



THE TROLLEY PARK NEWS



Summer 1978

Oregon Electric Railway Historical Society Bulletin

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Forest Loop Line Begins Service


Skeptics said it would never come to pass, but now, after nearly ten years of planning and hard work, the mainline loop at the Trolley Park is in regular operation! Work began about 1973, when rail removal started on the old mainline tracks to the Wilson River Highway. Over the next few years, as crews doggedly took out track, the mainline shrunk in stages. Then relocation work began as rail was laid at the other end of the line above Meadows Station. By 1976 the line had been extended from Meadows up to the top of the grade just before the curve at the start of the loop. The waiting station was moved up to the Meadows in anticipation of larger crowds awaiting streetcars there. By October of that year the entire loop had been installed. The next summer crews began to put poles in place and affix bracket arms and cross spans. Finally, during the early summer of 1978, a crew consisting of Roy and Greg Bonn, Don Burkhart, George Combs and Keith Stephenson strung the last segment of wire onto the spans. In May Sydney car 1187 trundled onto the new loop for an initial test run. We are not counting the experimental runs made the previous summer when several motormen coasted off the electrified portion of the line to see how far they could travel over the newly



Sydney No. 1187 has made it around the tight 54 foot radius curve on the new loop track at the Trolley Park. This popular new line opened in May. (Charles Hayden photograph)

laid rail. Those non-sanctioned experiments usually resulted in minor derailments. But the honor of being first around the loop was not to fall to the open car; her wheel flanges proved too small for the still-rough new track and after several derailments she was returned to the car barn. The Broadway Car (Portland Traction 4012/PEPCO 813) was brought out to take her place and, on May 28, 1978 at 2 p.m., was the historic first car around. Since that date the rails have been ground so that both the "Aussie Car" and the "Broadway Car" have been making regular weekly revenue runs around the loop. All that remains to be done now is the dumping of additional rock ballast.

Needless to say, the loop has proven very popular with the riding public. Some even say that this has become the most scenic route yet built by an electric railway museum (not counting runs over former mainlines, of course). One thing for sure; it extends the length of the mainline to nearly two miles and adds more diversity and interest.

Several changes have been made in operating procedures at the Park due to the new line. Now the shop switch is taken with power on when outbound. Operators need to apply a fair amount of brake and notch the controller up to 5 in order to get that old line frog to throw, or they will lose the pole. Then the loop switch requires either a two-man crew, or a stop, since it does not have an automatic frog and the pole must be moved by hand. Once through the loop switch you travel up a fairly straight elbow of new track, then around the top of the curve (watch the overhanging vestibule as it swings out to negotiate the radius) and into a long coasting run down to Meadows Station. Both switches require no tending on the return trip. If you haven't yet ridden over the new line, come on out. 

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.



Melbourne & Metropolitan Tramways No. 512 at the Trolley Park awaiting inspection by officials prior to delivery to Seattle. (Richard Thompson photograph)

Second Australian Tram Arrives

The second of the three Australian streetcars for Seattle's tourist line has arrived at Glenwood (the first car left the Park for storage in Seattle in March of this year). As with the previous tram, this one arrived on board the steamship *Alunga*, but unlike her sister, No. 512 sustained less damage (only a broken running board and a few dings and scratches). The ex-Melbourne & Metropolitan Tramway Board vehicle will be at the Trolley Park until August 13th so members who wish to take pictures should hurry. While awaiting the arrival of Seattle Councilman George Benson (who proposed the heritage trolley line) and several other officials and engineers, tram 512 will undergo the usual tests, as well as touch-up paint and some new wiring. Like the others, she is a W-2 class car and is still equipped with trucks and motors. Approximately 100 of these classic trams remain in Australia. She is in beautiful condition and worth a trip to Glenwood to see. Oh, and don't forget to sit in the tiny motorman's compartment. The platform is so small the motorman's seat is mounted on the vestibule door. 🚃

New Landlord for OERHS?

