



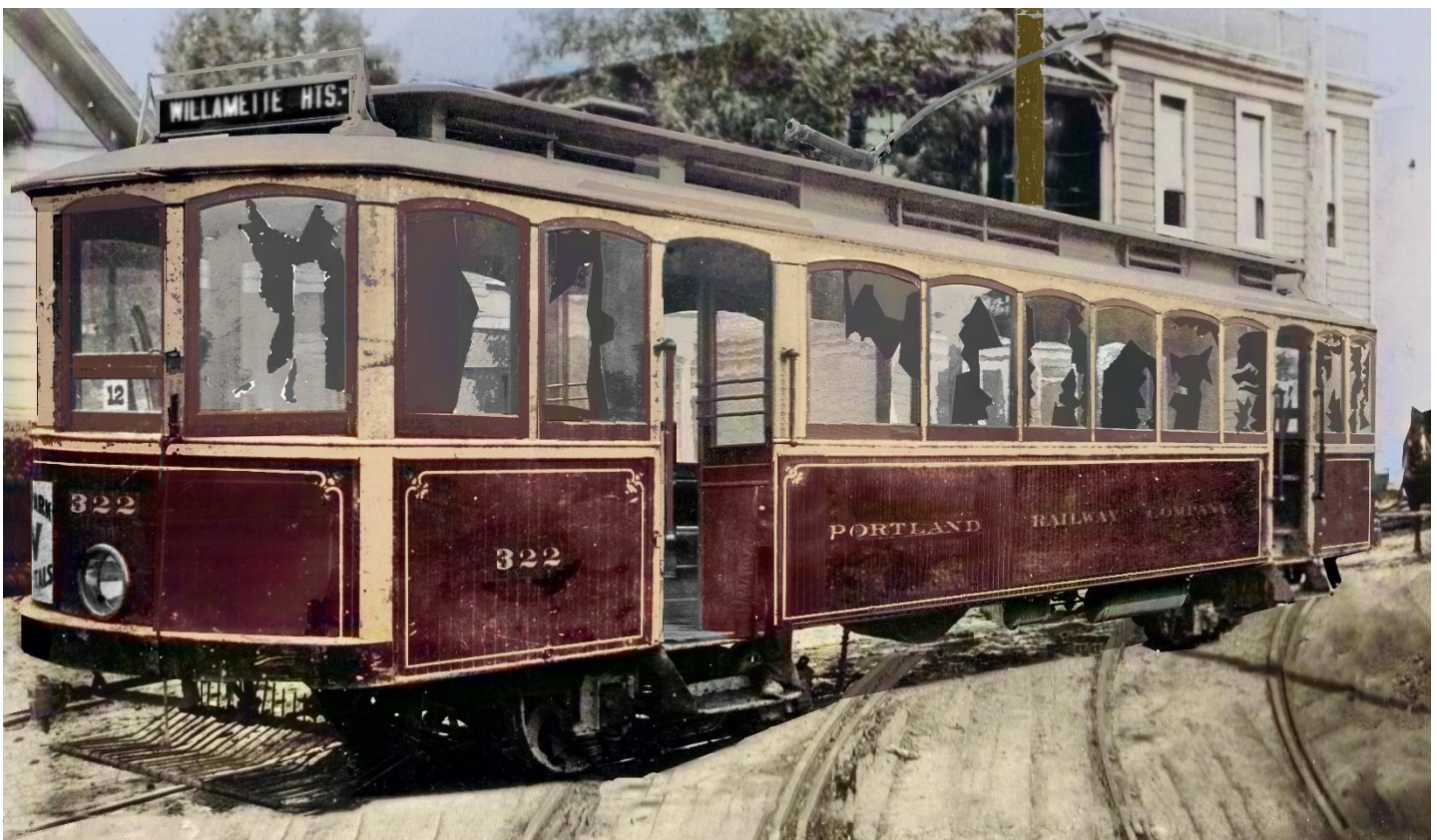
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The Great Streetcar "Tie Up" of 1906

By Richard Thompson



Willamette Heights car No. 322 fared worse in the strike of Dec. 15, 1906 than any of the other trolleys, earning it the nickname "old battle scarred 322." The composite photograph above depicting No. 322 after it limped back to the Savier Car barn is based on an illustration that appeared in the Morning Oregonian on Dec. 17th. Every window was broken and the trucks damaged.

In the introduction to his *PRL&P Personnel Roster 1890-1950*, which was laboriously compiled from *Polk's City Directories*, the late Bill Hayes commented that the job of a streetcar motorman or conductor at the threshold of the 20th Century was, "dirty, cold and wet work with long hours and a six day week at the very best." By the early 1900s he noted that, "Workers unionization was on the horizon. Many cities suffered devastating streetcar strikes, some very bloody, but Portland seemingly was spared." Unfortunately,

he was wrong about that last point. During the closing days of 1906, Portland's new traction conglomerate, Portland Railway, Light & Power, fell victim to a violent strike.

The first transit strike in the area can be traced back to June 24, 1901, when crews on the standard gauge lines of the Portland City & Oregon Railway walked off the job to protest operational chaos and wrecks brought on by inept management. But that strike, which was settled on July 13th,

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The mission of the Oregon Electric Railway Historical Society, Inc. is to preserve the regional heritage of electric railway transportation as a living resource for the benefit of the present and future generations.

To fulfill this mission the Society will promote:

- The study of electric railways, their physical equipment, properties, and operations, devoting special attention to the electric railways of western Oregon.
- The procurement and preservation of historic electric railway equipment, materials and property.
- The display, interpretation and operation of surviving historic equipment, materials and properties.

By Laws, Article II, 9/14/93

Official Notice

The Transfer is published quarterly as the official publication of the OERHS, a state and federally recognized not-for-profit institution and operator of the Oregon Electric Railway Museum at Brooks, Oregon and the Willamette Shore Trolley between Lake Oswego and Portland.

The views expressed herein are solely those of the individual writers identified and of the editor only and may not represent the views or policies of the Society, its Board of Trustees, Officers or Members.

Articles, photos, and letters for publication are always welcome. Please email to either transfer@oerhs.org or trolley503@frontier.com

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How we deliver *The Transfer* and *The Monthly Pass*

Our quarterly newsletter *The Transfer* is published electronically in full high-resolution color. Members can view and download current and previous issues at the OERHS website: oregontrolley.com/transfer. You will also find an archive here of previous issues going back to the 1970s. It is easy to print copies on your personal color or black & white printer. By default, members receive email notification as soon as an issue is available. We believe you will appreciate the higher quality pictures that this process will provide to all the interesting photos that accompany our articles.

For those who prefer a printed copy of *The Transfer* a black and white version will be mailed to your home address by request. Please send this preference to Secretary Mark Kavanagh, Oregon Electric Railway Historical Society, 3995 Brooklake Rd. NE, Brooks, OR 97303 or send him an email at mark@oerhs.org.

When needed, the OERHS also updates members on events at the Oregon Electric Museum and the Willamette Shore Trolley in a short email newsletter called *The Monthly Pass*. We must have your correct email address for distribution of both newsletters. We respect your privacy and will only use your email address to send a single notification when the latest issue of *The Transfer* is ready. We do not send promotional material or advertising.

1906 “Tie-Up”

from p. 1

did not involve the city streetcar lines.

Five years later, on the night of December 15, 1906, violent protests erupted as union members and sympathizers attempted to block trolley operation through the downtown section of Portland. Streetcars operated by both the Portland Railway Company and the associated Oregon Water Power & Railway Company (OWP) came under attack by mobs.

Both companies were now part of the Portland Railway, Light & Power Company (PRL&P), which was headed by Portland General Electric Company President Henry W. Goode. Day to day operation was managed by Portland Railway General Manager Franklin I. Fuller and OWP Superintendent George C. Fields.

