

The Northwest

# Electric Railway Review

Volume 34, No. 4 - Oregon Electric Railway Historical Society Bulletin - July - Oct. 1993

## More on 1094

by James West

*Former Portlander James West's response to Mike Parker's article, "Where Did Number 1094 Go?" raises new questions ...*

I am a transplanted Portland native, still interested in the trolley and interurban history of Portland. We visited the Trolley Park on a trip to Portland in July, where I bought some books and found the Dec. '92 issue of the *Review* (Vol. 33 #4).



*When James West took this photo in 1948 or '49 the owner of the "A&L Cafe" in Estacada told him the diner had been made from PEPCO No. 1094.*

*Roll signs and hardware were gone, but little else disguised the origin of No. 1094, which was newly retired when this photo was taken (James West photo)*



One of the articles therein was about PEPCO No. 1094, written by Mike Parker. I believe this was the car that ended up being a diner in Estacada. I photographed the car body in 1948 or '49 (see illustrations). It was on a corner next to the Pine Cone Tavern, and was called the "A & L Cafe". I have been back to Estacada as recently as last year, but no one knew of the car, or even the tavern, so they must have both been burned or torn down sometime after 1949.

There was another car body being used as a residence at about this same time, which I believe was the 1096. It was located in a hollow off the road, near the Foster intersection, in the little community of Damascus. That is not a very precise location, but maybe some of your members will recall more about THAT car body?

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Senior motorman W. H. Grabeel, who had been with the company since 1908, guides Portland R.R. & Terminal No. 1101 past Jenne Station on the last day of service to Gresham Jan. 31, 1949 (Warren Wing photo, Hayden Collection).

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This raises interesting new questions. Notes in your editor's files refer to car No. 1099 surviving as a house on Foster Rd., near Lents Jct., until 1956.

Mr. West goes on to explain that, as a teenager, he was aboard No. 1101 for the last trip to Gresham, Jan. 31, 1949. He enclosed a clipping from the *Oregonian*, which is excerpted below:

"The Portland Traction Company's interurban street car to Gresham made its final trip Monday night. Outbound cars on the Gresham division henceforth will travel no farther than Bellrose station at S.E. 136th avenue.

"Several rail fans were aboard car 1101 in addition to regular commuters when Motorman W. H. Grabeel of route 1, Oswego, clanged his gong at 5:20 p.m. and rolled away from the interurban station at S.W. 1st avenue and Washington street ... Among local rail fans was James West, 13, of 5623 N.E. 32d avenue, who makes a habit of riding PTC interurbans as a hobby."

## Museum Site Chosen

### President's Corner

by Gene Fabryka

The Society has begun negotiations to move the Museum to Antique Powerland in Brooks. Details to be worked out include putting together a long term agreement, determining what portion of the property we can use, and how revenues would be shared. The plan is to have Antique Powerland become our base of operations. It would have the carbarns to house the collection, a shop for maintenance and restoration, and track for operation. Satellite operations, similar to our experience with the Willamette Shore Railway, would still be an option for other sites.

A number of factors persuaded the Board to pursue Antique Powerland. The availability of some sites were uncertain due to pending

abandonments that could take years. Most sites required raising large sums of cash to purchase the property, at Antique Powerland we could purchase "shares", as they become available. The location on Interstate 5 and the draw of special events, has the potential of greatly increasing revenues. Milder weather could allow an expanded operating season.

There are some tradeoffs, we will not own the property, but we can purchase shares. Some of the revenue may go to Antique Powerland for property maintenance and improvements, including grounds, restrooms, garbage, roads and security, much of which we now pay for at the Trolley Park. We may be subject to controls by the board at Antique Powerland, but we would be entering into a partnership with the other museum groups on the property to promote common goals. By becoming part of the larger group we should be able to muster the resources to become a major attraction. Rather than operating a picnic park and campground, we could concentrate all our energies and resources on the museum.



## PAYE 330 Was One of a Kind

by Phil Hedene

Contrary to the implications on page three of the May-June issue most of the "Fullers" were not rebuilt as PAYEs. The last service of the Fullers that I saw was during the 1931 Rose Festival when they (and everything else) were out to handle the parade throngs. All the Fullers that I saw at that time were in traditional (non-PAYE) configuration.

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### *Notice of Annual Meeting and Elections*

*The 1994 Annual Meeting and Election of Officers will be held January 22, 1994 at the Hi Hat Restaurant in Tigard, Oregon. Guest speakers to be announced. Watch your mailbox for more information.*

*Nominations for officers and directors should be sent to the Election Committee Chairman and received no later than November 23, 1993. The Chairman is John Nagy, 7517 SE Harmony Rd., Milwaukie, OR 97222. If you have any questions call 652-2770.*

## Work Begins on LA Ry No.1318

by Greg Bonn

Los Angeles Transit Lines No. 1318, the narrow gauge car long neglected in the back of the car barn, has been the scene of activity during September as George Anderson and son Jeff began removing doors for restoration. Most of 1318's doors were coming apart at the seams due to our damp winter climate. All of the pieces have been removed to the shop, where Roy Bonn has been stripping paint and hardware in preparation for re-assembly and finishing. It is hoped that the wood (mahogany) can be cleaned or bleached to an acceptable natural finish as original. Body restoration to 1318 will continue on a low-cost, or no-cost, basis as volunteers and materials become available.

