



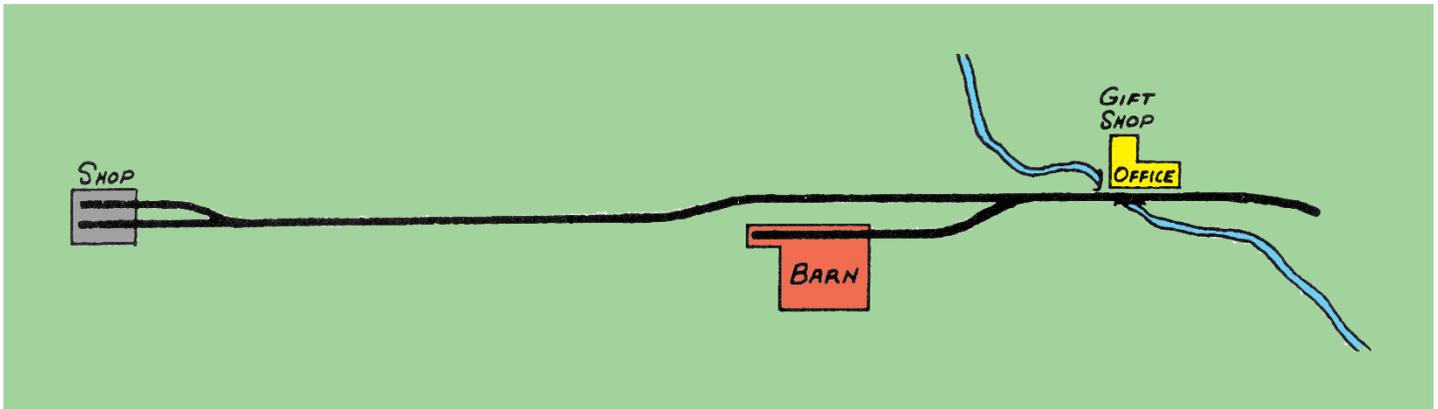
THE TROLLEY PARK NEWS



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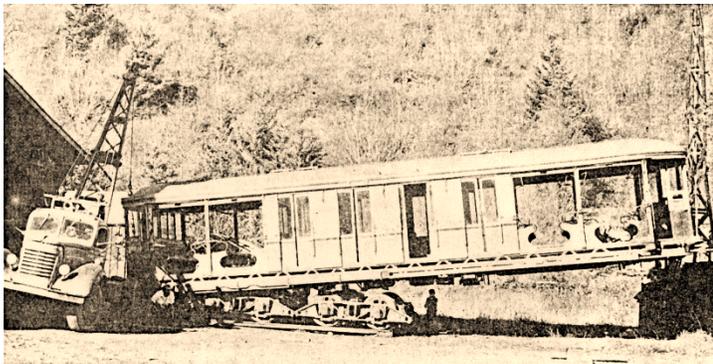
OERHS' rudimentary 3/4 mile main line as it existed in 1963 during the first year of streetcar operation at the Trolley Park.

OERHS: The First 20 Years

Since this fall marks the twentieth anniversary of the formation of the OERHS we have prepared a list of historical highlights to put things in perspective.

- Oct. 28, 1957. Roy Bonn files the OERHS articles of incorporation (Paul Class is in Korea with the U.S. Army). Membership is just four people, and there is no formal Trolley Park, and no cars. Most members are, however, active in the Willamette Valley Electric Railway Association (WVERA), a predecessor club that stored several cars at the Lake Yards on NW Yeon Street in Portland.
- Late 1958. OERHS begins publication of irregularly-issued bulletins and an annual report.
- May 28, 1959. OERHS is granted tax-exempt status, making possible tax-free contributions from members, friends, and businesses.
- Sept. 17, 1959. OERHS' first car, "Open Breezer" No. 1187, arrives at Portland aboard the Matson cargo ship *Ventura*. It is a donation from the New South Wales Dept. of Transport, Australia. (note: it was actually the fourth car on the property, since WVERA brought out Portland Traction No. 611 and Los Angeles Railway No. 1318 in 1957, and Portland Traction No. 503 in 1958 or 1959).
- January 1961. The Trolley Park site is formally secured for traction fans. Previously, both OERHS and WVERA had simply stored cars here through an arrangement with Lyda Brothers Lumber Company, which went out of business in 1959. Their mill was abandoned, and finally caught fire and burned to the ground in 1975. Their lumber-drying building, which had been built as the locomotive shed for the Gales Creek & Wilson River Railroad, was henceforth the Trolley Park carbarn.
- Feb. 5 1961. A pair of Brill 27-E trucks arrive from Australia for installation on "Council Crest" car 503.
- May 1961: the wood floor is removed from the carbarn exposing the original concrete work pit.
- July 1961. The Trolley Park property is made exempt from property taxes.
- Aug. 1961. A 375 h.p. diesel generator arrives from Minnesota. It will be used to provide 600 volts DC to power trolley operation.