The unrest that led to the December violence was the result of simmering discontent on the part of some employees following a failed strike attempt five months before. The idea for that protest seems to have been inspired by a successful petition

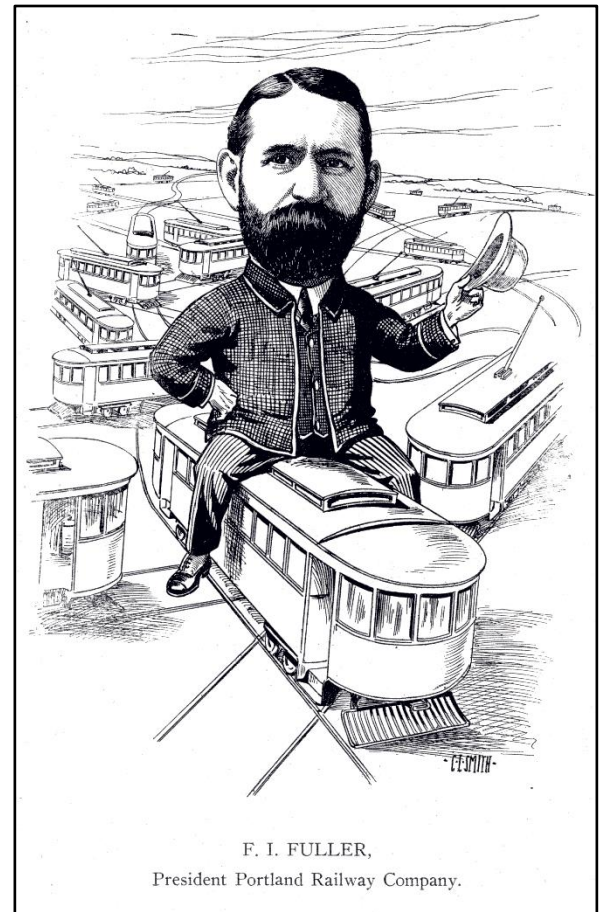
for a wage increase by rail construction workers who got the ball rolling on July 11, 1906. The *Morning Oregonian* reported, “About 200 workmen in the construction of various lines now being built by the Portland Railway Company struck yesterday at noon for an increase from \$2 to \$2.25 a day. ...Many of the construction crews at work on the various new lines quit.”

“When noon came yesterday the men sought shady spots along the street where they are at work and refused to resume unless more pay was granted...”

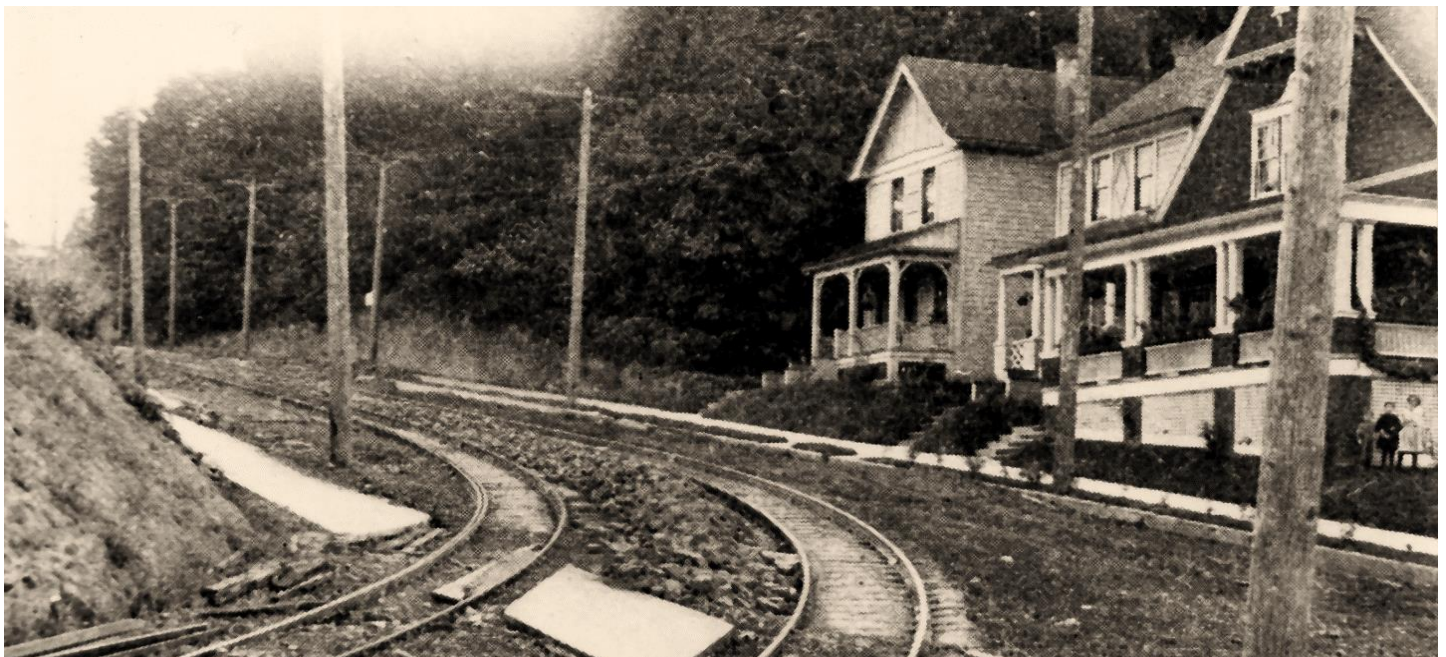
Construction and extensions were halted on all railway lines, including the Jefferson Street, Irvington, Portland Heights, and Sellwood lines.

PRL&P originally refused to bargain with the strikers. However, in a surprise move the next day

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This 1905 caricature depicts Franklin Fuller astride a “Toronto” streetcar. Ironically, he inherited these trolleys from rival City & Suburban Railway, who built them to compete with Fuller Standard streetcars.



The July 11, 1906, strike by railway construction workers halted work on all PRL&P lines, including the Portland Heights Line, where a new shuttle service around the Council Crest Loop was scheduled to open that September (*Street Railway Journal*)



Morrison Street between First and fifth streets, one of the busiest trolley thoroughfares in Portland, was a primary target for the December 15, 1906 strikers. In this postcard scene at Fifth and Morrison streets a 100 class Montgomery Street Line trolley is passing the Post Office. In the background are the Hotel Portland and the Marquam Grand Theater.

the company reversed its position and agreed with the laborers' contention that higher wages were being paid for similar work by other railway companies. A higher wage scale was approved.

Carmen were also to benefit from the increase in wages and notices were posted by the management of both the Portland Railway Company and Oregon Water Power & Railway Company notifying motormen and conductors that a new scale of wages would take effect the next day. However, many were unhappy to discover that their pay would be reduced at first.

"The new schedule of wages reduces the pay now given to car operatives on the



Between 1886 and 1929 most major U.S. cities experienced streetcar strikes. Many involved far more violence than Portland's 1906 strike, including fatal shootings and dynamiting of cars. This lithograph depicts policemen leading horse-drawn streetcars through a mob in New York City on March 4, 1886.



W.G Burton, a former streetcar conductor, had been one of the organizers of the successful 1902 San Francisco strike in which 3000 men left their cars.

O.W.P. for the first year and a half, then increases it for the next six months, when the two schedules coincide. For the third and fourth years or service, operatives will get more pay under the new schedule.”

In an attempt to calm things Portland Railway President Fuller reassured existing employees that preliminary reductions would only apply to recent hires and would affect around 300 men.

In 2022’s inflationary times it is interesting to see what the new wage scale was: “21 cents an hour for the first six months, 23 cents for the second six months, 23 cents for the third, 24 cents for the fourth, 25 cents for the third year, 26 to the tenth year, and 27 cents thereafter.”

