



THE TROLLEY PARK NEWS



July 1977

Oregon Electric Railway Historical Society Bulletin


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MEETING ANNOUNCEMENT

This month the members' meeting will be held on Saturday, July 30th, at the Trolley Park. As usual, business will commence at 2 o'clock to allow time for lunch together and streetcar riding. Time permitting, we will inspect the newly installed equipment from Tri-Met, including a sand blaster, sheet metal cutter, sheet metal bender, and two work tables. See you there...


New "Flag" and Historic Map

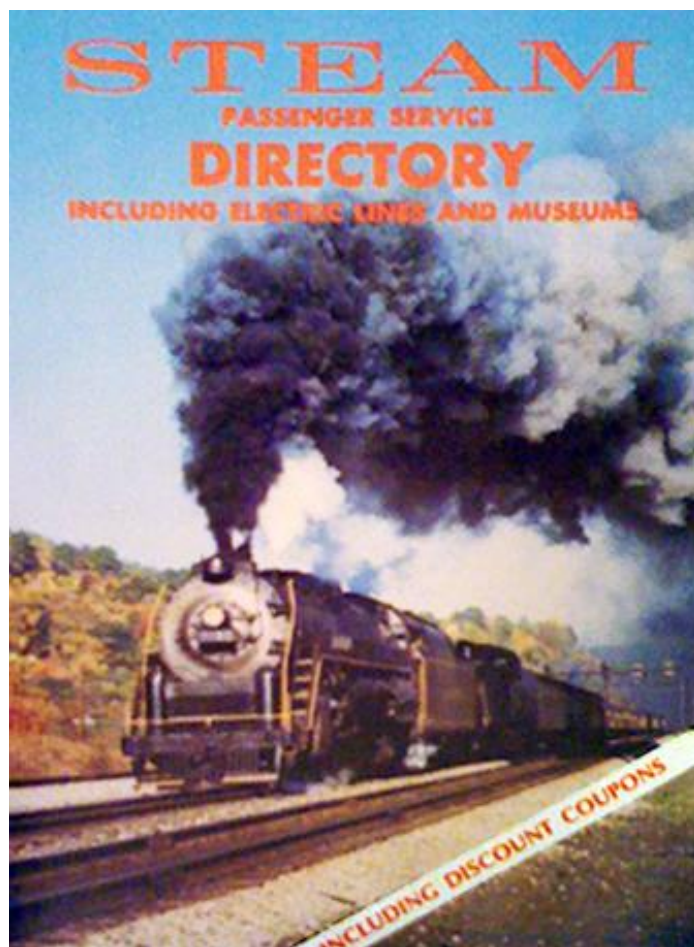
This issue of the bulletin is evidence of a PR campaign gathering momentum as we introduce a new two-color newsletter nameplate, or "flag." The inspiration for this redesign began while working on our Bicentennial projects and, many trial sketches later, you see the result. The old-time trolley theme incorporates R.R. pass lettering framed by Council Crest car logos adapted from the fine artwork done by Tim Muir.

We are also releasing reprint number four in the historic map series. This track map was produced for Portland Traction Co. prior to the 1936 franchise negotiations. It incorporates revisions made to PRL&P maps from the 1910s. When used in conjunction with the route maps published in previous bulletins, the new map should do much to explain those fascinating bumps beneath the pavement often commented on by members Bill Hayes and John Wolff. Details include double and single track, turn outs, sub stations, etc. 

Latest Guidebooks Available

Paul Class reports that two useful new guidebooks have arrived at the Trolley Park and are being sold to the

public. Members interested in obtaining them are urged to contact the Park soon. First, is *The Steam Passenger Service Directory Including Electric Lines and Museums*, 1977 edition, at \$3.00 (yes, Glenwood is included). This has become the standard guidebook and many members buy a new one each year. The second arrival is *A Guide to Fun Railroads of the West*, at \$1.50 



The Trolley Park News is published monthly by the OERHS and is available through membership in the Society. Send requests for information, or items for publication, to the Corresponding Secretary, Richard Thompson, 1836 N. Emerson, Portland, OR 97217.

Motormen Still Needed!

