



The Northwest

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Anaconda Copper locomotive No. 401 pulls away from the carbarn on the Trolley Park main line, May 29th, 1993 (Bill Binns photo)

Anaconda Copper Locomotive Joins Operating Roster

by Greg Bonn

Locomotive No. 401, the largest locomotive of the group donated by Maurice Weissman, has been added to the operating roster of equipment at the Museum. The locomotive is a Baldwin Westinghouse, 40-ton, 400-horsepower, industrial switcher that was used to shunt cars at an Anaconda Copper Co. smelter near Great Falls, Montana. The builder's plates, as well as most of the brass hardware, had long been stripped from the car, making it difficult to obtain origins and dates.

We hope to gain more information in the near future so that new plates can be cast. Much of the missing brass hardware has already been replaced. Member Mike Harris spent several weeks machining new controller and reverser handles and many of the fittings for the electrical equipment.

Since first operation at the members' potluck, window glass has been added, carbon shoes have replaced trolley wheels, doors have been trimmed to open and close, control mechanisms have been reworked, and headlights installed. Work continues on train brake and sander air lines and a recently donated bell should be installed soon. An interesting feature of this locomotive is that the Westinghouse electro-pneumatic control apparatus is mounted opposite the
(cont. on page three)

No. 48 Runs Loop

By Greg Bonn

History was made at the potluck on May 22nd when, under the careful hand of motorman Bill LeRoy, Blackpool car No. 48 ran the loop to Meadows Station without a problem. Earlier in the day, the overhead crew was busy pulling slack out of the trolley wire, raising span wires, and positioning mast arms, to clear the extra height of double deck car No. 48. It will now be usable for regular operations and charters. Operators wishing to train on the car should contact Jack MacDougall.

In the weeks following, brush cutting crews quickly formed to remove overgrowth encroaching on the right-of-way and striking No. 48's upper level.

For several years the sun has been fading from the track on the north side of the loop as tree branches grew together to form a green tunnel that streetcars had to pass through before emerging into daylight at the top of the loop. Now that "tunnel" has been daylighted. Crews, aided by the flat roof of locomotive 401, spent several days in May and June pruning limbs and cutting brush that had hampered operations. The paint work on the cars, as well as passengers on the open car, will benefit greatly from the absence of tree branches slapping at them as they pass, however the appearance of clear-cutting was (thankfully) not in the crews' minds as they worked. Thanks go to members, Bill Binns, Dick Shipley, Mike Harris, Chet Stubblefield and Ken Peters.



President's Corner

By Gene Fabryka

The time has come for us to decide the future of the Oregon Electric Railway Museum. Paul Class, the owner of the land, has placed the Trolley Park for sale on the open market. On such short notice it is questionable whether we can raise the money for a down payment even if Mr. Class was willing to accept an offer from the Society. If a new owner takes possession of the property, it is likely that our lease will remain in effect until February 16th, 1999.

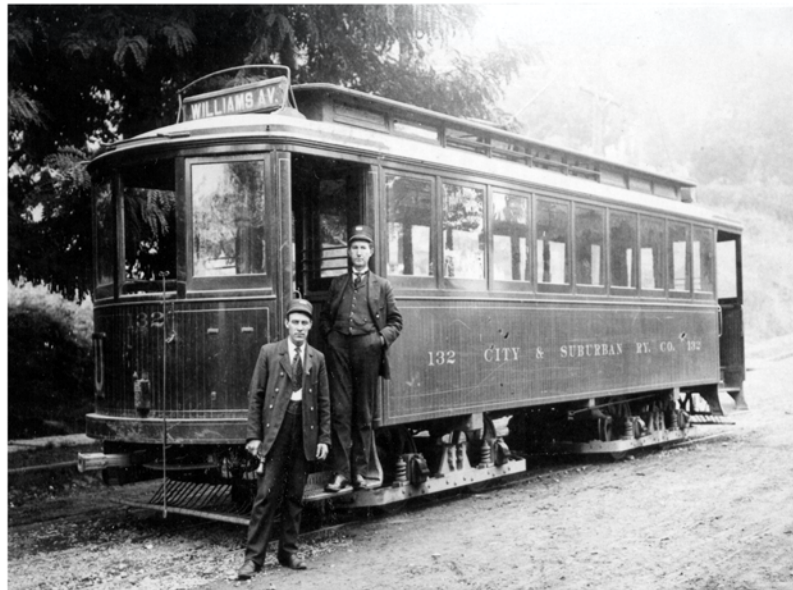
We need to ask some tough questions:

- ✓ What kind of museum do we want to have in 5, 10 or 20 years?
- ✓ What will be the best site to achieve our goals?
- ✓ What can we afford?

