



THE TROLLEY PARK NEWS



Jan-Feb. 1978

Oregon Electric Railway Historical Society Bulletin

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Kent Fruitiger and Janice Beauchamp were married during a trolley wedding held September 3, 1977 at the Park. In addition to Sydney breezer 1187 a Council Crest car was towed out for the unique event.

Paul Class Visits Australia

Trolley Park General Manager Paul Class has just returned from a month in Australia, during which arrangements were made for the shipment of four Melbourne trams for use on the planned Seattle tourist trolley line. The trams, which date from the early 1920s, will be shipped to Portland one at a time and will be trucked out to Glenwood for refitting prior to shipment north. The first one was loaded aboard the ro-ro (roll on-roll off) ship *Allunga* on a 56-foot metal trailer, that had been specially built for the project by Forest Grove Iron and Machine Works. The trailer is designed to save costs since it can be driven on and off the ship and is equipped with special ramps for loading streetcars. However, problems with this method of transport have apparently arisen. According to the latest reports, the trailer was jack-knifed while being maneuvered aboard the 91-foot-wide vessel and broken brake rod and bolster-rubbing plates

resulted. We do not know what, if any, damage to the tram will need to be repaired upon arrival here.

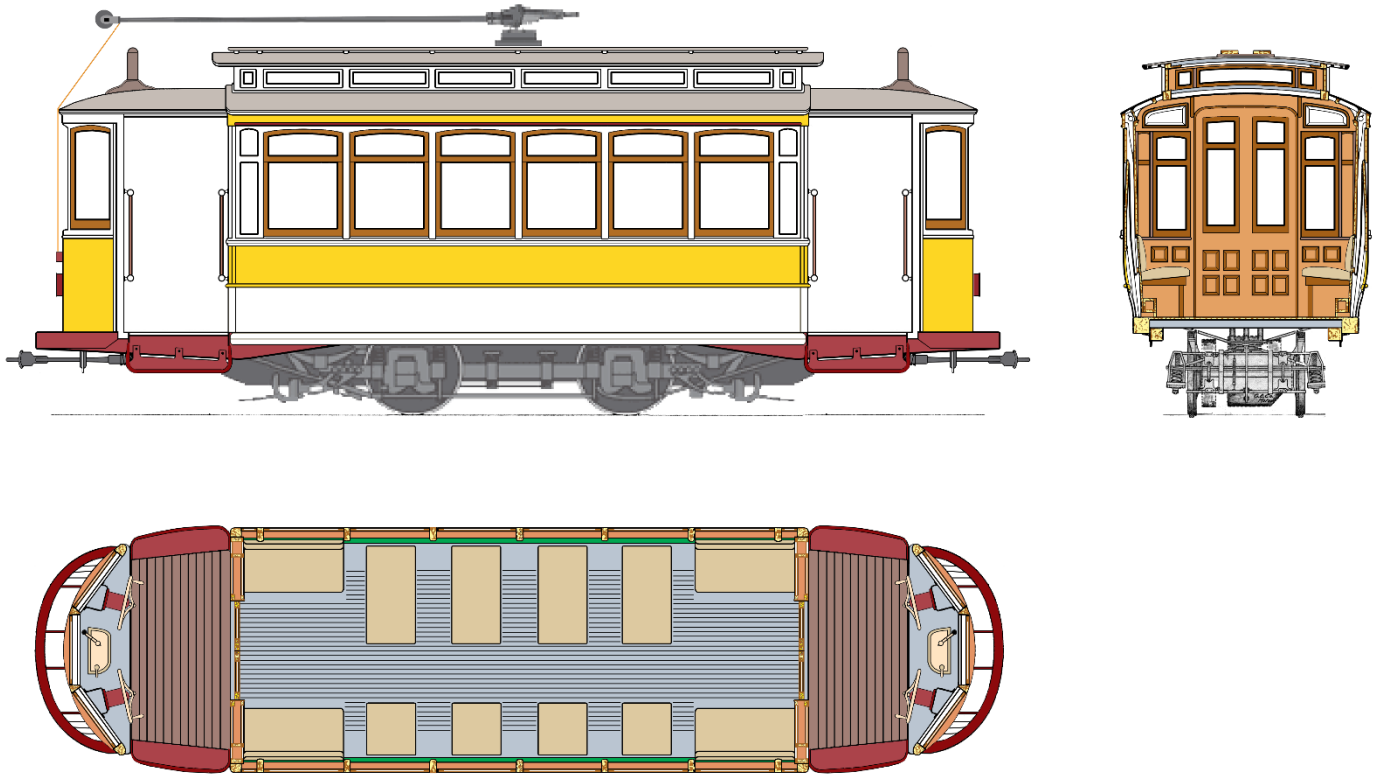
We will report in detail on the Seattle system as soon as it gets going. The semi-open Australian trams are expected to operate over leased Burlington Northern right-of-way along the waterfront below Pike's Place Market.