The seats for 1318, which had been on loan to the Provincial Museum in British Columbia, have been returned. Thanks are due Charles Seims, who had researched the whereabouts of the missing seats, and inquired about their return.



*(Continued from page 2)*

Some of the Vaughn Street baseball specials during 1931 may have been (two-man) open cars, but I don't so remember. After the arrival of the Brill 800's in the Spring of 1932 all service went one-man, excepting Council Crest and Vancouver, which rather rapidly also went one-man. One man was here to stay!

*Apologies to Phil for the erroneous postscript to his article in the May-June issue. That information was gleaned from contradictory notes in the Labbe-Stearns Collection at the Oregon Historical Society. Further examination of rosters in the same collection indicates that only Fuller No.330, was rebuilt in an experimental PAYE configuration, probably in 1912.*



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because it was primarily used for just what the name implies: a link to more important lines (i.e., those that actually went somewhere, like downtown). Yet the line is not without interest. It went through many permutations during its long trolley tenure. BT began in 1915 as an extension of the Russell-Shaver

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## Board Rewrites Society Bylaws

by Dick Shipley

At their meeting on September 14, the Society Board of Trustees adopted a very extensive revision of the Society's by-laws. This is essentially the same revision which was discussed with the membership at the annual picnic August 29 and mailed to members who did not attend. This was the last time the board would make such changes, for one of the new provisions is that all future revisions must be adopted by the general membership.

Other significant changes are:

- A *Mission Statement* which defines the purposes of the Society;
- Moving the annual meeting and elections from midwinter to late autumn (effective in the fall of 1994);
- Board approval for enrollment of new or lapsed members;
- Membership, service requirements, and voting membership as a prerequisite for candidacy for office (effective after the January 1994 annual meeting);
- Designating the four officers as an Executive Committee, responsible for preparing meeting agendas, and empowered to act for the Society in other matters as the board directs.

Copies of the new by-laws will be available at the annual banquet in January. Members who want a copy but who will not be attending the banquet can have one mailed to them by sending a request to O.E.R.H.S. P.O. Box 702, Forest Grove, OR 97116-0702.





## Car 1304 Collides With No. 1187

by Greg Bonn

In late July, while being operated for motorman training, interurban car 1304 experienced a compressor failure that left the operator with insufficient air to stop the car. Unfortunately, open car 1187 was parked at the end of track next to the depot.

The collision of these two cars shattered the nerves and confidence of several operators but caused relatively minor damage to the cars themselves because the brakes in the interurban car were partially set at the time of impact. No. 1304 suffered broken train and signal air pipes, and several "teeth" knocked out of the people catcher. No. 1187 received most of the damage. Four vestibule posts were broken, exterior and interior sheet metal was turned to scrap, and the bumper was turned into a pretzel. But, only one window was broken, and that was at the other end of the car.

Since the accident, all damage to No. 1304 has been repaired, as has the cause of the compressor failure itself. At some time, undersized motor brushes were installed in the compressor. As the brushes wore, one of the brushes dropped out of its holder due to being undersized, causing the compressor to fail.

New brushes have been installed and the compressor has been serviced. The operating air pressure has been raised to 125 psi cutout and the brake system has been checked, lubricated and adjusted. The car now is much more responsive to minor brake applications.

Repairing damage to 1187 has taken a little longer, however, all new sheet



*Portland Railway Light & Power PAYE car No. 1010 fared worst in a collision with steeplecab No. 1404 on the Mt. Scott Line, September 22, 1909 (Thompson Collection).*

metal has been fabricated, punched and primed, and new vestibule posts are nearly ready for installation. The controller from the damaged end has been removed, serviced and rewired and is ready for installation. Although the car will not see operations for the rest of the year, it will be ready for the 1994 season. Participants in these repairs included, Mike Harris, Gene Fabryka, Mike Parker, George Anderson and Greg Bonn.



## An Impromptu PAYE Car

by Phil Hedene

*The recent fender bender at the Trolley Park, coupled with the introduction of the first steeple cab in regular service, make these recollections seem particularly timely - Editor*

Number 1010, one of the first standard gage American Car Co. cars, had a space dispute with a steeple cab in 1909. The altercation

rather mangled one platform, so the company took advantage of the situation and put PAYE platforms on 1010. At the same time they added similar platforms on narrow gage No. 420. Subsequent city cars (excepting Birneys) were of the PAYE configuration.

The only time I ever saw one the former standard gage open cars in city service was in the early 1920s. And then it was one of the center entrance ones on Richmond. Even rode it!