Three days later an incident occurred that roiled already troubled waters. On July 14th PRL&P fired 28-year-old motorman E. J. McKenny, who had moved to Portland from Sacramento some three months previously. It turned out that McKenny was a labor activist and

served as secretary for local 181 of the Amalgamated Association of Street and Electric Railway Employees of America. The union, which was struggling to gain recognition, accused PRL&P of discharging McKenny for his union participation and insisted upon his reinstatement.

When PRL&P refused, labor organizers saw it as a direct blow to their new union. They brought in an organizer from San Francisco and a strike seemed inevitable.

The Oregonian explained, “International Organizer W. G. Burton of the Amalgamated Association of Street Railway Employees (sic) of America, who is in Portland, says that the union will fight to the bitter end to reinstate McKenny if necessary, as the question involves the right of the men to form a union.

The Oregonian also reported on the steps being taken by PRL&P’s two affiliated railways to thwart any effort by streetcar motormen and conductors to organize, “This action has met at all times the strong opposition of the company and every prior effort has been futile. About three years ago an attempt was made but it ended in disaster. Other agitation along the line of unionism met the same fate.”

As the press predicted a “battle royal” the railway company gave every indication of a fight to the bitter end against unionism. They considered the union to have entrenched themselves by asking for assistance from W. G. Burton. To assess the situation meetings were held in Portland to determine how many employees could be depended upon to stand by their cars in case of trouble. It is interesting to note that they determined that

fewer OWP carmen had joined the union than on the Portland Railway lines.

In July 1906, 800 men were engaged in the operation of approximately 300 trolley cars on the 203 miles of tracks in Portland and vicinity. PRL&P said that more than 50,000 fares were collected each a day.

A tie-up of this large streetcar system meant that tens of thousands of Portland residents would need to walk to work and shopping. In the event of a strike hotels would quickly fill up and those forced to walk would face long treks. Passengers would be the real victims of a strike as *The Oregonian* warned, “From Woodlawn to the center of the city it is four miles, from St. Johns nine, from Woodstock five, from Mount Tabor four, from Montavilla five and one-half, from Richmond three and one-half, from Portland Heights two and one-half, from Fulton four and one-half, from Vernon four and one-half.”

The strike committee presented their demands to PRL&P Vice President and General Manager Franklin Fuller on July 17th.

The agreement contained three main requests: recognition of Local 181, an increase in wages, and the



The Oregonian felt that a strike would require, “some long-distance stunts for many,” making passengers the real victims.



Prior to 1907 company photographers took official employee portraits that were stored in a cabinet at headquarters. This is thought to be motorman James E. Wilson who worked out of the Washington Street Car barn.

discontinuance of the photographic system of employee identification.

In presenting these demands International Organizer Burton insisted the men were not looking for a strike. He claimed that if there was one it would be a last resort forced by the railway company.

The response of Franklin Fuller was predictable. Like most corporate executives, he was a staunch opponent of unionism, arguing that he would gladly meet with employees desiring to air grievances, but would not recognize union committees.

Fuller was a well-respected figure in the transit industry whose achievements dated back to the 1890s. As a receiver, he had guided the Portland Cable Railway through the Panic of 1893, as Manager for the first Portland Traction Company in 1896 he converted the last cable lines to electric operation, and as President of the first Portland Railway Company he was at the helm when Portland's railway companies consolidated. He is also credited with designing the Fuller Standard Streetcar. In other words, his career was synonymous with the history of Portland street railways.

On the eve of the projected July strike union membership had grown to about 600 men out of a total 800 carmen working for the Portland Railway and OWP. Even so, many of the older employees refused to affiliate with the organization and PRL&P claimed that there were some 200 applications on the waiting list for jobs on Portland trolley cars. Most of those applicants could be ready for training at a moment's notice.

On the OWP 140 carmen were members of the union but General Manager William H. Hurlburt did not anticipate a strike. He said, "We have on this division a large number of excellent men. Many have been at work for a long time and are drawing good salaries. Some are paying for their homes and could not well afford to lose their positions. ...I do not believe they would go on a strike."

As it turned out, the OWP was key to foiling a July strike. The shutdown was headed off at the last moment when OWP management responded to an employee petition by granting a wage increase.

The defeat was described in *The Oregonian* on July 20th, "A serious loss to the union occurred yesterday when the Oregon Water Power & Railway Company's men signed up wholesale for withdrawals from the union and marched to the meeting this morning with the

intention of voting against a strike."

This was the result of behind the scenes work among the carmen by OWP officials who met with employees at the Milwaukie car barn in an effort to gain their support.

The next evening the men presented their petition for a wage increase to OWP management. To increase chances of its acceptance they added a statement assuring the company that they would stand by their cars if an increase was granted.

There were 60 signatures on the petition and OWP claimed that 40 of those signing had withdrawn from membership in the union.

By the time the petition had been delivered to General Manager Hurlburt of the OWP at 11 o'clock the following morning there were 93



PRL&P stopped keeping photographic records of individual employees in 1907 but car barns soon created a new type of picture, which showed carmen posing next to their trolleys. This three-ring binder came from the Piedmont Car barn in North Portland.

signers and another 56 of that number announced they were withdrawing from the union.

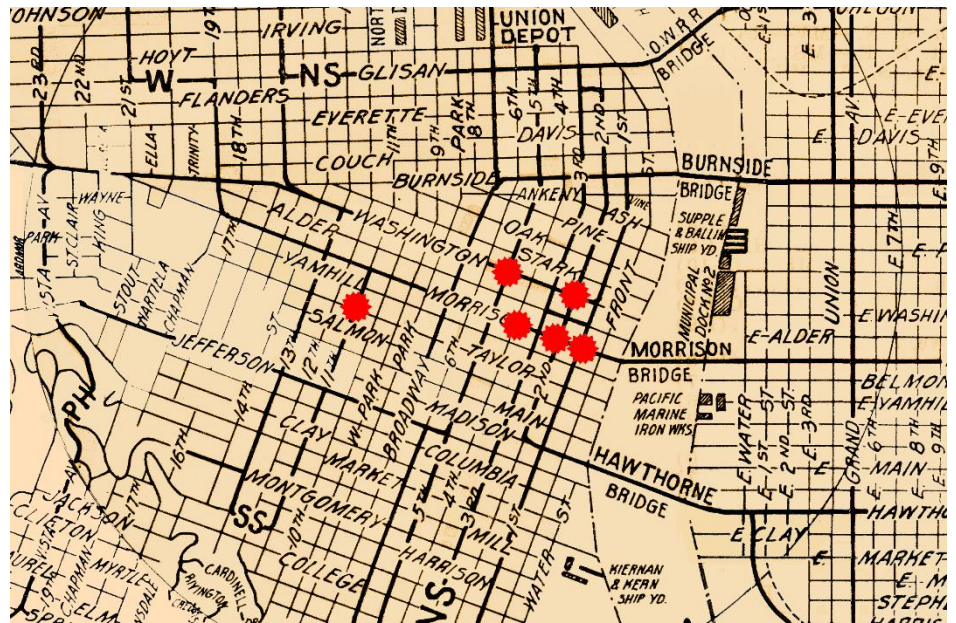
OWP Superintendent George Fields posted the new wage increase, which ranged from 23 cents an hour during the first year of employment to 27 cents after the fifth year.

When the July 1906 strike was cancelled 20 carmen immediately resigned from the union in disgust. Nevertheless, Local 181 members voted to continue the organization in a July 24th meeting.

President Nels Sorenson was not discouraged. He said the union still numbered 400 members and the officers were committed to building it up and continuing their work to gain recognition. More radical efforts would follow.

On December 14, 1906, Division 181 repeated its four-months-old demands to General Manager Fuller, who, once again, rejected them. In response, notice of a work stoppage for the next day appeared in that evening's *Oregon Journal*. PRL&P officials seem to have taken notice of this, but, amazingly, city authorities paid it little attention.