Paul Class, General Manager of the Trolley Park at Glenwood, and owner of the 50-acre site on which our museum is located, has begun negotiations to sell the land to the American Village Institute. AVI is a non-profit educational institution offering training and apprenticeships in traditional arts and crafts such as

farming, carpentry, metal working, printing, and crafts. AVI seminars have been held in California, Colorado, Florida, Illinois, Indiana, Michigan, Pennsylvania, North Carolina, Oregon, and Washington. They hope to utilize the Glenwood location for a regional apprenticeship training center focusing on such crafts as metal and woodworking. Shops, and possibly a water-powered mill would be designed to preserve the park nature of the site.

OERHS officers feel these activities would be compatible with our museum and mutual benefit could result. Their program would fall within the conditional use permit and zoning laws under which the Park now operates. It should be pointed out that this would not be a merger. OERHS members would be under no obligation to join AVI and the sale would not affect our lease on the track right-of-way or museum buildings. Our current lease will remain unamended for many more years. Nor does the proposed sale have any effect on OERHS property, including rolling stock and tools. We would merely gain a new landlord that is also concerned with the goal of historic preservation. If the sale goes through Class would continue to function as he has in the past but would have the additional responsibilities of an AVI regional coordinator. 🚃



As can be seen in this picture taken after they were delivered to Seattle, the operating platforms on the Melbourne W-2 class trams are small when compared with U.S. streetcars of similar vintage..

ARM Convention Coming Up

The Association of Railway Museums will be holding its annual convention in Union, Illinois September 15-18, 1978. The base motel this year will be the Ramada Inn just north of Elgin. This year's host is the Illinois Railway Museum in Union (25 minutes from Elgin). The program will include screening of old traction and railroad movies, a chance to operate equipment at the museum, seminars on grant writing, museum administration, way construction, and car restoration, and a free copy of the 1924 *Electric Railway Directory*.

The OERHS has been represented at this convention for several years and we encourage members to attend. For registration and housing details contact Jim Johnson, Convention Chairman, 1 N. 740 Burr Oak Rd., West Chicago, Ill. 60165. Telephone (312) 293-0431 (evenings). Registration cost is \$25; meals \$20, bus transportation \$5. Tours are extra (collected at the convention). 🚂



available at an instant's notice) have resulted in a lack of firm scheduling. However, this promise is given: even though publication dates may be irregular, the number of pages, photographs, and quality of the bulletins issued will continue to equal the previous 12 to 15 pages per year (i.e. combined issues will be of greater length). Meanwhile, meeting notices will be mailed out separately as the need arises. 🚂

Consultants Young and Archibald to Assist with Museum Plan

The OERHS has acquired the services of two museum consultants through a grant from the National Endowment for the Humanities. David A. Young and Dr. Robert Archibald have already begun meeting with the board to discuss goals. Archibald is from the Southwest, Young from the East. Both have had wide experience in museum management, writing, and research. Their recommendations will be incorporated into a plan for turning the Trolley Park depot into a true museum interpretive center. That is, a building that will house displays, photographs, gift shop, ticket booth, and museum offices.

Although these plans are long-range, Paul and Sonya Class have already moved out of the depot. They are now living in the Puget Sound Electric Railway parlor car adjacent to the car barn. As a result of these conferences a committee is now rewriting the OERHS bylaws. Goals yet to be formally adopted include fund-raising, new signs, working equipment displays in the barn and shop, new cars, and future track extensions. 🚂

News from the Trolley Park

Newsletter Schedule Varies

You may have wondered at the irregular publication of this newsletter lately. The Corresponding Secretary apologizes for any inconvenience this may have caused. New career responsibilities and the lack of access to an offset press and composing equipment (formerly

This summer the Trolley Park has witnessed record crowds due to the new loop track and increased publicity. The biggest surge followed a two-page article that appeared in the Travel and Beyond the Northwest section of July's *Sunset Magazine*. The story, which included photographs, was on the theme of old-time trolleys rattling through the woods near Portland. It was the result

of photographer Ancil Nance visiting the Trolley Park last January for an *Oregon Times* feature. He contacted *Sunset* editor Fred Nelson with the idea of an article on the Park. Nelson was interested, so he flew to Portland in April to have a look at the Trolley Park. The resulting article was timely since it was published at the height of the tourist season. Your editor can attest to several trips with full cars (more than 40 riders) on the Saturday after the issue came out. If you find a copy see page seven.