While in Australia Paul visited museums in Sydney, Bendigo, and Melbourne. He shot several reels of 8 mm home movie film illustrating these operations, which he will show us upon return (see banquet poster on page 6). 



Until it closed in 1961 Sydney operated the largest tramway system in the southern hemisphere.

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 drawing of a Portuguese tram is based upon the 1904 Brill diagram used by promoters of a vintage streetcar line in Portland in 1976 and is similar to trams then being imported by "international tramcar broker" Paul Class. Longer versions of this design (7 to 10 side windows) were built for Lisbon in 1900-01 and Porto in 1906-10. Later trams, inspired by Brill and St. Louis Car Co. designs, were built in Portugal.

Lisbon No. 418 Headed to Aspen

In January an open-platform four-wheeler built by the St. Louis Car Company around 1900 was resting in Portland's Albina freight yards. No. 418 was awaiting inspection by Paul Class prior to shipment to Aspen, Colorado to join a new tourist trolley operation.

The nonprofit Aspen Street Railway was formed this year to establish a vintage trolley operation as a tourist attraction in the popular Colorado ski resort. Six retired trams were ordered from Lisbon, Portugal for the proposed line. Car 418 is the oldest, having been built by the St. Louis Car Company in 1899. The 400-474 single truck "Sao Luis" class entered service in 1901 and the last of them had been retired by 1973. The other cars destined for Aspen are second generation semi-convertibles from the 508-531 class. This series of single truck trams was built to Brill specifications by Carris in their own workshops. They were the last clerestory-roofed cars. All Lisbon streetcars are European narrow gauge, running on 900 mm (2 ft 11 7/16 in.) track. 🚊



Lisbon No. 418 is passing sister 429 (body rebuilt in the 1950s) and another tram on the Graca Line in 1971.

“Hostler” Crew Shifts Cars at Trolley Park

On January 2nd a yard crew consisting of Chuck Hayden, Dick Thompson and George Hickok, were tasked with shifting the car positions of several cars at the Trolley Park. First, Broadway car 4012 was used to tow double-deck Blackpool car 48 out of the car barn with Hayden at the controller. Then, Chuck, who is a former Portland Traction Company motorman (and our resident expert whenever difficult maneuverings are called for), pulled BCE 1304 out of the barn and up the main line toward Meadows Station. At this point, ends were changed, and the car was taken down the rear shop lead (with Paul Class using a metal bar to hold the switch frog open while the car crossed over it!) and into the shop. Finally, the Blackpool car, which was waiting at the end of the main line in front of the depot, was pushed back into the car barn again. It had originally been in front of the BCE car. There was a bit of trouble en route through the yard, however, when the rails spread, allowing narrow-wheeled No. 48 to derail and fall onto the ties (gee, can't seem to remember who the motorman was for that portion of the work). All was well again after the car was jacked up, because the rails sprang back into place. Hopefully, such problems with old track will be at least partially rectified next summer when CETA (Comprehensive Employment Training Act) crews begin reworking the older portions of our line. 🚃



Edmonton LRT No. 1003 would be the first modern LRV to operate in revenue service in North America.

North America's First Light Rail Supervisor to Speak

This coming March (date not yet chosen) Tri-Met's new transit consultant Donald L. McDonald will be guest speaker at a meeting of Transit Research of Oregon. His topic will be light rail. McDonald, who was Superintendent of Canada's Edmonton Light Rail Transit, is obviously an expert in this field. Edmonton, which until 1951 operated North America's northernmost streetcar system, is in the process of completing construction of a light rail transit system begun in 1974. The 4.5 mile route, a mile of which is in subway, will utilize DuWag LRVs. 🚃

DUES DUES DUES DUES DUES DUES

Members, please note that your 1978 O.E.R.H.S. dues are payable immediately. We apologize for not getting a dues announcement to you sooner, but this issue of *The Trolley Park News* was delayed by a change in the occupation of your editor. So, please don't delay; get those checks to Treasurer George Wilcox as soon as possible. A dues form has been provided with this bulletin for your convenience. You will notice that, after holding the line against inflation for some time, the Society has deemed it necessary to raise the annual dues. But, it may help that we have also expanded the dues structure to include five different categories of membership from student to life member. Please remember that dues are for the calendar year, and do not begin whenever you renew..