The plan was for union president Nels Sorenson, who was a motorman on the Willamette Heights line, to



1906 strike incidents are overlaid on this Pittman map showing streetcar lines serving downtown Portland. Events ranged from greased rails at 11th near Morrison, to mob attacks and the seizure of cars along Morrison, Washington, First, and Front streets.

walk off his car when it reached the downtown business district that Saturday evening. That would have been around 5:40 p.m. during the Christmas shopping season so it was expected to cause a major disruption.

The scheme had to be modified when the Portland Railway Company, having anticipated this action, laid off Sorenson at 5 o' clock before he could

leave the barn. However, C. F. Freeman, another union man, volunteered to replace him.

The strike began when Freeman quit Willamette Heights car No. 324 as it arrived at SW Second and Washington streets before 6 o' clock.

The union committee encouraged its members to gather at Fifth and Washington streets to help "tie up" the streetcar lines. Abandoning cars here was crucial because the PRL&P system was radial, meaning most lines passed through the center of town. The idea of blocking lines here was thought to be more effective than picketing car barns and would require less manpower.

Unfortunately, things got out of control soon after the strike commenced. By 5:45 p.m. the crowd downtown included street toughs bent on perpetrating violence.

According to the *Oregonian*, "Carmen who persisted in remaining on their cars were hooted, jeered, cajoled, and pelted with rotten tomatoes. In most cases persuasion was not successful, and force was resorted to."

Six motormen were approached by a group of ruffians and told that unless they took their cars back to the barn immediately they would be killed! They wisely decided to comply.



No. 324 became the first trolley to be involved in the 1906 strike. The car, one of the second series of Fuller Standards designed by Portland Railway President Franklin Fuller, is seen here on Grand Avenue on the East Ankeny Line.

A mob stopped Mount Tabor Line car 458 and Sunnyside Line car 465 as they travelled along SW Washington Street between Fourth and Fifth streets. Several people threw rocks at the cars breaking six windows on the Sunnyside car. Other “hoodlums” leaned their backs against the sides of the cars and pushed, causing them to sway like ships at sea. The cars did not derail, and little damage was done beyond breaking glass, but passengers still aboard, including women and children, were badly frightened.

Outnumbered policemen looked on helplessly as things escalated. They were not reinforced until much later. As the crowd jeered them as “strike breakers” new carmen arrived, got on the cars, and moved them up Morrison Street.

The *Oregon Journal*, which tended to sensationalize stories more than the conservative *Oregonian*, described another attack,

“Crews were also attacked on a Mount Tabor Reservoir car. Rocks were thrown at the motorman through the front window accompanied by shouts of “scab” and “pull him out.” The trolley rope was cut at the rear of the car causing the pole to swing wildly. The crowd backed away as sparks and flame flew from the 600-volt overhead line. Finally, a carman



Strike veteran No. 465 is sandwiched between cars 527 and 464 in the Savier Street carbarn a few years after the strike. Most cars were taken back to their barns during the violent protest on the night of December 14, 1906, and night service was suspended.

climbed onto the roof, pulled the pole down, and secured it to the front of the car.”

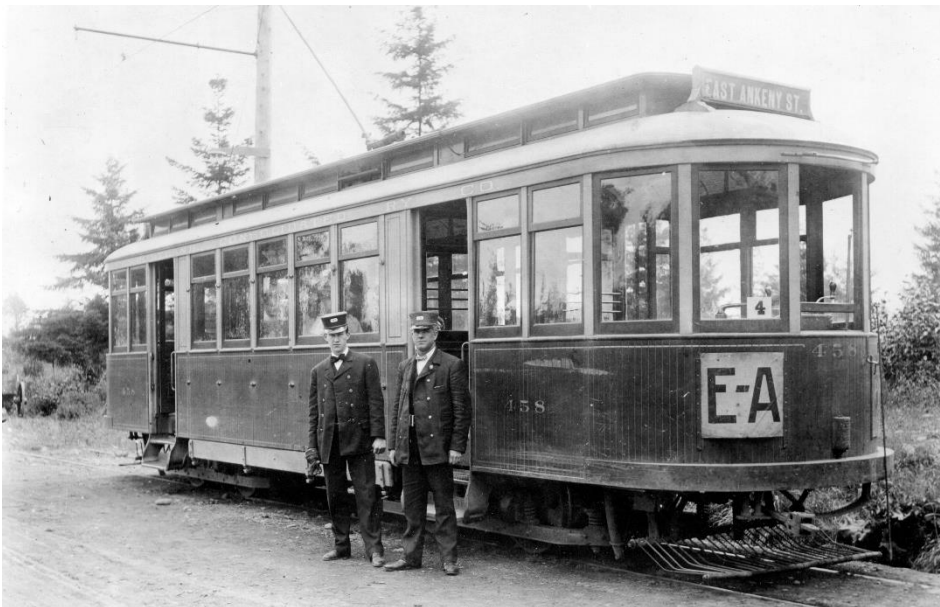
Streetcars on the Willamette Heights run seem to have come in for more than their fair share of violence as the night wore on, as told in this *Journal* account,

“At 11 o’clock a ‘dense crowd’ attacked a Willamette Heights car that had made it down to First Street.

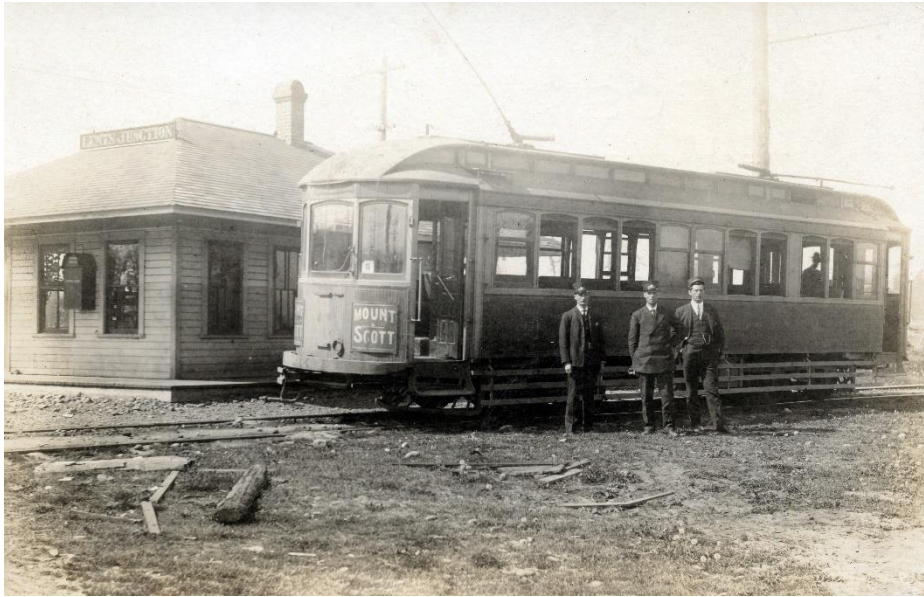
Rocks were thrown breaking several windows and the trolley pole was pulled off the wire. ‘Hundreds’ of people yelled at motorman J. J. Coffey and conductor Frank L. Thornton to ‘come off’ their car. But they refused. Thornton calmly announced, ‘I’ll not come off. I’m going to take this car back to the barn. Those are my orders and I’m going to stand by them.’

Amid all the noise and threats Thornton pulled open the window of the front vestibule and climbed to the top of the car to right the trolley (pole). He had the pole pulled half around when it struck a cross wire. ‘Let it go’ said a voice from the crowd. ‘There’re 5,000 volts in that wire.’ ‘Hope it throws him off,’ said another.

Thornton looked around and seeing that no missiles were aimed at him pulled the pole under the wire and set the trolley right. Upon the usual bell signal Coffey started the car ahead. The minute he did so a missile flew by his head and then another smashed a pane of glass right by Thornton’s ear. A third broke the glass in front of Coffey’s eyes but looking straight ahead, he applied full power until he reached the switch at Second Street. There he slowed up, but again he sped the car only to run into an open switch on the west side of Second Street.