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.



Volunteer drivers for the Wilhelm Company help position Sydney open tram No. 1187 on its bogies (trucks) at the Trolley Park Nov. 7, 1960. Once on the rails she was pushed into the shop.

- 1960-61. Arrival of two cars no longer in the collection, articulated Key Unit No. 169 from Oakland (too long and heavy for our line) and PTC "Hollywood" car No. 4022 (now in the Stohler collection, Hubbard).
- May 1963. Enough track laid in the barn and shop to store every car in the collection out of the elements.
- 1963. Track completed linking the shop, carbarn, and office. Two switches installed.
- June 18, 1963. First trial operation, as No. 1187 moves approximately 120 ft. over lightweight 25 lb. rail. Power is provided by a 375 hp diesel generator.
- Sept. 1, 1963. First revenue operation. Fare was 25 cents, distance traveled about 100 feet.
- Sept. 1962. The water tower that stood in front of the shop since steam railroad days caught fire and burned down.
- 1963-64. WVERA vacates the Lake Yards in Northwest Portland and moves two more cars to Glenwood: OE combine No. 65 (now at the Black Hills Central, Hill City, SD) and BCER No. 1304.
- Sept. 24, 1964. OERHS' second car arrives. No. 48 is a double-deck car donated by Blackpool Corporation.
- June 1966. Streetcar waiting station is completed with funds donated by the Pacific Northwest Electric Railway Association (PNERA).
- 1967. North Branch of the main line completed (now the bottom part of forest loop).
- 1968. Two cars arrive from the Bureau of Parks, Portland: PTC snow sweeper No. 1455 the "Broom", and PTC No. 4012 the "Broadway." It is felt they will be better protected here than in the open at Oaks Park.
- 1968-69. Main line extended to the Wilson River Highway (due to the risk of accidents and higher insurance costs this line was later cut back to Blounts Crossing in 1973, Agard Rd. in 1975, and the depot parking lot in 1976).
- 1969. A diode rectifier replaces the diesel generator used for streetcar operating power.
- 1969-70. Spur line completed from the back of the shop to Meadows Station. To reach this track cars had to travel through shop via extension cord!
- 1969-71. Roofs of shop and carbarn are rebuilt.
- 1970-76. OERHS receives local and Federal grants for the Trolley Park. In 1970 the Neighborhood Youth Corps helps with Park cleanup and manpower, in 1974-75 work-study students from Pacific University assist with research and museum tours, and in from 1975-77 Comprehensive Employment Training Act (CETA) crews lay track. During winter 1977 CETA provides a carpenter and millwright for restoration work. In May 1976 OERHS receives its first grant from the Bicentennial Commission for restoration of Council Crest car 503.
- Spring 1971. Line around the shop completed.
- Summer 1973. Washington County approves conditional use permit insuring the Trolley Park land will not be subdivided if sold.
- Summer 1974. Component group Transit Research of Oregon formed under the leadership of Dr. Larry Griffith to provide a forum for the study of new and future modes of mass transit.



Sydney tram No. 1187 at the grade crossing behind the Gift Shop in 1963. The first operation at the Trolley Park was achieved on June 18th with overhead line power supplied by a diesel generator.



This 1970s view of the Trolley Park shows the body of Puget Sound Electric No. 532 at left and LARY 1318 and PTC 4012 in a nearly empty carbarn. In the right background the Rose City Transit Company line truck can be seen in front of the shop. WVERA began storing No. 1318 at Glenwood in 1957, although its narrow gauge precluded operation over our track. "Broadway" car 4012 arrived in the late 1960s.

