



THE TROLLEY PARK NEWS



Winter 1978

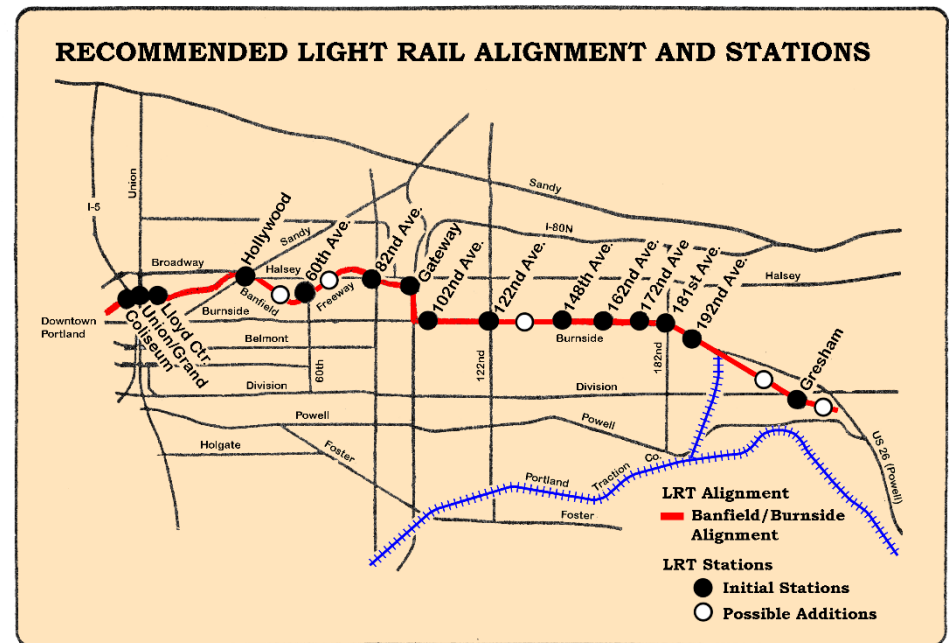
Oregon Electric Railway Historical Society Bulletin

Vol. 19, No's 9-12

Yes, to Banfield Transit Project

The Banfield Transitway Project has come a long way since Governor McCall's advisory committee first began to study transit alternatives some five years ago. Tri-Met, which finally championed the light rail mode, is slowly clearing the required bureaucratic hurdles. So far, these steps have met with nearly unanimous approval for light rail; the Tri-Met board itself voted the first "yes" in September (the vote was 4-1 with 2 abstaining), the Multnomah County Commission were all in favor (5-0) when they voted in October, the Gresham City Council voted 6 to 1 "yes," the Portland City Council did likewise (the vote was unanimous in favor, but with Mayor Ivancie absent), followed by a unanimous vote in favor from the Columbia Region Association of Governments (CRAG). Somewhat surprisingly, Oregon's new governor Vic Atiyeh has agreed to place light rail in his budget.

The remaining hitches are mostly at the state or federal levels. The Oregon Dept. of Transportation was expected to give the project their blessing. But so far, they have failed to vote on it at all, arguing that their concern is only



The inclusion of the remaining Portland Traction Co. trackage makes for an interesting comparison on this map of Tri-Met's planned light rail route.

with the highway aspect of the Banfield Plan (yet they are no longer the Highway Dept.).

On the national level, the Urban Mass Transit Administration (UMTA) has also created further delay by asking that Tri-Met add yet another bus study to their already voluminous proposal. The new request is for inclusion of articulated buses in the planning. As Tri-Met added this mode, citizens may have noticed a strange new bus on the downtown Transit Mall, and several select lines, in early December. This was a cherry red Ikarus articulated bus from Hungary. The 60 ft. long eye-catcher was driven about town by Anna

Laszlo, the Budapest Engineer who designed it. It was part of an experiment to see how the articulated buses would work in Portland, and has now moved on for trials in other US cities. When all the new planning is completed Tri-Met hopes that UMTA will grant them permission to proceed. Another national agency, The Federal Highway Administration,

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1978 ARM convention delegates toured the facilities of the Illinois Railway Museum in Union, Illinois and rode equipment such as the large Illinois Terminal train seen here, built by the St. Louis Car Company in 1913. (CERA Archive)

seems to be awaiting final word from the other groups before making its decision. In the meantime, local groups will be wrangling over the eventual downtown alignment, location of stations, etc. We have included a map to help you see how things are shaping up and will endeavor to keep you posted as the LRT situation evolves.

In October Portland Mayor Neil Goldschmidt joined with the mayors of Seattle, Boston, Philadelphia, Dayton and Hartford to lobby Congress for passage of the Surface Transportation Assistance Act. The act would help cities trade interstate highway funds for transit projects. 🚃

ARM Convention Report

Dr. Larry Griffith represented the OERHS at the Association of Railway Museums annual

convention, which was held September 14-17 in Chicago. This year's meeting included a visit to the Illinois Railway Museum in Union, which Larry says is very well laid out (see photograph). Equally enjoyable was a trip into Chicago to examine the CTA's Skokie Shops and ride the elevated. Then the group went to Randolph Station and took the South Shore Electrics to South Bend. Larry reports that riding what some describe as the last true US interurbans was thrilling, even though the equipment is worn.