Another car stormed by the mob on December 14th was “Toronto” No. 458, seen here on the East Ankeny line at NE Sandy and 69th Street in 1907, when the strike still had not been settled. Car 458 was a 1902 product of the City & Suburban Railway Company and lasted until 1936.



No. 45, a standard gauge Mount Scott car, was said to have survived one of the severest battles of the 1906 strike. Pictured here at Lents Junction is sister car 55, built by the J. G. Brill Company in 1894.

The car was derailed, but both Thornton and Coffey stood by it until the arrival of Captain Bailey with a wagonload of police. The officers, remembering their experience earlier in the evening, formed a circle and forced the crowd away. Thornton and Coffey were told to leave the car, but they repeated their former statement that they had orders to take it to the barn and they were going to do it.”

A few arrests were made later that night, including rioting teenagers Lawrence Hyland and Lawrence Duber. Richard Costello and a “John Doe” were jailed for assault and battery.

In the union’s defense it should be mentioned that they declared that the rocks had been thrown by a group of boys and not union members. Early on in the protest, strike committee member P. A. McPherson had attempted to calm the crowd from the steps of one of the cars, but his voice was drowned out by jeers. Those who heard him said he told the mob that violence would only hurt the cause of the striking employees.

One of the severest battles that night took place around an OWP car at SW First and Morrison streets a few minutes before 11 o’clock. Mount Scott line No. 45 was the second car to manage to get away from the terminal at First and Alder. But the mob caught

the outbound car was surrounded as it approached Morrison Street.

The car was surrounded and both trolley ropes quickly cut immobilizing it. Although a dozen women were still inside a mob rocked No. 45 while the passengers screamed in terror.

It would seem that both carmen found resistance useless because as the passengers departed they left the car to its fate. Once No. 45 was abandoned “hoodlums” started fighting inside the car.

The fighting spread outside and for 10 minutes a yelling mob surged along First Street. They tried to beat a young man who was supposed to be a “scab.” As it happened he wasn’t a strike breaker, but he was willing to

fight any and all comers anyway.

Police, with the exception of one or two officers, were far away.

It was after 11 o’clock when the trolley ropes were repaired on Mt. Scott car 45. Superintendent G. C. Fields, who had been forcibly removed from a car earlier, was at the controls when the car finally left the station. By this time a score of policemen had arrived and the mob quietly watched the car go.

Since 10 o’clock Portland Railway General Manager Franklin Fuller and OWP Superintendent George Fields had led a determined effort to break the blockade of OWP trolleys along Front Street.

Sellwood, Mount Tabor and Mount Scott lines cars nearly succeeded in getting through the blockade until a mob of strike sympathizers pushed an abandoned Sunnyside car onto the crossing at Morrison and First streets again blocking the standard gauge lines. An effort was made to derail the car by rocking it sideways but that failed, and it was eventually returned to the barn.

On December 16, the day after the strike, streetcars returned to limited operation although evening service was dropped to avoid any reoccurring violence. *The Oregonian* explained, “Portland Railway Company streetcars started running at 7 o’ clock in the morning from all the city carbarns, and about half a service was maintained on all lines during the day. The Piedmont barn sent out 23 cars, most of which were manned by double crews. These operated on the usual runs during the day but the best



As can be seen in this picture of Third and Alder streets on the day after the strike, large numbers of policemen were stationed at intersections throughout downtown Portland to quell any further disruption. (Morning Oregonian photograph Dec. 17, 1906)



Gus Anderson was one of the charter members of new local 757 of the A.A. of S. & E. R. E. as can be seen from his membership certificate dated July 7, 1917. Note that membership in the union extended to Canada.

service seemed to be given on the St. Johns line, over which cars operated at intervals of about 20 minutes all day. The East Ankeny barn sent out 18 cars, carrying extra men to serve in case of violence.”

In spite of the partially restored service strike committee Chairman Thomas M. Leabo declared victory.

“The streetcar company pulled its cars off the lines because they did not dare to operate them. The company is defeated.” He went on to claim that General Manager Fuller knew he had

lost because he “went in the air” (became very angry) when committee members visited him on the day of the strike.

In an official statement Leabo said “I want it understood that the labor unions are opposed to violence of any kind and counsel order and decorum. All we seek is the wholesome support of a fair and impartial public and we believe we have it. The union men have not participated in any of the disorders associated with the strike.”

Meanwhile, the railway company and city authorities pointed fingers at each other: PRL&P blamed the police for inadequate preparation the day before and said, “The company is unwilling to subject either its employees or its rolling stock to the attacks of mobs. Many carmen say they are willing to operate cars under normal conditions but are unwilling to go out when personal violence is threatened.”

Acting Chief of Police Charles Gritzmacher did not accept responsibility, claiming that railway officials were at fault, “All of the violence and destruction of property tonight is entirely the fault of the street railway officials in not giving me advance notice of the strike. I was not informed that a tie-up of the streetcar lines was contemplated until this evening at 5 o’clock. ... The management of the car company, I understand, knew of the threatened strike during the morning, but failed to advise me of the matter. ... It was necessary to communicate with patrolmen by telephone and it took some time before they could reach the station.”

In case the strike continued Gritzmacher vowed “The police will not take any sides in the controversy between the carmen and the street railway company except to do police duty and preserve order and prevent the destruction of property.”

Mayor Harry Lane, who had visited the strike scene with a group of policemen to assess the situation, released his own statement:

“I believe that the police force would have been sufficient to maintain order last night had it received notice of the of the strike on time. The situation was not comprehended until it was too late to retain all of the necessary policemen on duty. So far as I am aware there has been no move to swear in extra officers, and I have neither heard of, nor recommend, calling out the National Guard.”

On Christmas day, 1906 *The Oregonian* pronounced the strike dead, even though a few union organizers would not let the matter go. “Although the streetcar strike has not been officially called off, it has apparently failed completely and is to all intents and purposes a closed incident. Leaders maintain they have hopes of winning out even at this late date, however, and declare they will continue the fight against the Portland Railway Company and the Oregon Water Power & Railway Company if it takes the remainder of the Winter and all next Summer.”

Normal scheduled service had not been restored on city lines at this time. Nighttime runs had not resumed and headways on some lines were longer than before the strike. But resumption of usual schedules was predicted within a short time.

New men were being broken in to fill the places of strikers. It was reported that around 75 carmen had either resigned or were discharged. Three were discharged on the OWP system and 33 on the Portland Railway Company lines.

The Oregonian stated that former union secretary E. J. McKenney, “prime mover in the recent strike, has left the city and this in itself is thought to be acknowledgment of defeat. The strikers are disorganized and have no prospects of winning so far as can be learned.”

In March 1907 Franklin Fuller sought to outmaneuver the union by unilaterally granting a number of their demands. Among these were an increase in wages (the second in 1907) and discontinuance of the photographic system of identification.

Fuller was quick to explain that these were the result of employee petitions and not the union.

The sliding wage scale was amended so that after the fifth-year employees would receive 30 cents an hour, which PRL&P claimed was the highest salary on the Pacific Coast except for San Francisco and Oakland. The former maximum wage had been 27 cents.

The I.D. system was quietly dropped. This allayed employee fears that it was an invasion of privacy that could easily result in blackballing if shared with other railway companies.

In this way the strikers had achieved much of what they desired even though PRL&P would not give them credit. The scheme seems to have taken the wind out of the sails of the activists, but union leaders had one last game to play, as explained in the March 5, 1907 *Oregonian*,

“In the public mind the increase in wages will be associated with the recent strike, when about 100 men struck for an advance of 1 cent an hour and some other concessions. The granting of higher wages is an increase of 2 cents an hour all along the line and puts the strikers in a peculiar position. They would be left without a cause to strike for if it were not true that a few days ago, thinking the increase might be granted, they sought to present another and amended demand for an increase of 5 cents an hour. Because the leaders had the foresight to make this move the men who walked out still have a cause.”