- Summer 1975. The powerhouse around the generator and rectifier is finally completed.
- June 1975. Horsecar restored as Portland Street Railway No. 3 is moved from stewardship at Glenwood to permanent display in front of the Milwaukie Historical Society.
- August 1975. Council Crest Car No. 506 arrives at the Trolley Park. The Portland Bureau of Parks had been storing this narrow gauge city streetcar in Tri-Met facilities following the vandalism that prompted its removal from Council Crest Park.
- September 1975. Carbarn floor is paved with concrete.
- August 1976. Wood "mini trestle" bridge built on the main line next to the depot/office.
- Summer 1976. Line opened to top of the hill beyond Meadows Station and the waiting station relocated at meadows.
- September 1976. A 30 foot extension of the carbarn floor is poured.
- October 1976. Loop tracks are laid (now work on the overhead must be scheduled).
- 1976-77. As they prepare to demolish the Center Street Shops, Tri-Met starts shipping vintage streetcar repairing machinery to the Trolley Park. We receive such items as a 1920s wheel lathe, 1880s mortise and tenon punch, and a track welder.
- Spring 1977. Two line trucks arrive at the Trolley Park. One is from Seattle Metro Transit and the other from Tri-Met (ex Rose City). The Tri-Met vehicle is placed on flanged wheels for use on the rails. CETA crews and member volunteers begin using both vehicles to string overhead on the new loop.
- Summer 1977. The first training manual is published for use during annual operators' courses. 🚃

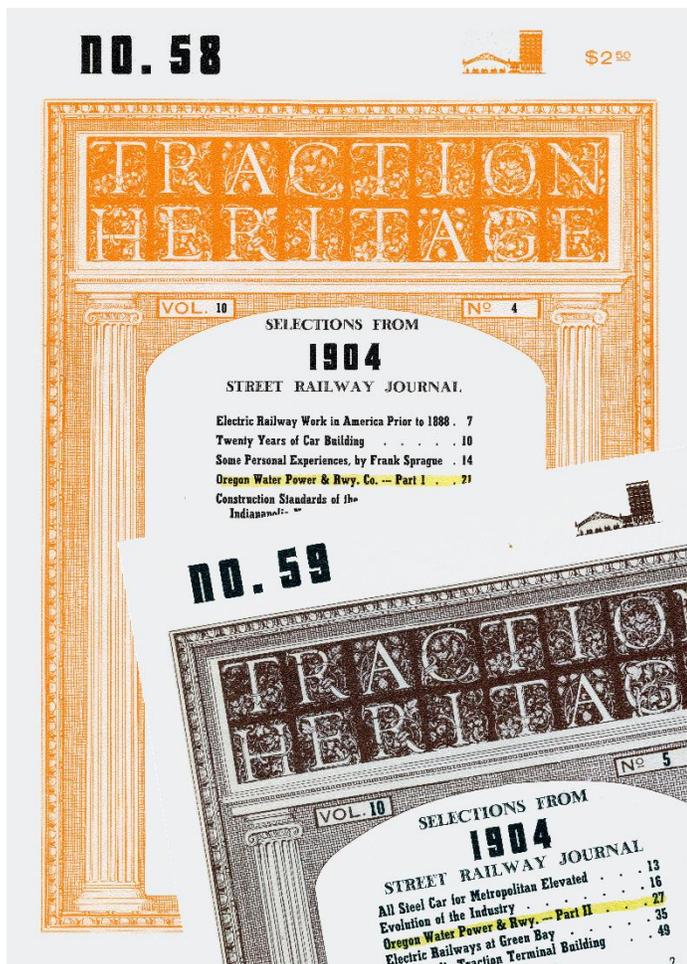


Los Angeles Railway No. 1318 was one of the first cars at the Trolley Park in 1957. It has never operated.

A Successful Off-Season Charter

Sunday, Oct. 11th dawned gray and rainy. It was not an attractive day for riding streetcars. Yet John Wolff and Dick Thompson stood in the rain at the Trolley Park in their new blue operator's uniforms. The Park was closed for the season, but they were waiting for a railroad club charter from Whitford Junior High School in Beaverton. And sure enough, the kids, led by teacher Jim Richards, showed up.

