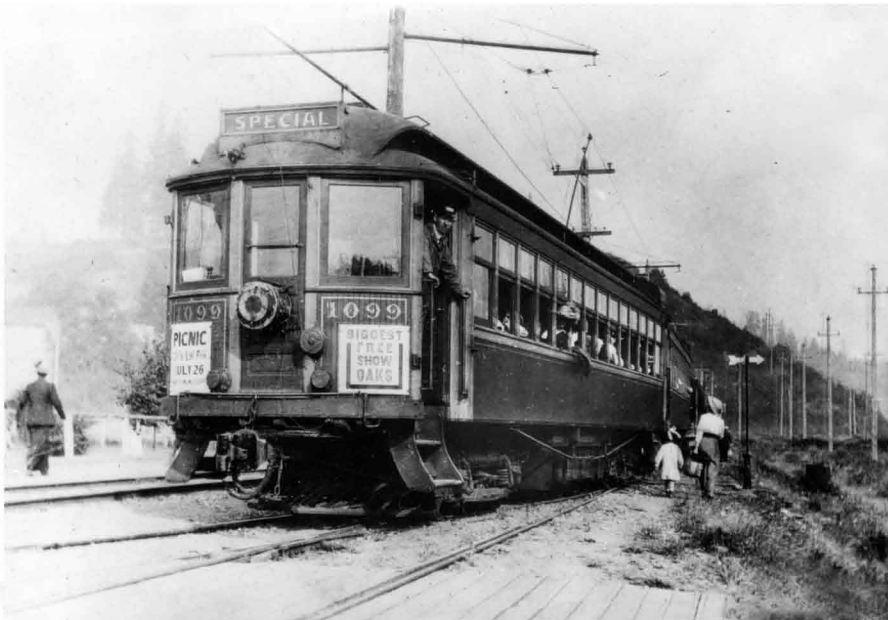


The Northwest

Electric Railway Review

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Beginning: 1099 was a year old when this 1913 snapshot of mother and child boarding an Estacada charter was taken. Both people and interurban sported Edwardian finery (note the pinstriping and train doors). (Al Haij Collection)

No. 1099 No Future Home-Maker

by James West

An article in the July-Oct. *NW Electric Railway Review* contained editor's notes indicating that No. 1099 may have become a residence on SE Foster Road. But this is clearly the wrong car, as 1099 was totaled in an accident with a logging truck in Milwaukie during the Winter of 1947. Bill Garland was the operator. Afterward No. 1099 remained in the yard, and was used for spare parts, until the body (well-stripped) was burned in the Winter of 1949-50. I believe that 1099 never left the East Portland Yard after the accident, which completely destroyed the number two vestibule.

Also a comment concerning the caption in the last *Review* under a photo showing 1101 westbound at Jenne Rd. That is a great photo, but it was probably taken during the return of the 9:15 a.m. trip to Gresham rather than the last trip. I was on board all three trips to Gresham that day, Jan. 31, 1949. The operator on the two morning trips was Delos H. Pond, as it was a regular run he had held for about a year. W. H. (Herb) Grabeel came on duty in the late morning, and did make the last run to Gresham, at 5:15 p.m. By that time the light dusting of snow had melted and it was dark. These are minor items and do not affect the point

of the story.

OERHS Historian Bill Hayes searched his archives and turned up the following additional information from a news clipping: No. 1099 struck the log truck at 4 p.m. Oct. 29., 1947 just south of Milwaukie at Jefferson St. This accident prone crossing gave access to the log boom where trucks dumped their load into the Willamette River. Motorman Garland and a passenger were injured. There was only one other passenger because most riders had just gotten off at Milwaukie Station - Editor

End: we haven't a photo of No. 1099 after the wreck, but it must've resembled sister 1100, which also had an altercation with a log truck (but in the previous year, April 22, 1946)! (Charles Bukowsky Collection)



1993 OERHS Annual Report

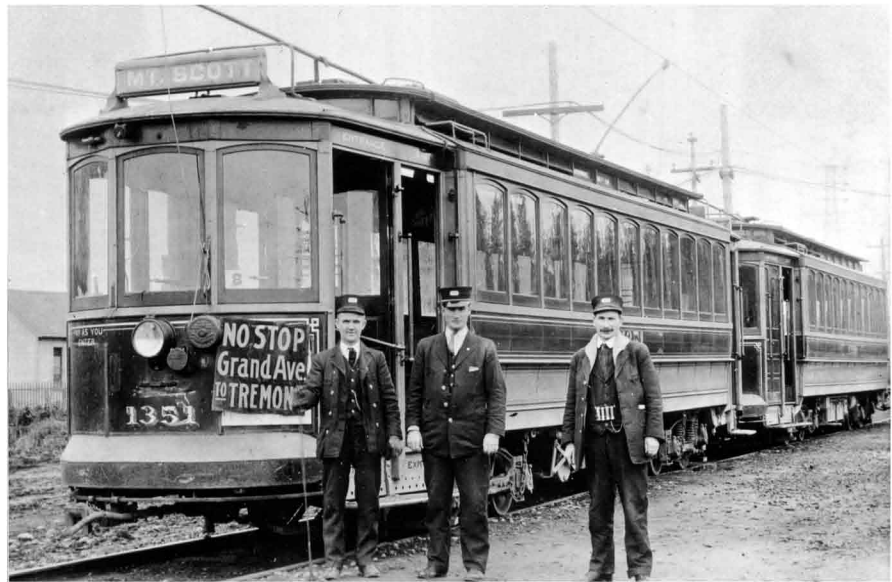
by Gene Fabryka, Pres.

