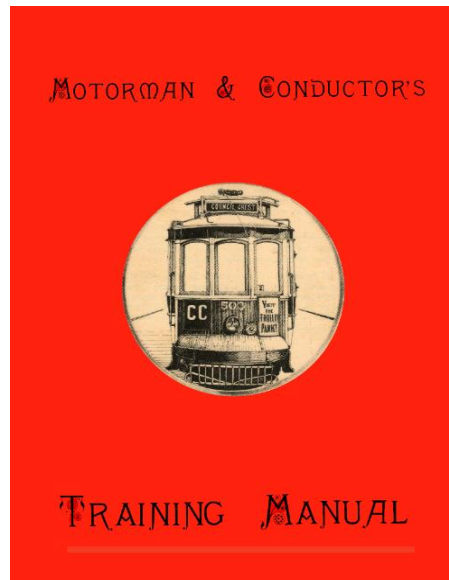


Motorman's Training Program

The recent program of instruction at the Trolley Park has been very successful. One evidence of this is that the first women crew members have been recruited! As a result, a record number of volunteers qualified for duty as motormen, conductors, and museum guides. The month of June was immediately booked solid for volunteer crews who are reported to be having a great deal of fun while performing their new duties.

This fine turn out prompted your directors to begin the preparation of a series of guidebooks to insure proper training of our growing number of volunteers. The historical *Compendium* used previously for training has been replaced by a *Motorman & Conductor's Training Manual*. This new 19-page self-instruction text is designed to familiarize volunteers with the location and function of a streetcar's controls. It contains a wealth of period illustrations and a short test. In due time this will be



Cover of the new operating manual.

supplemented by detailed rulebooks based on proven practices established by other traction museums. 🚃

Trolley Park "PR"

This month has seen the launching of an extensive public relations campaign designed

to dress up and better organize operations at the Trolley Park.

At the last trustees' meeting it was decided that our motormen and conductors should begin to wear a standardized uniform while on duty. Therefore, we have begun correspondence with uniform manufacturers in order to locate a source of authentic-looking uniforms.

We have been aided in this effort by Mr. Sloan Auchincloss of Railways to Yesterday, Inc., a sister railway museum. We plan on ordering a quantity of caps and badges to begin with and will ask that members planning on working at the Park purchase them. We are hoping to offer these at \$6 apiece. It would then be up to members to supplement this uniform cap with suits from their own wardrobe, if possible. The recommended attire will be navy blue jackets and pants. A vest would also make a nice addition, if you have one. Uniforms will be discussed in detail later, but what we are striving for is as authentic a 1910-1920 era look as possible.

MEETING ANNOUNCEMENT

This month's meeting will be held on Saturday, June 25th, at the Trolley Park in Glenwood. The gathering will convene at 2 o' clock in order to allow for plenty of trolley riding either before or afterwards. Please come, since important matters will be discussed and voted on, to include: new membership categories and dues, July and August sign-up, and ordering of uniform caps and badges.

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.



This photograph from the Portland Studio shows the type of uniform worn by carmen during the PRL&P years (1906-1924). Note the ventilated cap, double-breasted jacket, and watch fob. Names on the reverse were J. W. Wilson and C. A. Godding. (Chuck Bukowsky Collection)

The Trolley Park has also been dressed up for the public. Museum type placards have been placed on streetcars displayed in the car barn. These feature technical and historical notes about each car, along with the vehicle's nickname, in large-sized bold type. The signs will be of help to volunteers leading tours of the

barn. Future plans call for the production of an illustrated Trolley Park guidebook for visitors.

Finally, our Corresponding Secretary has produced a short 8mm movie about the Park. The 10-minute film is silent, with titles. Although strictly a "home-brew" project, it is available

to members wishing to publicize our museum to civic groups, etc. 🚃

Tower Trucks Join Trolley Park Fleet

C .E.T.A. track crews have begun stringing overhead around the new forest loop line. We hope to see the loop fully electrified by the end of this summer, although several "kinks" will need to be repaired on the tight radius curves before this great new addition to the Glenwood Electric Railway sees revenue operation.

Track crews have been greatly assisted by the arrival of two tower trucks at the Park. We now have fully operational line repair vehicles again. These are a Kenworth (circa 1939) from Seattle Metro Transit in yellow & black livery, and a Chevrolet (about 1942) from Tri-Met, in Rose City Transit cream and red. Our previous line truck (a truck body mounted on rail wheels) has been modified as carrier for an ex-Portland Traction Co. track welder. 🚃

SAE Topics of Interest

President Walt Mason informs us that the Oregon section of the Society of Automotive Engineers has slated topics that may be of interest to members. On June 24th Walt will speak on articulated buses and on July 8th Paul Class will talk about planning nostalgic streetcar systems in modern cities. These luncheons are held at Timber Lanes, 4030 NE Halsey, Portland and are open to the public. 🚃

PORTLAND TRACTION COMPANY TOWER TRUCKS



There is no information available about this mishap, labelled "The Leaning Tower of Center Street," except to say that 1930s Mack tower truck No. 26 has been knocked off balance while its crew was installing new dual wire trolley bus overhead next to the shops on Southeast 17th Avenue. Trolley buses first went into service in 1936. The bus directly behind the truck was either involved in the accident or is lending assistance. (Bill Hayes Collection)

By 1949 older style tower trucks like No. 26 were being replaced by new equipment such as GMC No. 70, seen here at the Center Street Shops. Portland Traction Company's new winged logo is painted on the cab door.



This rear view of tower truck No. 70 shows the deck fully extended and swung to one side. Note that access into the back of the truck was via a heavy sliding curtain.