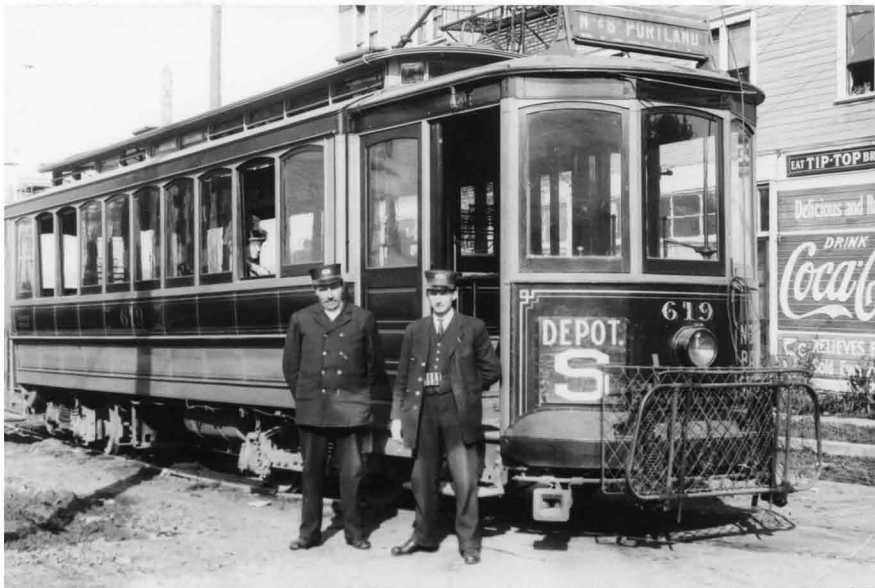
by Greg Bonn

The decision to operate the Blackpool car this season meant that some neglected overhead maintenance would have to be completed before the car could be brought out of the barn. Span wires supporting the overhead at the

carbarn had to be tightened, poles had to be anchored and, at Meadows Station, mast arms had to be raised or replaced. New span wires were added on the curve behind the shop to provide a wire height of 19 feet to accommodate the car. Those helping included Bill Binns, Mike Harris, Greg Bonn and Mike Parker.

Double-decker service to Meadows Station is now available by shortcutting the loop until the wire on the north loop track can be re-tensioned and raised. In the meantime, the Blackpool car will provide "local" service to Meadows Station (as extra crews are available) and the open car will provide regular loop service.





PRL&P Crew posing with No. 619 on a warm evening in the 1910's. The runaway described below would have been a 600-class PAYE car like this, but the building in the background was probably on NW 24th at the north end of the N&S run, so it didn't house the saloon referred to (Bill Hayes Collection).

N & S Runaway!

By Ken MacLeod

There are many fine tales of interesting events connected with the old PRL&P streetcars. About runaways, for example.

Does anyone remember the North & South Portland Line streetcar that ran away, without a motorman, on S.W. Corbett Street? I think it was in the 1930s. It rolled south down Corbett Street, crossed the Old Oregon Electric tracks, moved up the slight grade that crested at Iowa Street, careened around the 90 degree turn onto Nebraska, then glided down Nebraska to Virginia Street. Its luck ran out at that corner when it diagonaled across Virginia and crashed into the corner grocery store (*Porcelli's* - ed) catycorner from Trinity Presbyterian Church.

Southbound N&S cars had to stop at Bancroft Street at the top of the

Corbett Street downgrade. Near that point the tracks changed from double to single to cross the standard gauge, double-track, OE interurban rails that ran at a diagonal across Corbett (where the I-5 Freeway is today - ed).

One evening in the 1930s (before N&S became part of the 3rd Ave bus line in 1936 - ed) an operator stopped his car, as per the law, at Bancroft. There was an old pre-prohibition days saloon there with a restroom which the car men frequently used. A thirsty car man might also have a drink of some kind and take a breather there.

When they would stop on that steep grade it was mandatory that motormen grab the big brass handle and whirl the manual brakes into position to supplement the air brakes. How it happened that day I've never heard (possibly a rare vandal?), but while the operator was away the car let loose its brakes and, in the dark of night, rolled across the railroad tracks, through the one-way switch a few hundred feet down the hill, then,

on a real roll, went to the bottom of the hill and over the grade beyond.

The trolley pole lost the power wire early on and then, as they were wanted to do, banged against the overhead wire. The lights flashed on and off until the pole bent double.