June and July were well-staffed with volunteer crews, but the summer is not yet over, so don't be bashful, sign up again. Dates not yet taken are July 30-31; Aug. 6-7; Aug. 13-14; Aug. 27-28; Sept. 10; Sept. 17-18; and Sept. 24-25. Send in the sign-up sheet that came with the previous bulletin. Or, if you have misplaced it, call the Trolley Park at 357-3574. Do it now...

No. 1187 Takes up the Slack While Three Cars are Side-lined

Three cars now laid up for repair may not be available for revenue service on the Glenwood Electric for the remainder of this season. B.C.E. car No. 1304 needs electrical work. A recurring problem, probably in her controller, has occasionally seen her stranded out on the line with no power. Various old tricks have usually gotten her back in motion. But earlier this summer nothing seemed to work, and she was stuck on the trestle behind the depot for several hours. Eventually, our electrical



Council Crest car 506, and sister 503, are on display in the car barn. But since they have not yet been restored to operating condition, they cannot carry passengers.

engineer, member George Hickok, was called out to Glenwood where he had to "hot-wire" the car by applying a 600-volt jumper cable to terminal strips beneath its body in order to power it back into the barn. Serious repairs may not be required, but an electrical check will take time. It is hoped that things can be fixed in time for the annual summer visit of our Canadian members! No. 1304 has also proven vital for use by the volunteer line crew, since her powerful air compressor is used to drive their power tools.

Next to the B.C.E. interurban sits car 4012, which is also laid up. The "Broadway" car has been nursed through several seasons with a worn main axle bearing, which has finally gone. No. 4012 will be used very little until a new bearing can be cast out of solid brass.

Since Blackpool "Double Decker" No. 48 is in the process of being completely re-wired, and Council Crest cars 503 and 506 are static displays, the passenger load has fallen upon Sydney "Open Breezer" No. 1187. Now if only the remaining summer weekends do not experience too many rainstorms. 🚊



While cars 1304, 4012 and 48 are in the car barn for maintenance the task of hauling passengers has fallen to Sydney No. 1187.



Span wires and poles along the old Agaard Road right-of-way leading toward the Wilson River Highway are clearly in evidence in a view of inbound B.C.E car 1304 taken on June 21, 1969. (Jack Holst photograph)

News from the Park

The new Comprehensive Employment Training Act (C.E.T.A.) crew has already accomplished a great deal this season. First, the general appearance of the Trolley Park has been improved by clearing and mowing the area around the carbarn. It is estimated that cleaning this part of the Park was the first such effort in around 20 years since many boulders, cables, etc. had to be removed.

Work on the Forest Loop track has also progressed. Trolley span wire posts were removed along the abandoned right-of-way leading to the Wilson River Highway and hauled up to the loop for installation there. Then, rail around the loop was bent to iron out various "kinks" along the line. The only setback in this effort occurred when some of the used rail proved to be too crystalline and broke (it will soon be replaced).

General Manager Paul Class over-exerted himself recently while trying to move the Gales Creek Enterprises Birney car under cover during a 4 a.m.

rainstorm! As a result he is currently having to take it easy, however work at the Park goes on. 🚃

Tri-Met Board Adopts Light Rail

The issue of light rail for Portland is far from dead. In June the Tri-Met board formally adopted a resolution committing them "to develop and operate an expanded, multimodal transit system by 1990, which includes light rail..." The Banfield corridor was given top priority in a route that would extend to East Multnomah County via tracks alongside the I-80N freeway, private right-of-way, and East Burnside Street (see the previous issue of TPN). Two alternate routes will also be studied, these being I-205 south to Lents, and I-205 north to Division Street then to Gresham. Acting Tri-Met General Manager Steve McCarthy announced that, for legal reasons, and in order to allow more community involvement, engineering studies will be conducted on all three routes. 🚃

GRAPHIC SKETCH TRACK SYSTEM OF PORTLAND TRACTION CO. PORTLAND CITY LINES

- LEGEND**
- SINGLE TRACK
 - == DOUBLE TRACK
 - - - STEAM ROADS
 - ... FOREIGN ELECTRIC
 - TELEPHONES
 - SIGNAL LIGHTS
 - STEAM STATION
 - SUB STATION
 - ELECTRIC SWITCH

REVISIONS
Jan. 1933 Retraced map, corrected to Jan 17
June 1934 Revised street names
Jan. 1935 Added phones & electric switches