The Board of Trustees has been debating these questions for years. The present situation could be viewed as a crisis, or as a call to action to resolve this debate and set a course for a successful future.

At the annual picnic on August 29th., a members meeting will be held, and the site selection committee will present its recommendations. This will be an opportunity for members to ask questions and voice their desires before a final decision is made.

During these busy and transitional times, the need for volunteers is greater than ever. Operator sign-up sheets are available at the depot and restoration and maintenance projects are ongoing. As we move toward a new beginning I hope that all of you will choose to be a part of securing the future of the museum.



This view of City & Suburban "Standard" No. 132 and crew was probably taken at the northern terminus of the Upper Albina Line, on Goldsmith (now N. Williams) at Killingsworth, c. 1904. It is likely that the C&S and Portland Ry. had already merged when this photo was snapped, but the car was not yet relettered (Thompson Collection).

Portland's "Standard" Streetcars

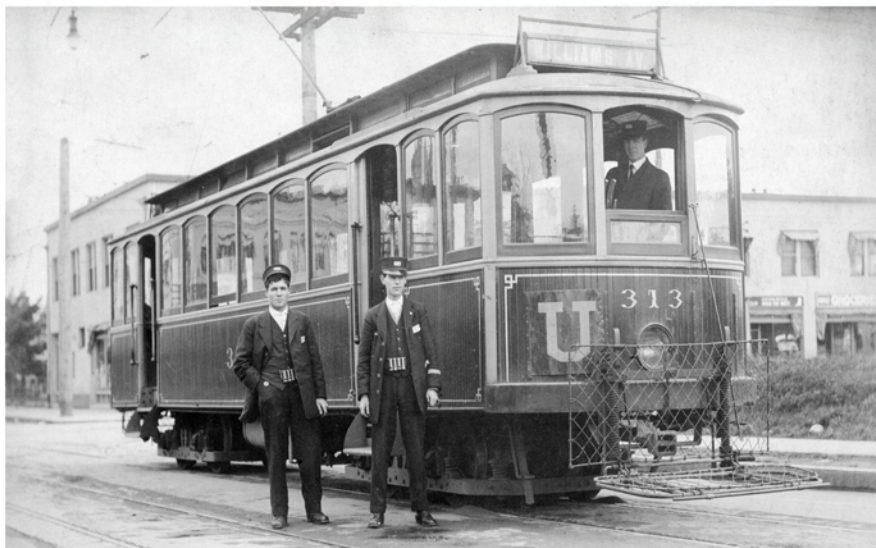
by Phil Hedene

Just prior to the merging of the City & Suburban Railway and the Portland Railway into what would, within two years, become the Portland Railway, Light and Power Company (1906) there were two "standard" (if you could call them such) streetcar types used in Portland. The C&S Standards were locally built two-motor, double-truck, nine-window, closed cars that would become PRL&P 100-146. This utilitarian series lasted until the 1930s.

The Portland Railway's equivalent were the famous (notorious?) Fuller Standards, which were to become PRL&P 311-357. Because their width was only 7' 7", there was a perpetual fight between those seated and those entering through the bulkhead doors. Perhaps the most favorable thing to be

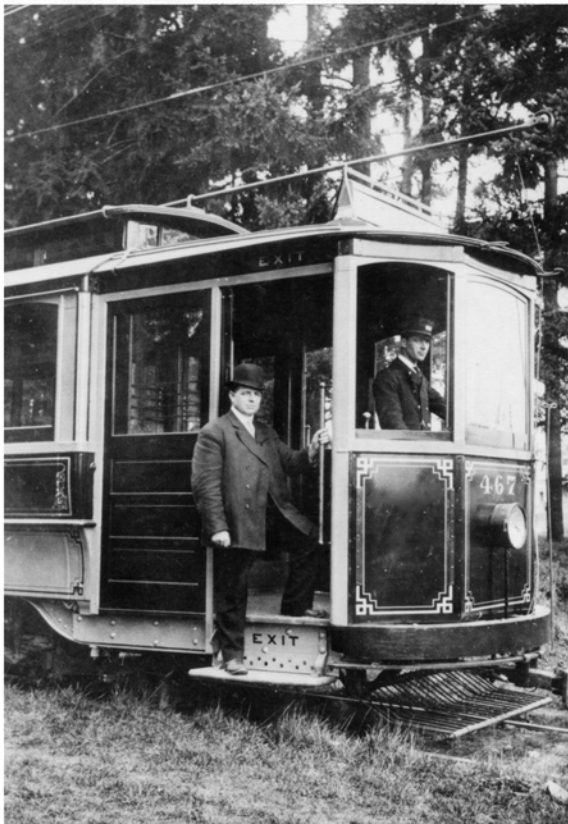
said was that they were "different". Their enlarged vestibule design was a result of General Manager Fred Fuller's penchant for cigars and his fervent, but never realized, hope that the Portland City Council would permit vestibule smoking.