Rise and Fall of the Oregon Electrics

Let's Raise a Glass
to the
Rose City Flyer

By Dick Pintarich



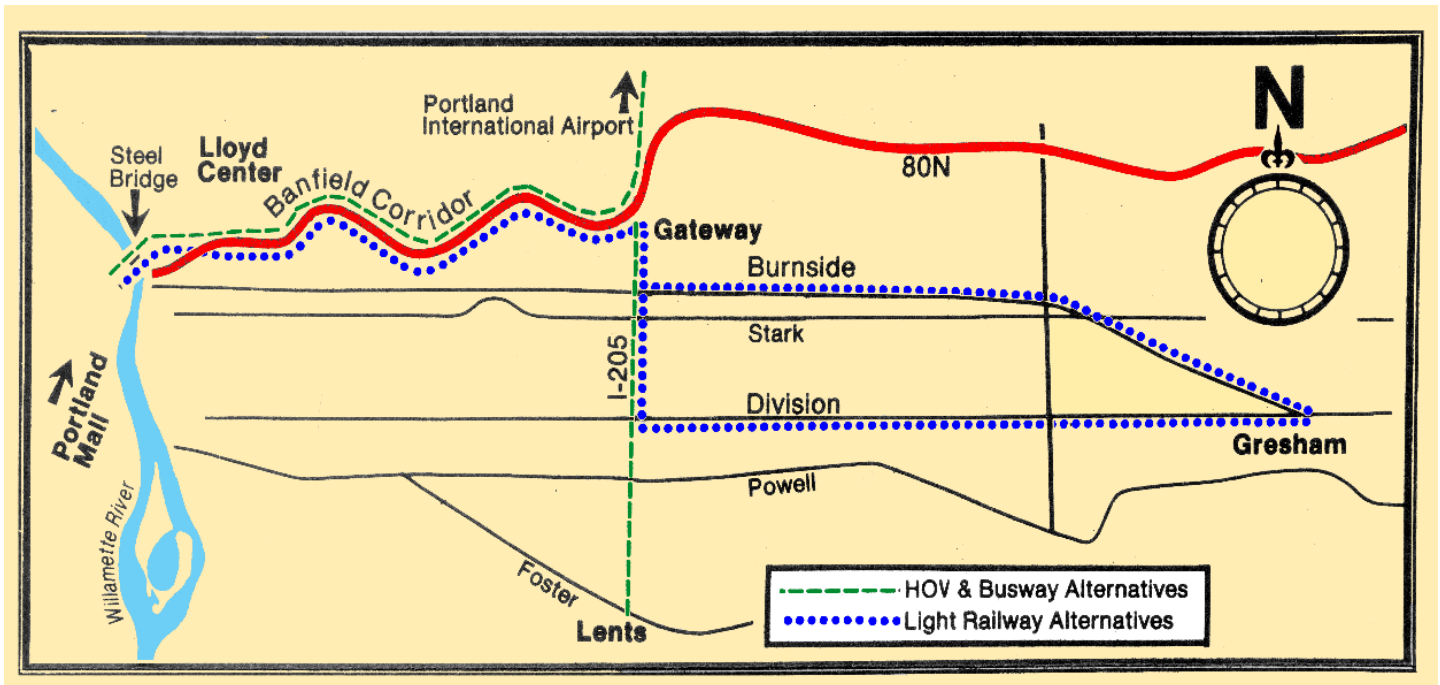
Trolley Park Helps Transport Writer Back to Interurban Era

Two unusual visitors dropped by the Trolley Park last January while OERHS members were in the process of repositioning three cars (see "Hostlers" on page 3). One of them was writer Dick Pintarich, who arrived in time to ride on the big Canadian interurban. Dick wanted to find out what it was like to ride cars like No. 1304 because he was researching Oregon interurbans for an article in *Oregon Times* magazine. Naturally, the Trolley Park crew were glad to accommodate him in this worthy pursuit by providing appropriate anachronistic sensations like the pounding of the air compressor, the clang of the bell, and the shriek of wheel flanges rounding a curve. Staff *Times* photographer Ancil Nance arrived just as we were putting the last streetcar to bed. For proper effect, the volunteers tried to move Australian "Open Breezer" 1187 out of the barn for his camera, but this proved difficult because it was discovered that its hand brakes were frozen. At first the car would not move!