Motormen at the Park are handling the crowds in style this year following the arrival of uniform caps and old Portland Traction Company badges. Not a single motorman has stepped into the vestibule without wearing at least a partial uniform. Many have gone a step farther, coming up with their own navy blue vests, jackets, and pants. The effect is very professional and has drawn favorable comment from the public. If you would like help obtaining a uniform please contact the Secretary.

Those of you who have asked about membership cards will be pleased to learn that Treasurer George Wilcox is now printing a new batch that will be ready for distribution shortly. In the meantime, we know of no one yet being refused admission or member privileges at the Park. 🚃



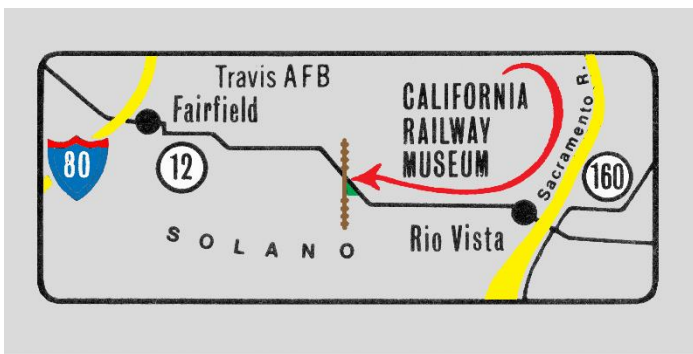
Once part of a house, Petaluma & Santa Rosa 63 has been at the museum since 1967. The wooden combination baggage and interurban car was built by Holman in 1904. (Thomas Beutel photograph)

Electric Railway Association's California Railway Museum with eager anticipation for both a useful and entertaining trip. Both objectives were assured by our friend Jim Freeman of Burlingame, California, who kindly provided a guided tour of the facilities.

The California Railway Museum is located midway between Fairfield and Rio Vista Jct., California at a long-forgotten Sacramento Northern Railway transfer point. The area, which is an hour's drive northeast of San Francisco, is flat, dry, and hot. It may seem like an unlikely place to build a railway museum, yet a dedicated group of volunteers have successfully done so, and with limited time and funds.

The CRM facilities may be utilitarian, but they yield impressive results. The layout includes a giftshop/office located in the old SN depot, a bunkhouse for overnight visitors, a well-equipped shop, two powerhouses, two waiting areas, a picnic ground, static displays, and a large corrugated metal carhouse. Their mainline, like our own, employs both loop and straight sections. The straight track parallels the SN line for a good distance, and it is easy to imagine you have slipped back in time while bowling along this right-of-way aboard an old interurban. To add to the diversity cars are changed at least every hour!

A car barn containing approximately 50 mostly restored vehicles, makes such dreaming easy. The incredible CRM collection includes a Petaluma & Santa Rosa combine; SN Birney 62, Muni No. 578 (on loan from Muni and one of the oldest trolleys in the U.S.), S.F. Muni No. 1003 (a pre-PCC "Magic Carpet" car), a CRANDIC high speed



A Visit to the California Railway Museum


People involved in museum operation know that a chance to observe the workings of another museum can be a valuable experience. So, your Corresponding Secretary looked forward to a visit to the Bay Area



Sacramento Northern Birney No. 62 was built in 1920 by the American Car Company in St Louis, Mo. for the San Diego Electric Railway as their car 301. San Diego sold it to the Sacramento Northern in 1923. (Richard Thompson photograph).

suburban with dual air horns, a Blackpool "Boat Tram," Key System city car No. 271, two Key System articulated Bridge Units (in different liveries), steeple cabs 652 (SN) and 1001 (Key System), a New York "El" car brought out

to California during World War II, a New York Third Avenue car (unrestored, but the only one of its kind left), and a Salt Lake & Utah interurban parlor car (complete with overstuffed chairs, stained glass and toilet).