Among the first purchases by PRL&P, in 1907, were 20 open, narrow-gage, center-aisle motors, numbered 260-279, and 15 open, standard-gage motors, numbered 1301-1315. Both were built by American Car Company. Starting with the standard gagers, right after WWI, four were rebuilt as closed PAYE's (pay-as-you-enter) 1130-1133; four were rebuilt as closed center-entrance cars 1134-1137; and five were rebuilt like No. 1130 but retaining their original numbers. (cont. on page three)



PRL&P conductors McGinnis and Talent and motorman Barrick pose with ex- Portland Railway Co. "Fuller Standard" No. 313 on the Upper Albina Line. The date is between 1913 (when Nelson fenders were installed) and 1921 (when the vestibules were rebuilt in PAYE style) (Bukowsky Collection).

A company official demonstrates the efficient new PAYE design near the Savier Car barn in 1908. PRL&P No. 467 was in the first batch of these new "standard" cars (Miller Collection).



Apparently the tax assessor considered the rebuilds "new" so the company avoided further debate by retaining original numbers.

These former open cars proved unpopular with the company because they were slow-loading and, since they didn't have dropped platforms, they were also not popular with the public. Their higher steps slowed boarding.

The 20 narrow gagers were also rebuilt. Numbers 260-270 became closed PAYE's, but with "Council Crest" trucks, motors, brakes and controls (*they had been "Council Crest Opens"-Ed*). Cars 271-273 were rebuilt as normal PAYE's and used, with the 191's, on the Vancouver Line. Trolleys 274-279 were rebuilt as closed trailers and were used as such on the St. Johns run.

Editor's Postscript: From 1908 on, the standard city streetcar was a PAYE type built by American Car Company. Many of these trolleys survived into the 1940s. The narrow gage PAYE cars included 466-485 (1908), 521-560 (1909), 561-600 (1910), and 601-665 (1911). Standard gage PAYE orders were 1350-1364 (1907), 1016-1020 (1908), 700-719 (1910), and 720-729, 1070-1091 (1911). PRL&P placed only one more order for streetcars: 27 Birneys in 1918. The next, and final, new car order came fourteen years later (1932) when Portland Electric Power Company bought 15 Brill Master Units. So 1911 was the last year classic wooden city streetcars arrived in Portland.



Anaconda Loco

(cont. from page 1)

motorman giving a complete view of the control sequence as the controller is notched up or down. The locomotive is equipped with both straight-air and train brakes. With eight brake cylinders and sixteen brake shoes No. 401 stops easily with less than 15 pounds of air pressure.

Operation of the locomotive is limited to late afternoon or after closing to the public, as the power required for the four 100 HP motors, does not allow for simultaneous operation of other equipment. Even so, a double-header has been successfully achieved with locomotive No. 251.

Volunteers involved in the 401 restoration this year include, Mike Harris, George Anderson, John Nagy, Ron Vandehey, Mike Parker and Greg Bonn. Members interested in helping with further restoration should contact Mike Harris or Greg Bonn.



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OERHS Helps Air Force!

By Kenneth Peters

Recently, on short notice, the 446th Communications Flight at McChord Air Force Base near Tacoma, Washington needed a telephone switchboard for its military field phones. Ken Peters, a member of the OERHS and a sergeant in the communications flight, volunteered to make the switchboard at home. While building it he realized that he would need a military field phone to test the switchboard. This was not possible, so he borrowed a manual (hand crank) ring generator from the Society. On its first day of use the switchboard worked to expectations. The good performance of the switchboard was due, in a significant way, to the manual ring generator.

Annual Picnic & Member's Mtg.

**Sunday, Aug. 29, '93
11 a.m. to Dusk
at the Trolley Park**

Bring your own plates, utensils, napkins & a salad or desert for the main table. Burgers, hot-dogs, chicken & pop will be provided. For more information call Gene Fabryka (324-0606). Activities will include:

- ★ **Guest Operation**
- ★ **Crew Training**
- ★ **Future Plnning**