The union presented that final ultimatum on March 2, 1906, saying, “Ten weeks ago, when the strike was first ordered, the dissatisfied men would have returned to their places if an advance of 1 cent per hour in wages had been granted. The agreement executed yesterday and presented to the railway company called for a raise of 5 cents an hour and a 10-hour day for all motormen and conductors on a schedule of ... 30 cents for the third year.”

This last effort fell on deaf ears. Manager Fuller refused to respond and he continued to bargain with employees directly and not through the union. Fuller believed that the

carmen were satisfied, and he said most made no further complaints.

Labor leaders would eventually disavow the violent December 1906 strike. President Nels Sorenson wrote a letter to the editor on April 7, 1907, suggesting the strike had not been sanctioned and had been largely promulgated by outside organizers.

“I wish to put before the public some facts concerning our late trouble with the Portland Railway, Light & Power Company. I have been severely, and, perhaps justly, criticized for my action, or inaction, taken at the outbreak of the strike. ... the strike was hatched, instigated, and called by our secretary McKinney, and the self-styled ‘brainy element,’ Secretary McDonald, Barber Leabo and one or two others of the Trades Council.

I, being president of our union at the time, was not consulted but notified by a handbill one hour before the cars were stopped...

No, I am not trying to exonerate myself for what has been done. I had one or two things to do; one would have been to declare to the crowd at Third and Washington that the strike was illegal and tell the men to stay with their cars. Had I been given time enough to consider the seriousness of the situation, that should properly have been done. On the other hand, I, being in hearty support of our union principles, claiming the right to organize, did the other things, and asked the men to leave their cars, and the subsequent result is well known.”

The transit union did not die as some predicted. After 1907 it continued to grow and make gains for its members. There were changes in leadership and a 1917 reorganization led to the formation of new Local 757, which still represents transit operators in Portland today. 🚊



Rain; southerly winds.

VOL. III NO. 40

PORTLAND, OREGON, SUNDAY MORNING, DECEMBER 16, 1906.—FIVE SECTIONS—SIXTY-TWO PAGES

PRICE FIVE CENTS

Yesterday Was **28,046**

**Down Town Section Scene of Turbulence
Such As Has Seldom Been Witnessed
In Western City—Thousands of Peo-
ple Throng the Streets.**

committee consisting of the secretary of the union and four prominent labor leaders outside the union was appointed to negotiate with the employers. The group was empowered to call a strike provided the employers refused to meet the demands. The morning the demands were presented to the employers, the latter refused to meet them and immediately rejected them. The committee then called a vote on the strike which was taken by a show of hands, by which to sign the agreement. When the latter hour arrived, they at once demanded that the employers sign the agreement.

Mayor Takes Part.

When the police were trying to drive Washington out of the city, the governing Mayor Lusk stepped out of the crowd and tried to get the strikers to disperse, but was not generally recognized. He was surrounded by a group of the policemen down Washington street, but he refused to leave the congested district until noon.

New Zealand, continued.

The New Zealand Journal, to have the signal for the group going to the strike at 6 o'clock, and a dame and her son, who were in the crowd, were arrested at that hour. But the plans of the strikers were not disturbed, and they were supported by the company and President Bush.

sent party snook, was said to be the first man to go to his job. He was laid off at 5 o'clock and it became necessary for the committee to select another nervy man to quit the employ of the company first. This man was C. F. Freeman, motorman of car No. 324, running on Willamette Heights. Freeman's car was due at Second and Washington streets at 5:40 o'clock and the committee decided to postpone the opening of hostilities until that time.

At 5 o'clock the strike committee, consisting of F. M. Leabo, F. McDonald, E.

(Continued on Page Two.)

BYSTANDER WOUNDED IN LEG

Three Morrison street cars were stopped between Fourth and Fifth streets. In one of them were passengers, among them some women and children. The strikers endeavored to persuade the crew to leave the car, but they refused. Showing the hostility of the regular crew, strike sympathizers on the edge of the crowd threw rocks, breaking the windows of the car and forcing the passengers out. The women and children crouched on the floor between the seats until the car was cleared.

Superintendent G. C. Field of the O. W. P. was forcibly taken from a Seattle street car by a mob of Morrison street strikers and roughly handled. Morrison strikers. Field was struck and kicked and thrown down and his overcoat torn. His injuries were not serious.

"The O. W. P. has not lost a man," declared Superintendent Field late last night. "The strikers are not going to stop us from operating it if not prevented."

(Continued on Page Four.)

**CARS ARE ROCKED
AND MANY WOMEN
ARE FRIGHTENED**

in less than a minute while the car men inside, the union men outside and an occasional policeman looked helplessly on.

Then the crowd began rocking the cars. Inside No. 455 were four women passengers. "Let the women out," shouted the cooler ones, but the hoodlums paid no attention, and with shoulders to the car sides, hunched back and forth. The cars swayed like ships at sea but aside from broken windows, little damage was done. Finally the company got strike breakers on the cars and they moved up Morrison street while the mob leered.

Company Officials and Leaders of Strikers Issue Statements Concerning the Situation

At midnight the crowds had nearly all dispersed, and the streets were quiet. Most of the cars had been removed to the barn by officials or employees of the company, very little opposition being offered after 10 o'clock. The removal of the cars during the afternoon and evening would have made it impossible to carry passengers tonight, the crowds in nearly every case freely consenting to the running of the cars into the barns. The strikers are holding an all-night meeting at their headquarters in Drew hall. Pickets have been assigned to all the car barns, and any attempt to run cars out in the morning will be opposed. The union claims a victory, and the company has agreed to let the cars be moved until the company signs the agreement submitted yesterday morning.

BATTLES RAGE AROUND THE CARS

**LINE OF O. W. P. ARE
CLEARED AND SEVERAL
CARS GET THROUGH**

**STAND BY THEIR CAR
IN FACE OF THREATS
UNTIL IT IS DERAILED**

**BATTLE OCCURS IN
CAR AFTER IT HAS
BEEN LEFT BY MEN**

**Hoodlums Fight Each Other
After Carmen Desert and
Walk Away.**

One of the severest battles around a car which occurred during the night took place at First and Morrison a few minutes before 11 o'clock.

After the car had been abandoned a fight started inside the car and for 10 minutes a yelling mob surged along First street trying to strike at one young man who was supposed to be a "cash." He wasn't the right man at all, but he was willing to fight any and all comers. The police, with the exception of one or two officers, were far away and the crowd had everything

[illegible][illegible]

**POLICE ORDERED
BY THEIR CHIEF
TO KEEP PEACE**

**Head of Department Instructs Officers
to Defend the Laws But to Refrain
From Taking Sides In the Present
Industrial Controversy.**

The day relief will report for duty at 4 o'clock a. m. and either remain at the station, according to the discretion of Captain Moore, commanding the relief. The first night relief will report for duty at 8 o'clock a. m. and remain in reserve at the station until 11 o'clock noon, and report again for duty at the regular station duty time. The second night relief will report for reserve duty at the station at 12 o'clock noon and remain until 4 o'clock p. m., when the day relief will report for duty.

"Captain Bailey will detail four men each to the car barns at Piedmont barn, East Avenue and Twenty-eighth avenue, to remain on duty at the car barns there at 4 o'clock a. m. and two men to Washington and Twenty-third streets. All these officers to remain on duty until relieved by the day relief. They will be relieved by officers of the day relief if necessary.