With the end of another year it is time to reflect on the trials and tribulations of this past season, and to look ahead to the tasks before us. We started off with an eventful election that was to set into motion a major transformation (for the better) of the board. The election of new officers, followed by the resignation of two trustees and the appointment of two new trustees has created a harmonious and talented group committed to the best interests of the society.

The museum had one of its best years. Attendance was slightly lower than last year's record attendance, but savings were up due to tight budgeting. Membership also increased, with several new members becoming active volunteers.

Throughout the year we have worked to remain focused on the main issue, the future home of the museum. Many hours went into evaluating every possible site. We looked at factors including availability, cost, access, visibility to visitors, room to expand, and support groups. After much debate and open meetings with the membership, we have started negotiations with Western Antique Power to move to Brooks.

The master plan committee, chaired by Bill Binns, has been busy putting together a long range plan for the museum. The purpose is to determine what we would like to see the museum become. This would then be applied to a site plan once a final site is identified, and used to apply for grants and other fund raising. As it stands now, the plan calls for two car barns, a shop, a visitor center, and two miles



Lack of true MU type control on standard gauge cars in the 1350 series necessitated heavy wiring between trains. Cars 1351-50 are seen above on the Mt. Scott Line around 1912 (Thompson Collection).

of track. The visitor center would include an exhibition hall, a museum store, a library, offices, crew quarters, and storage space.

The first priority will be to build a car barn and lay a demonstration track. As the museum takes shape it should become easier to raise additional funds. The big challenge is to get the first barn built in order to gain credibility. I urge every member to think of how they can help to achieve this goal, so that someday our collection will be housed in secure buildings, we will be able to attract enough members and visitors to fund our goals, and have an inspiring place at which to gather for the future.

Corrections:

In the last newsletter we failed to include member Chris Larson in the list of volunteers participating in repairs to BCER No. 1304

The annual banquet flyer also contained an error: Life memberships are \$500.00, not \$250.00.

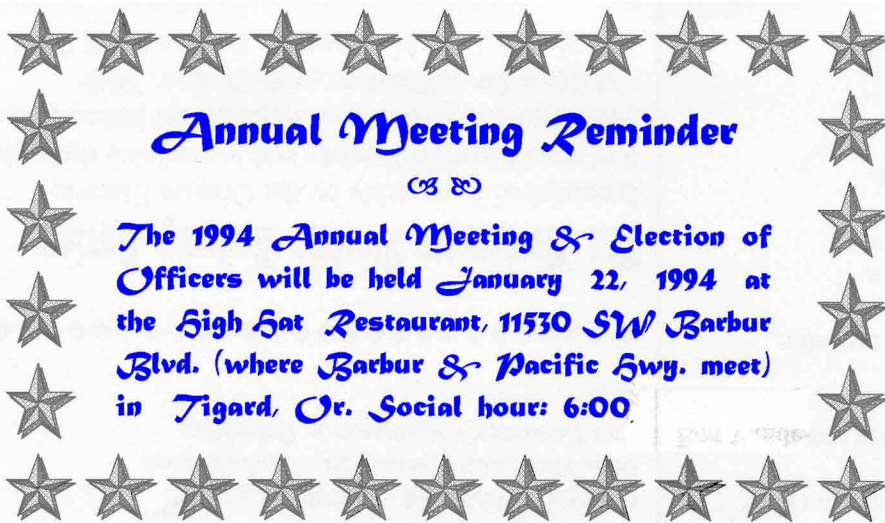
MU or Not MU?

by Phil Hedene

Portland narrow gauge cars were never mu'd in the strict sense of true control of that type. Company policy was that city trains had four motors. On the SJ (St. Johns) and VC (Vancouver) Lines a four-motor car would pull a trailer. Or, if a low numbered 400 was used (all of which originally had only two motors), a four-motor K-type controller was interconnected. Control was as for any four-motor car, which meant rather substantial wiring was required between cars. Such wiring was always done by shop men.

On the standard gauge lines, cars in the 1000s and 1100s, whether city or interurban, had true MU control (GE type M). The 700s, which were always considered city cars, and the 1350s (trainable - but only with themselves) used four-motor type K controllers, again, with heavy interconnecting wires.