There are also three especially interesting cars that saw service in Portland; Portland Traction 4001 (returned to its original Indiana Railroad livery), Portland Traction 4011 (formerly a Key System car), and the Oregon Electric parlor car "Champoeg." Some OERHS members may remember the first two on Oregon City or Gresham runs, and the *Champoeg* was, of course, at Glenwood for a time. It is encouraging to report that the CRM crew are doing a beautiful restoration job on the parlor car. New siding has been specially milled for this car in order to blend perfectly with the original woodwork. Walls are being moved back to their original locations (changes were made while this car served in Canada as the *Bridge River*). All of this is indicative of the quality of work done at Rio Vista, which ranges from carpentry to hot-riveting. It is not unheard of to spend as long as nine years restoring a single car to perfection. Restoration efforts and riding cars certainly makes a trip to the California Railway Museum worth it. We highly recommend it. 



Cedar Rapids & Iowa City 111 is a lightweight, single-end, interurban with small baggage compartment. It was built in 1930 by the Cincinnati Car Company for the Cincinnati & Lake Erie R.R.. (Thompson photo)

Deck-roofed, double truck, Key System 271 was built by the St Louis Car Company in 1901 as Lehigh Valley Transit Company 139. Oakland Traction Company bought the car in 1904. (Richard Thompson photograph)





As can be seen, the Pacific Great Eastern Railroad office car "Bridge River" was in rough condition when it arrived in 1974, but CRM volunteers are restoring it to its 1912 appearance as the Niles-built Oregon Electric Railway parlor observation car "Champoege." (BAERA photograph)



Restored as Key System 987, from 1948 until 1958 this car was loaned to Portland Traction Co., which renumbered it 4011. The lightweight, steel streetcar was built in the Emeryville shop in 1927



Another Portland Traction veteran, this 1926 lightweight, double truck, steel Kuhlman Car Company product has been restored to its 1931 appearance as Indiana Railroad No. 202. From 1940 to 1958 it operated as No. 4001 for Portland Traction Company.

Oregon Electric Railway Historical Society, Inc.

Meeting

Operating
The Trolley Park
7:30 P.M.
T U E S D A Y
DECEMBER 12, 1978

Meeting

AT: Far West Federal Savings Community Room,
4770 SW 76th Ave., Portland.
(Across from the Raleigh Hills Fred Meyer Store, has time-temperature sign
observable from Beaverton-Hillsdale Hwy.)

- ❖ The mystery guest announced at the last meeting is Earl B. Richardson, who will present the society with his collection of pictures and memorabilia. Some predate his start with Portland Traction in 1919. Earl was in charge of equipment until his retirement in the mid-1950s, reporting to General Manager Gordon Steele. These two men were your president's key contacts for ACF-Brill. Earl was nationally prominent with ATA and Society of Automotive Engineers.
- ❖ Paul Class will show slides and movies of the Trolley Park and other operations here and overseas, which we will be seeing for the first time.
- ❖ Call for ideas on a possible entry in the Rose Festival Starlite Parade.
- ❖ We will start planning our Annual Banquet and want your input.
- ❖ With our expanding museum facilities and activities we see the need for participation by committees and committee chairman. We hope for ideas on this as well as new volunteers. Some of this is coming about from our consultants' study and our current application for funding to implement recommended new areas.

Why not bring a guest?

Why not bring several?

TRANSIT RESEARCH of OREGON

Forum for the Study of Present and Future Transportation Technology