[illegible]

THOUSANDS HAVE TO WALK
Streetcar Tieup Works Hardship on Shop-
pers and Working People Caught Far
From Suburban Homes

[illegible][illegible]

street line open. A big Willamette Heights car came down the street only to be stopped at Third street by a noisy, threatening throng at the head end of the car stool. The motorist, one of many, called out to the crowd, "Get away, fellows!" He was answered by a man, holding him, with her hand on his shoulder, stood his wife who had come to share whatever danger might

ing with the motorman and conductor to desert their posts and leave the rail to its fate. Some one jerked the train

Museum Gets Rail Donation

John Nagy

Though members Eric Sitiko and Julie Burkhart live many states away, they continually look for opportunities to help the museum. So when Eric heard that the City of Seattle needed to dispose of a stack of surplus, never used street rail, he immediately contacted us to see if we were interested.

The museum has long desired to acquire rail of this type to use for either the completion of the loop or a possible future dual gage “city car” track up the main thoroughfare at Powerland. Unlike the normal rail used for railroads, street rail has a grooved flange way cast into it – making it easy to install concrete or pavement up to the railhead for a level road surface. Though widely used for streetcar systems, it is nowhere near as common as normal “railroad” rail so it is harder to acquire. For example, the company that made this particular rail is in Germany and produces it in a minimum run of 2 miles.



Volunteers loading unwieldy 60-foot-long girder rail in Seattle. (John Nagy photograph).

The City of Seattle confirmed it was available for free if we would haul it away. However, there was only about a week and a half to come get it or it would be scrapped. In addition, this particular batch of rail was in 50 foot lengths so the weight of each stick limited how much could be put on a semi-trailer without having to get costly and time-consuming overweight hauling permits.

Eric found a trucking company that could handle it in two loads and arranged for the rental of a heavy duty forklift at the Seattle end to load the rail onto the trailers. At the museum, members John Nagy, Greg Bonn and Gene Fabryka prepared an area to unload and stack the rail (which was a great excuse to perform some overdue clean up/organization of our storage yard).

Members Vince and Tom Mendenhall volunteered to take point at the Seattle end. On Wednesday, June 22nd they met at the yard with Curtis Ailes (City of Seattle) and Andy Auxier (Stacy-Witbeck) to begin the loading.

We had originally been told that each stick of rail was 50’ long but upon arrival found them to be just under 60’ and strapped into 4-rail bundles. Even with a big forklift, 60 feet of rail wants to droop a lot on either end which makes moving it around a challenge.

Luckily, the volunteers were able to tweak the arrangements, and though it took few extra hours, they successfully got both trailers loaded and headed for Oregon with a total of 2,950 feet of street rail.

The trucks spent the night in the company yard and arrived at the Museum at 9 a.m. the next morning. Members Al Fisher and John Nagy took vacation days from their work and met up with members Greg Bonn



Greg Bonn unloading street rail at the museum. (Gene Fabryka photograph)



Rick Franklin's crew replacing ties at Powerland. (Gene Fabryka photograph)

and John Ballentine to get the rail unloaded and stacked.

The smaller forklift at Powerland was only able to handle 2-3 sticks at a time so the bundles had to be split which made the unloading and restacking take longer but it was accomplished on time and safely.

The crew from Redmond Heavy Haul were experienced and great to work with. Project cost was \$1,850 for the forklift rental (which was fully covered by a donation from Eric and Julie) and \$5,080 for the trucking (\$1,000 of which was covered by donations made by John & Joyce Nagy).

Installing the track is probably still years in the future but with this acquisition we are much closer to our goal and have greatly reduced the cost of the project.

While this opportunity allowed the Museum to acquire the rail at a fraction of the normal price, being able to respond to unforeseen opportunities such as this couldn't happen without the dedication of our volunteers and partners. Our thanks go out to the following: Members: Eric Sitiko, Julie Burkhart, Vince and Tom Mendenhall, Greg Bonn, Al Fisher, John Ballentine and John & Joyce Nagy. Our Project Partners: City of Seattle (Curtis Ailes), Stacy-Witbeck (Andy Auxier) and Redmond Heavy

Haul (Rob Elam and the two great truck drivers!) 🚚

Museum Track Improvements

John Nagy

Major improvements have been completed to the mainline and storage

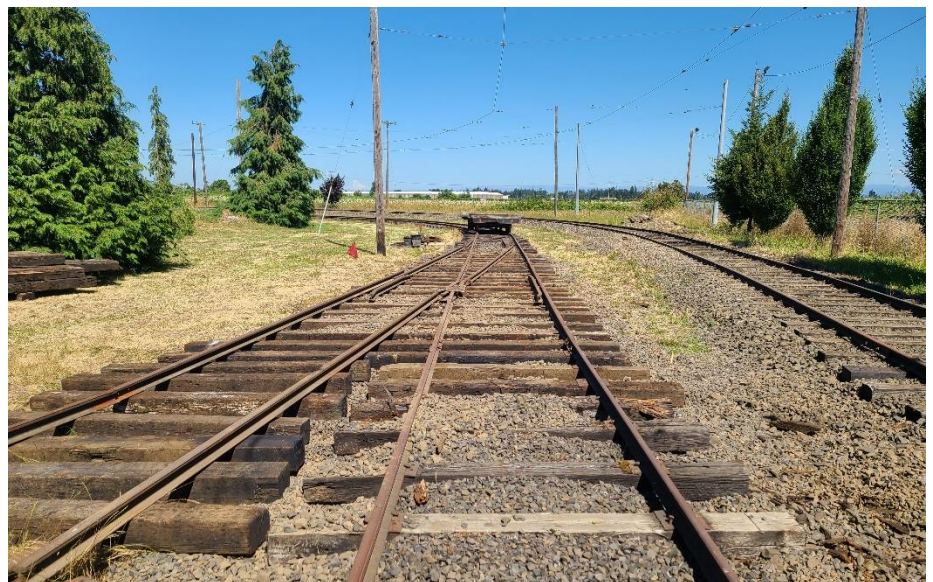
tracks at the museum. Our mainline track, originally installed by volunteers, has served us well for over 25 years. Built mostly with salvaged railroad ties and hand-tamped by using rock bars or air powered jackhammers, it now has many ties that need replacing and the entire line needs to be ballasted and tamped to level the settling of the track.

While volunteers have done tie replacements through the years, the workload has reached the point of being more than we can handle. Nowadays, there are fewer volunteers and the ones we have are not quite as physically able as they used to be!

We reached out to Rick Franklin, owner of Rick Franklin Corporation and the Albany and Eastern Railroad, for assistance, who has been a benefactor to many groups at Powerland.

About five years ago Rick approached us with an offer to send a crew, equipment, and materials to the museum to help improve the track at no cost. It wasn't a full rebuild, just some quick refurbishing of the worst sections.

Those previous improvements only took them a few days (it would have taken us a month of Saturdays) and it ballasted and leveled out the track from side to side to eliminate the twisting of Sydney car 1187 and



New switch for the storage track. (Gene Fabryka photograph)

facilitate the use of Blackpool double-decker 48.

When we contacted him this time Rick met with Greg and I to look at the track and discuss what we were looking for. Over the course of that meeting we said we were hoping to:

- Replace a large number of ties.
- Tamp ballast to level the track to reduce "roller coaster" effect.
- Realign yard lead and curve to improve the approach to the yard.
- Install a switch in the yard lead to allow construction of a storage track to serve future restoration shops.

Rick expressed his willingness to help and directed his staff to make an assessment of the state of the track. This was then compiled into a bid for the work. Rick met with us to go over it and said that overall the mainline was in pretty good condition (especially for the light loads we were putting on it), that the majority of the tie replacement was on the east side and that it would not take much to bring it to a Class I mainline rating. This level of rating is not that every tie is a good one, but rather that a minimum number of ties in a given stretch are of a quality to safely carry the load.

Rick's bid for the mainline and for the yard lead alignment and switch was a great price but it still was a bit of a sticker shock. That's when he

smiled and said if we would just cover the cost of the materials, he would donate the major portion that was labor, equipment, fuel and the disposal of the old ties. He then said if we were agreeable he wanted to get his crew in soon so that the mainline could be completed in time for Steam Up.