Isn't it amazing that the car picked up enough velocity to gain that Iowa Street crest and carry on down to Nebraska Street? It probably just crept over the top.

There were other runaway streetcars in Portland, I know. Several cars went non stop through the intersection at N. Albina and Lombard, and, my 82-year memory tells me that several times Council Crest cars crossed Washington Street (now Burnside - ed). They finally built a heavy steel and cement crash barrier at the foot of Vista Avenue to protect buildings and pedestrians from runaways.

Just thought you might like to refresh your minds. Good luck to your organization and keep up the history. Without you, generations down will have no idea of how things were in the days of my youth. 🚃

Tracktivity

By Greg Bonn

The drier days of March and April saw track crews leveling, lining and tamping sections of the track that were ballasted early last year. The most noticeable improvement is in the section of track that replaced the east shop switch, with some spots being raised as much as ten inches. Crews are continuing up the north side of the loop, spot tamping and repairing loose rail joints. The remaining narrow-gauge rail has been removed from track next to the power house, other pieces of surplus rail have been

Tracktivity

(cont. from page 2)

removed from the right-of-way and a broken rail below the loop switch has been replaced.

A large part of the rail cleanup included the removal of Melbourne trucks, and rail and ties from the south side of the road to the shop. The trucks were relocated to the storage tracks north of the main line next to the remaining Oporto streetcars.

Cleanup crews have also removed surplus track materials from the south side of the shop track to enable the removal of the Electromatic tamper. It has been traded to Dick Samuels of the East Portland Traction Co. for a smaller tamper more suited for our use at the museum.

Volunteers for these projects included, Ron Vandehey, Gerald Scholl, John Nagy, Gene Fabryka, Mike Harris, Greg Bonn, Roy Bonn, Jack Phillips

and Paul Class. Members interested in volunteering for further track maintenance projects should contact Ron Vandehey at the Museum or call 628-2178.



Restorations-in-Progress

by Greg Bonn

1191 Restoration

Cosmetic restoration of car 1191 at Brooks began early this year to prepare the car for display at The Antique Powerland Annual Steamup in late July. All of the exterior doors of the car, most of which were badly rotted, were removed and brought to the shop at the Museum for repair or replacement. Two of the large sliding doors had to be built new, while the remaining six doors required repairs and replacement of rotted panels and lower jamb pieces. Cosmetic repairs and paint will begin on the body as the

weather clears and the wood begins to dry.

Interurban trucks have been secured for the display and will be placed after the track is laid.

The door restoration crew included George Anderson, Roy Bonn and John Nagy. Interested volunteer types should contact John Nagy at 652-2770.

Snow Sweeper Restoration

As volunteers have been drawn to outdoor projects to prepare the Museum for operations progress has slowed somewhat on the restoration of sweeper No. 1455. However, there have been enough rainy days for the restoration process to continue. New frame members have been milled for the east end of the car, and much of the broom hardware has been sandblasted and painted. Missing window frames have been fabricated and await the installation of glass.

Locomotive E251

Absent from the operating roster last year, Locomotive E251 is back on line after having the air tanks removed for hydrostatic pressure tests and air system re-piping. One of the large eighty gallon air tanks was reinstalled on the opposite side of the hood from its previous location, eliminating approximately thirty feet of pipe and a multitude of elbows and tees (and air leaks). The compressor crankcase was drained, flushed and filled with new oil.

Preparations are under way for a second coat of green paint to the body and black paint for the trucks and other under-floor apparatus. Hand rails and steps will be painted white for easier visibility and window frames, yet to be fabricated, will be painted black.



George Anderson at work in the Trolley Park shop on an authentically-styled reproduction door for express motor No. 1191 (Gene Fabryka photograph)



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President's Corner

By Gene Fabryka

Back by popular demand: the Trolley Park pin has been redesigned as the Oregon Electric Railway Museum pin, and the double-decker pin has been redone with corrections to the artwork. Both pins are now on sale as the Museum Store. Coming this summer is a new postcard of Aussie car No. 1187.



Pre Season Potluck and Member's Mtg.

Saturday, May 22, 1993

Noon to Dusk

at the Trolley Park

Bring a main dish & salad or desert. Pop will be provided. For more information:
Nancy Hicks (590-4449)

- ❖ Operate cars
- ❖ Join crews
- ❖ See projects