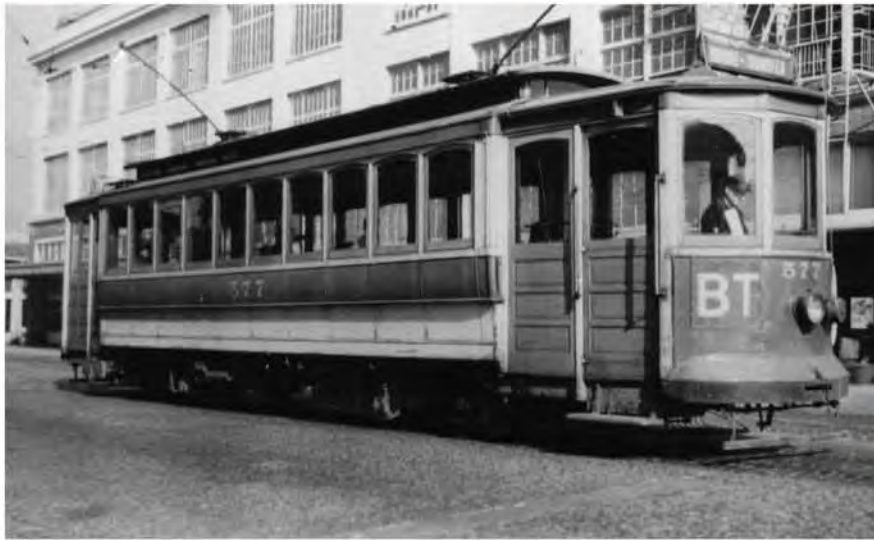


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Line. In 1927 the former Brooklyn Line was appended to its southern end. BT holds the distinction of being converted to bus twice! It was discontinued in 1940, but converted back to trolleys again in 1941 due to wartime fuel shortages (new asphalt even had to be removed from some of the tracks). From this date until final bussing again in 1947 BT trolleys had to turn back at Hawthorne as mentioned by Mr. Hedene (probably because no tracks had been laid on the new Union/Grand viaduct).







*The Bridge Transfer Line was served mainly by 500 and 600 class PAYE cars throughout the 1910s, '20s and '30s. But wholesale scrapping had made such cars scarce by the time this 1941 photo of No. 577 changing ends on SE Hawthorne in front Francis Ford was taken. Ex-Alberta 400 class cars handled most BT duty in the 1940s (Miller photo).*

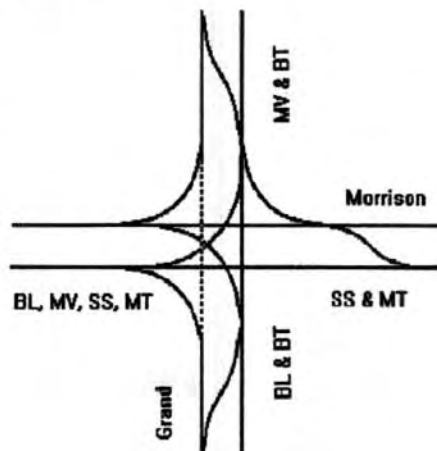
## Bridge Transfer Remembered

by Phil Hedene

**M**y maternal grandparents lived on the Richmond Line and we lived on Broadway. When going from my grandparent's house to our house we usually travelled through town, although at times we would take BRIDGE TRANSFER to save time (with the advantage of 20/20 hindsight, I now doubt that it ever saved time).

In those days, BT went from Hawthorne to East Broadway. The BT cars never crossed Hawthorne since the turnback crossover was north of Hawthorne on Grand. So my mother would grab my hand and skedaddle for a car that was on the wrong track. Obviously she knew what she was doing because we always got where she wanted to go. But, as an astute observer of things that are, I just knew that there was something wrong!

At that time the track layout at E. Morrison and Grand was as sketched below. Sometime (probably the late 1920s) the dashed track was added so that trolleys did not have to go against traffic (automotive, that is).



Another childhood recollection is that, about 1930, Portland's streetcars (which had always had traditional leather standee straps) blossomed out with new straps which had their lower sections encased in whatever the plastic of the day was. There was

probably no significant cost, and passengers commented favorably about the new cleanliness.

EDITOR'S POSTSCRIPT: The Bridge Transfer Line was always something of the lonely stepchild. No one seems to remember it romantically

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## Museum Donates "Wig-Wag" Signal

by Greg Bonn

**L**ate this summer, Mike Parker was contacted by Eric Jamison, an acquaintance in the Milwaukie area, and was informed that the Milwaukie Museum was interested in donating a wig-wag crossing signal to the Society. The signal had been installed at the northwest end of their horseshoe exhibit and was almost totally obscured by trees and brush. Mike then contacted Christa McDonald, Curator of the Milwaukie Museum, to secure the donation and arrange removal. On September 25th, a crew of OERHS volunteers gathered on the grounds of the Milwaukie Museum accompanied by a flatbed truck from Anctil Sheet Metal and a crane from Rick Fultons Crane Service. Removal and loading the signal took about an hour, with the highlight of the operation being watching the signal swing through the air 25 feet above the horseshoe. It was unloaded the following day at Antique Powerland where Members of the Milwaukie Museum were on hand to record the event. Special thanks to the Milwaukie Museum for their generous donation. Thanks are also due the OERHS crew, which included John & Joyce Nagy, Mike Harris, Mike Parker, Greg Bonn and Harvey Hilands.



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

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## **The Northwest Electric Railway Review**

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**This newsletter welcomes your articles, letters, or photos**