Unfortunately, Nance's wonderfully campy shots of motormen Hayden and Thompson in uniform were cut by the editor due to lack of space. But, Pintarich and Nance plan to return to the Park for more photographs this spring. Members will want to watch newsstands for the ten-page article on "The Rise and Fall of the Oregon Electrics." 🚃



Interior view of one of the Oregon Electric Railway's two parlor cars (Santiam and Champoeg) shows upholstered wicker chairs, observation platform and an Atwater Kent radio. They also contained a smoking room and were equipped for buffet service. These extra fare cars were used on the "Capital City Flyer" and "Rose City Limited," which gave express service between Portland and Salem.



Light Rail Planning Continues

Tri-Met and the Oregon Department of Transportation have sponsored a number of public meetings to talk about light rail. Discussion has also been quite active in the local media. *The Oregonian* recently ran a three-part series on light rail, complete with color photos and maps. One thing is certain from all this discourse; light rail is a controversial subject.

Attention has focused on the Banfield transit corridor, which, as the newspaper pointed out, is "peppered with options." Some worry that the first freeway/transit project of its kind in Oregon may eventually revert to automobile use. However, it could also be expanded to include diamond bus lanes, while light rail trains operate on existing railroad right-of-way adjacent to the freeway. Funding is to come in part from money intended for the Mt. Hood Freeway.

The consensus so far is that a transit solution is needed in the Banfield corridor. The big question remains "what kind?" Light rail makes a very strong case due not only to its cost effectiveness, but also its lack of pollution.

The DEQ is not favorably inclined toward a bigger flow of traffic on the Banfield. Yet, as the years go by, that is exactly what is expected to occur. That is, unless some of the traffic can be siphoned off into rail vehicles. The proposed Banfield Light Rail line would also be of aid to the downtown Transit Mall. As ridership grows in the future the Mall alone will be unable to accommodate the needed buses. Bus service would have to expand to other streets, which would defeat the purpose of the Mall. Alternatively, the load on buses could be lightened by the addition of LRVs on the Mall. They would cross the Steel Bridge to and from the Banfield Light Rail line. A loop would be necessary, probably using First Avenue. At any rate, the Transit Mall will almost certainly be involved in any future light rail system.

Like the new system under construction in Edmonton, Alberta, the full potential of these light rail lines would not be immediately realized. But, by being built now their costs are kept down. The project will cost at least \$100 million (only part of which will be available from the Mt. Hood pot after the Columbia Region Association of Governments divides this up), however, that will not prove excessive in the long run. 🚃

O.E.R.H.S.
ANNUAL BANQUET

February 18, 1978
Mallory Hotel Gold Room
729 S.W. 15th Ave.
Social hour: 6:30 p.m.
Dinner: 7:00 p.m.
Cost: \$6.50 including tip
(payable at door)



***ELECTIONS**

***SPEAKERS**

***FILMS**

The highlights of the evening will be films taken by KGW TV at the Trolley Park, and new movies shot by Paul Class during his January trip to Australia featuring streetcars operating in Melbourne, Sydney, and Bendigo.

Please plan to attend, as the banquet is your Society's most important meeting of the year. You will find it to be a most entertaining evening and a chance to meet other members.



ANNUAL DUES FORM: 1978

Membership Categories and Benefits

- STUDENT** (Age 18-21) are welcome to participate in most activities, will receive the newsletter and may operate streetcars at the Trolley Park with adequate supervision and permission of the General Manager (note: minors must have a parent or guardian sign and approve his/her application form)
Annual dues: \$7.50
- RETIRED** Retain all privileges of an operating member (see below) at a reduced rate. The only requirement is submission of a letter explaining retired status.
Annual dues: \$7.50
- OPERATING** Enjoy participation in all activities of the Society except the holding of office. You will receive the newsletter and may operate streetcars at the Trolley Park upon qualification.
Annual dues: \$10.00
- FULL** Full members enjoy the greatest participation in the Society. Due to their extra contribution full members may hold office, become trustees, and vote at board meetings. They will receive the newsletter and may operate streetcars at the Trolley Park upon qualification.
Annual dues: \$15.00
- LIFE** Life members are honored, since they have made a large contribution to the Society and are entitled to membership for life (non-transferable). They enjoy the same privileges as full members.
Dues (one time): \$125.00

NAME _____ PHONE _____

ADDRESS _____

CITY, STATE _____ ZIP _____

Student Retired Operating Full Life

Please enclose payment and return this part of the form in the enclosed envelope to: Treasurer George Wilcox, c/o Sunset Tours, 610 SW Broadway, Room 205, Portland, Oregon 97201. Please be prompt!