Annual Meeting Reminder

OR

The 1994 Annual Meeting & Election of Officers will be held January 22, 1994 at the High Hat Restaurant, 11530 SW Barbur Blvd. (where Barbur & Pacific Hwy. meet) in Tigard, Or. Social hour: 6:00.

Park Closes for Winter

by Greg Bonn

Although routine, closing the park and museum for the winter is as important to our operation as track repairs and car restoration. Tables must be collected and stored for winter as well as garbage cans. Toilets and water lines must be shut off and drained, and streetcars have to be put into the barns in order to achieve maximum weather protection. Thanks to the efforts of the following volunteers, the winter closure was completed in just two weekends: Mike Harris, Harvey Hilands, Ron Vandehey, Jennifer Thompson, Chris Larson, Greg Bonn, Roy Bonn, Gene Fabryka, and John Nagy.



President's Corner:

Fund Raising

by Gene Fabryka

Unlike most nonprofit groups, our society has not sent out those all too familiar annual letters asking for donations. If we are to become the kind of museum that

many of us envisage, perhaps that time has come. This appeal is to help make our move an opportunity to upgrade our facilities and build a museum that can become a major attraction.

The first priority for the new site will be to build a car barn and lay a demonstration track. Needless to say, we will need some grants to make this happen. However, before we get a grant the grantors want to know how much we have raised already. They want to be assured that our own members care enough and are committed enough to make this a worth while cause. If we don't reach down into our own pockets, it will be hard to convince others to.

Now is the time to ask yourself how much a trolley museum is worth to you. Could you contribute \$20.00 (the price of a good meal), \$50.00 (less than \$1.00 per week) or more? When you send in your membership dues this year, consider upgrading your category, recruiting a new member or adding a donation.

The job we have ahead is perhaps the biggest challenge the society will ever face. As we grow, fund raising will become easier, visitations will go up, special events will be possible and more people will want to jump on the band wagon as we look more and more like a winner. We need you to help get that wagon rolling.



Gunderson Donates Ties

by Greg Bonn

The Society is the recipient of 174 railroad ties donated by Gunderson through the efforts of Ron Vandehey, an employee of Gunderson and member of OERHS. After several months of talking with department heads and upper management, Ron was able secure the donation and arrange for Gunderson to load the ties on a trailer supplied by Wilhelm Trucking. Saturday morning, December 18th, was loading day. Two employees of Gunderson with a very large fork-lift loaded the trailer in a little less than an hour while OERHS members, Ron Vandehey, John Nagy and Greg Bonn supervised (watched). The trailer was then taken to Wilhelm's storage lot until details could be worked out to unload the ties at Antique Powerland.

One of the details to be dealt with was access to a suitable storage site at Antique Powerland. The Northwest Truck Museum, located on the grounds at Antique Powerland, had been in the process of having an addition constructed on the end of their building. With the December rains, construction trucks had turned the road into the showgrounds into an impassable mudhole. Wilhelm Trucking, a member of the Northwest Truck Museum, agreed to store the loaded trailer until the road was repaired. On January 4th., the trailer was brought into the showgrounds and unloaded by a fork-lift and operator provided by Sabre Construction, while member Greg Bonn again supervised. Thanks to Gunderson Inc., Wilhelm Trucking, Sabre Construction, Ron Vandehey and all of the participants in making this donation possible.

Late news: Another accomplishment at Brooks has been the installation of plastic over all of 1191's windows.



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ADDRESS CORRECTION REQUESTED

N.W. ELECTRIC RAILWAY REVIEW
Oregon Electric Railway Historical Society
1836 N. Emerson St.
Portland, OR 97217-3855

1993 SERVICE AWARDS

Like most non-profit museums, our survival depends on the generous dedication of a few. These service awards are an attempt to show our appreciation for their efforts. The requirements for this award have been, since its beginning, the equivalent of 100 hours of volunteer time. This year's award, like last year, is a new custom item for the museum store.

1993 award recipients and their main areas of contribution:

George Anderson - Car restoration.
Bill Binns - Operations, Vintage Trolley Contributor.
Greg Bonn - Maintenance, Restoration
Don Chalmers - Vintage Trolley Contributor.
Gene Fabryka - Operations, Administration.
Mike Harris - Restoration.
Harvey Hilands - Maintenance, Restoration.
Mark Kavanagh - Operations, Research.
Chris Larsen - Operations.
Bill LeRoy - Operations.
Jack MacDougall - Operations.
Tom Mendenhall - Car restoration.

John Nagy - Car restoration.
Joyce Nagy - Car restoration.
Ken Peters - Trolley bus restoration.
Dick Shipley - Operations, Administration.
Chester Stubblefield - Operations.
Georgia Stubblefield - Operations, grounds.
Dick Thompson - Newsletter, Administration.
Ron Vandehey - Maintenance, Donations.



The Northwest Electric Railway Review

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This newsletter welcomes your articles, letters, or photos