I presented the information to the Board who quickly realized that we would not have had the capacity (time and volunteers) to do this project on our own and that we couldn't hope to find a deal this generous again. The Board green lighted the project.

On Monday July 18th crews arrived onsite to refurbish our track. Their experienced staff and automated equipment made quick work of the mainline.

Surprisingly enough, the new ties are mostly oak since they were currently less expensive than fir – the complete opposite of normal conditions, but it just shows how valuable fir is currently to the construction community.

Construction was also started on the new switch. They had it mostly done within a few days but as part of this had to be done by hand, the excessive heat slowed them down. We let them know that portion of the project didn't need to be completed before Steam Up so they made a few temporary connections and will come back later to finish it and the track realignment. During Steam Up, the motorman and conductors noticed the improvements and the passengers had great rides.

The mainline should now be in great shape for many years to come, the yard lead realignment will



Bob Simpson completing final assembly of the 80 KWH battery in the Willamette Shore Trolley barn. (David Rowe photograph)

complement the improvements volunteers are doing to make the yard track and switches more reliable. The new switch off of the yard lead will let us move the locomotives onto a storage track where they can be seen but are no longer in the way of operations. We extend our sincerest thanks to Rick Franklin and his team for such a generous donation that we and the public will enjoy for many years to come! 🚃



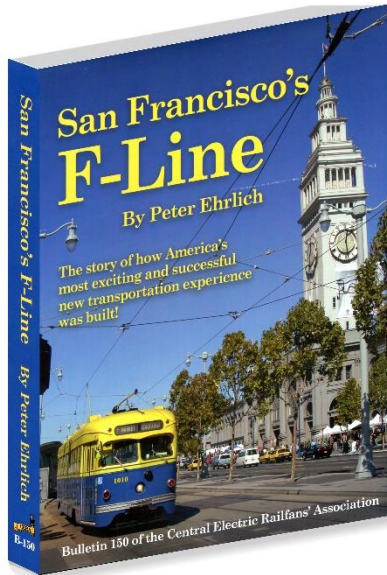
Kevin Reilly wringing out the CAM bus wires using a magnifying glass and needle probe. These tiny wires send signals from the AC motors to the vehicle control unit (VCU). (David Rowe photograph)

Vintage Trolley & Battery Project Progress

David Rowe

Each week we get closer to the finish line for the Vintage Trolley 514 battery project. It is hoped that the it will be completed by Memorial Day 2023.

Meanwhile, we can report a successful summer season with sister car No. 513 even though the runs were only four miles round trip. The shorter runs were made necessary by the trestles needing repairs. As with the battery project, those repairs are also projected for completion by Memorial Day 2023. 🚃



Book Review: San Francisco's F-Line

Richard Thompson

Peter Ehrlich. Chicago, Central Electric Railfans' Assoc., 2019 edition. 324 pp. 772 images. \$73. Hardcover.

This colorful book would make an ideal holiday gift for a streetcar enthusiast, particularly those interested in west coast traction. Retired transit operator, writer and photographer Peter Ehrlich, who was a participant in the development of the F-Line, has put together a comprehensive history of America's most successful heritage trolley service.

The book's 13 chapters range from an historical introduction to prediction of things to come. Along the way there is coverage of the historic Trolley Festivals that began in 1983 and established the practicality of operating vintage vehicles in regular transit service. Details of the track reconstruction and extensions that both preceded and followed the opening of the F-Line are explained,

as are all the technical specifications and liveries of the cars themselves. Readers are given an insight into how the famous PCC (Presidents Conference Committee) streetcars that make up the bulk of the F-Line fleet were developed and why they became an American success story that saved many transit systems from early retirement. Equal time is also paid the iconic Italian "Milanos" that have joined the PCCs and gained fame in their own right.

The famous personalities and unsung heroes behind the scenes that made the F-Line possible are given their due in the book, including Maurice Klebolt, Cameron Beach, Diane Feinstein, Rick Laubscher, and a score of well-loved operators.

In addition to the history, the author has provided an imaginary roundtrip over the line, complete with points of interest. These journeys include trips on other S.F. lines.

Most of the work is devoted to the storied line of its title, but not all. Cable cars, LRVs, trolley buses, and BART are not left out. Before concluding, Ehrlich also expands his coverage to include modern traction

systems such as Sacramento, San Diego, San Jose, and Los Angeles, heritage operations, including Dallas, Memphis, and Seattle, and trolley museums like Seashore, the Western Railway Museum, and the OERHS.

A nod is given to Portland for the role it played in building the first new streetcar system in a generation. The late beloved Vintage Trolley line is credited in a delightful section entitled "New Orleans and Portland – Two Cities Where Streetcars Work Well."

Yes, there are pictures of trolleys that will be of special interest to OERHS members. In addition to Vintage Trolley car 514, there are scenes along the Portland Streetcar lines. Perhaps best of all are views of our old friends Council Crest car 503 in two Trolley Festivals (1983 and 1985) as well as Porto No. 122, which was at the Trolley Park for a time.

About the only quibble I have with this book is its lack of individual photograph captions. I found it difficult to associate pictures with details in the densely packed layout of most pages. In spite of that, I would not hesitate to recommend this book highly. 🚃



Council Crest car 503 is pulling away from the stop at Powell Street during the first San Francisco Trolley Festival, July 24 1983 (Jeffrey Moreau photograph)

DONATION REQUEST (Tax deductible receipt will be mailed to you)

Remember the OERHS in your Will or Trust. Even a small bequest can help the museum grow!

Did You Know?

Members 70.5 years and older can make tax free donations to the OERHS from their 401(k) that count towards the mandatory percentage 2.5% that they need to take out of their IRA anyway. Consider making a donation today!

Donation Opportunities

	<u>Items</u>	<u>Description</u>	<u>Amount</u>
Endowment Fund	Endowment Fund	<i>Helps create an endowment fund to support operations, staff (future) and general projects</i>	\$ _____
Board Fund	Unrestricted Funds	<i>Allows Board to allocate funds as needed (Projects, events, car acquisition, etc.)</i>	\$ _____
Capital Projects	Phase 1 Yard Project	<i>Build a permanent switch yard (~11k)</i>	\$ _____
	Carbarn #2	<i>Build the 2nd carbarn (will also be the temporary restoration shop) – (~\$450k)</i>	\$ _____
	Mainline Loop	<i>Complete the loop for multiple car operation and operate single-ended cars. Adding ~ 2000 additional feet will complete the loop. (~\$45k)</i>	\$ _____
	Interpretive Center	<i>Flooring, archives, displays, and exterior landscaping (sidewalks, platforms, etc.)</i>	\$ _____
	Buy A Tie	<i>\$55 buys us a new fir tie to replace worn out ones (we need about 2000 of them so every single tie is a great help)</i>	\$ _____
Restoration Projects	Buy Concrete	<i>~\$120/yd³ for track, curbs, platforms, etc.</i>	\$ _____
	PRL&P #1067	<i>Help refurbish the running gear we obtained the NWRM to restore this car</i>	\$ _____
	Car Restoration	<i>All our cars need love & care and many are awaiting restoration. Donate to the car fund or specify a car. Some of the projects underway are: 813 (Broadway car), 1159 (PCC), 1455 (snowsweeper) & locos 254 & 401</i>	\$ _____ Car: _____
Specific Items: <i>(Donate items or \$)</i>	Uniform Parts	<i>Hats, pants, vests & jackets for volunteers</i>	\$ _____
Name Your Project		<i>Do you have an idea you would like to see done? Tell us about it!</i>	\$ _____
TOTAL			\$ _____

To: OERHS, 3995 Brooklake Rd, Brooks, Oregon 97303

Name _____ Date _____ Cash \$ _____ Check \$ _____

Credit Card: \$ _____ Visa ☐ MasterCard ☐ American Express ☐ Discover ☐

Card # _____ Sec Code _____ Expires _____ Signature _____

THANK YOU!