A delightful field trip ensued, in which the 20 students toured the shop, barn, and rode, of all things, the "Aussie" open car. No one seemed to mind the rain, except perhaps the motorman and conductor in those soggy caps. 🚃



Review

Fans interested in Portland area traction history will not want to be without the July and September 1977 editions of Vane Jones' *Traction Heritage* magazine,

which include selections from the 1904 *Street Railway Journal*. The Oregon Water Power & Railway Company is featured in a two-part article.

As many members know, *Traction Heritage* consists entirely of reprints from the trade magazine of electric railroading. But it is not often that we are treated to an in-depth article dealing exclusively with Oregon. Part I details the territory, construction, power transmission, and rolling stock of the OWP, and part II presents methods of handling passengers and freight, and operating facilities. There are maps, photographs, and line drawings printed on high contrast glossy stock. The issues are \$2.00 each and are available from the Vane Jones Co., 6710 Hampton Dr., Indianapolis, Indiana 46226. 🚃

Derailments for the Record Book

This season has seen a rash of derailments at the Trolley Park, largely due to the condition of parts of our line. The problem should be alleviated when Comprehensive Employment Training Act (CETA) crews begin rebuilding the old main line next Spring but, in the meantime, several operators have experienced unexpected thrills. Of course, active members will know that these derailments were not serious, in fact no damage occurred. Slow operating speeds, required safety stops, and slight grades, make dramatic derailments unlikely. Often, tourists riding the cars don't even realize they've come off the rails, since wheels don't stray more than a foot or so from the track and total distance traveled while derailed never exceeds a car length. Nevertheless, we will be glad to have this nuisance made unlikely again.

Under these unusual conditions a certain motorman known to this writer set two derailment "records" this summer (no, they were not for highest mileage traveled on the ties), which we hope will never be beaten. One record was for the least number of wheels to come off the rails (just one), while the other was for the most possible (eight).

The first derailment took place at the beginning of the loop, where the rail had not yet been ground smooth. This problem area has only plagued those operators who allow their car to coast slightly onto the as-yet-to-be electrified portion of line. The usual result is that one axle (two wheels) drops off the steel. The cure is to simply reverse and drive back onto the rails. This is possible due to the grade at that end of the line, and the fact that the unpowered axle (hence lightest) always seems to be the one that falls off. The amazing thing about the first, slight, derailment is that only one wheel slipped off the rail. The other wheel rode up on the tip of its flange, but remained



Paul Class and Greg Bonn confer after the "Broadway" car split a switch on the last day of operation and put all wheels on the ties.

on the track. Such a situation cannot be sustained for more than a few inches, especially on a curve (which this was). Fortunately, in this case, the trolley was halted the instant a wheel was felt to have slipped off the rail.

The second event was what railroaders call a switch point derailment. It happened on Sept. 25 at the main shop switch. Outbound "Broadway" car No. 4012 was running empty on this last regular operation day of the year. As it passed over that switch for the second time that day, the switch spring relaxed, allowing the point to move about an inch out of alignment. As it derailed the trolley "split" the switch heading in-between the two tracks. Within seconds all wheels were on the ties, and the car came to a stop.



Re-railing "Butterflies" were used to walk No. 4012 back onto the rails.

Things were still perfectly level, and the trolley pole had not come off the overhead wire, however, it took the next three and one-half hours to drag 4012 back onto the rails. The impressive motive power of BCER 1304 was called on for this towing job, as it has had been in the past. The interurban pulled the errant "Broadway" back onto the steel with ease. No doubt because of its powerful 100 hp motors



BCER 1304's powerful 100 hp motors towed car 4012 back on track with ease. Then the wait began for switch repair.

(compare that with the average city car hp of 25 per motor). Then heavy re-railing irons called "butterflies," were used to walk the wheel flanges back in line with the rails.

Only one revenue trip was managed in the time remaining that day. And, that ride had to wait while volunteers helped Paul Class rework the switch point alignment with a rail bender and acetylene torch to avoid further derailments. As 4012 resumed its journey the repair crew quipped, "don't expect this show every weekend folks." 🚃



A crew consisting of (left to right) Greg Bonn, Paul Class, and passenger Phil Gamelgard, realign track while motorman Dick Thompson looks on.