The convention also offered the usual clinics dealing with museum management, equipment maintenance, gift shop operation, etc. Larry says that grants were discussed with representatives of grant agencies such as the National Endowment for the Humanities, and he was pleased to notice that the OERHS is on the right track.

Meetings were held in the little American Legion Hall at Union, and in meeting rooms of the Ramada Inn in Elgin. Various books were either handed out or sold at these venues (members will recall that Larry displayed these at a recent meeting). 🚃

News from the Trolley Park

Although winter is a slow time around the Trolley Park, many things continue to be accomplished. This is particularly true of restoration projects. Here is a run down of things being done in chilly Glenwood.

BCER car 1304 was recently outshopped sporting a new bit of paint and a repaired roof and window sash. Her movement started a shuffle of equipment between car barn and shop.

Blackpool double-deck tram No. 48 will be moved into the shop for heavy restoration. It is hoped that she will be finished by next summer. Work also continues on Council Crest car 503. Wouldn't it be fine to see all three cars in service this coming season?

Your directors have also been talking about new acquisitions for the OERHS collection, a subject that was brought up during meetings with the two grant consultants last summer. Current thinking supports the addition of a single truck car, either open or closed, and perhaps a PCC to round out the collection.



Portland Traction Co. Supt. Of Equipment Earl B. Richardson poses with a new Mack 900 series bus c. 1948.

In the meantime, the proposed sale of the Trolley Park to the American Village Institute awaits a decision in early 1979. Aerial photos of the land have been taken and sent to their engineers.

In news of members we offer a tip of the motorman's cap and a clang of the bell to OERHS Treasurer George Wilcox, who is moving to California.

George has long been one of our most supportive members, serving as treasurer and a member of the board of trustees. We will certainly miss him and wish him the very best in his new home.

During the transitional period between treasurers, we ask that members be understanding of any delays. We will get 'er back 🚃 on track as quickly as possible.

Richardson Collection Donated to Archive

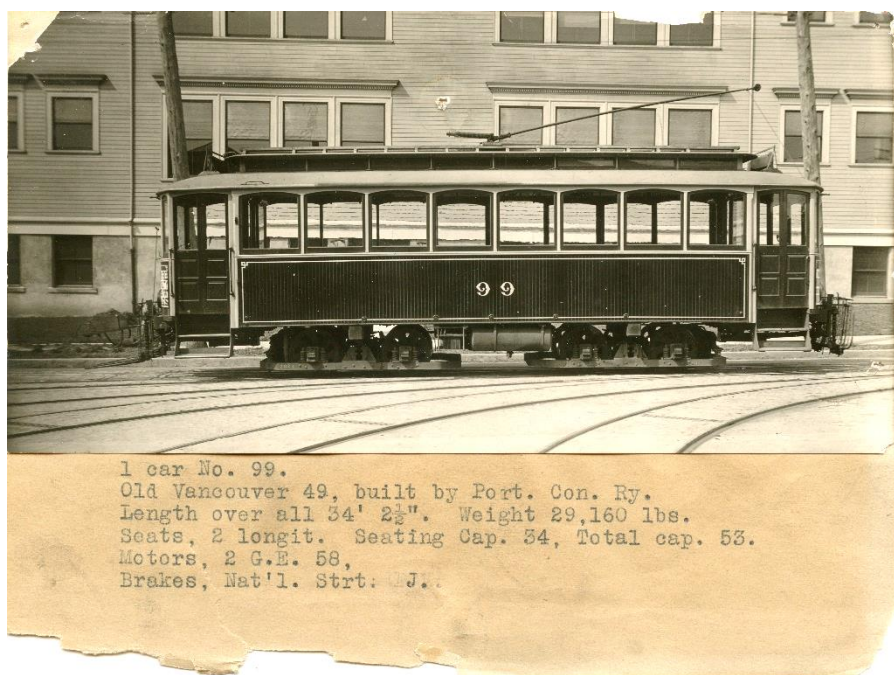
Earl B. Richardson has donated some 200 historic photographs and documents to the OERHS archive. Mr. Richardson was to have been the guest speaker at our December 12th meeting, but was detained by an untimely winter cold. We hope to see him at a future meeting. In the meantime, Dick Thompson and Bill Hayes paid him a visit and picked up the very interesting collection. Copy negatives are now being shot and the images indexed.

Richardson worked for the Portland Traction Company from 1919 until 1958 and by the 1940s had risen to be Superintendent of Equipment. By that time most of his job dealt with gasoline buses,

but there are 38 streetcar photos in his collection, so there is plenty to be learned about Portland railway history. We are very grateful for the donation. 🚃

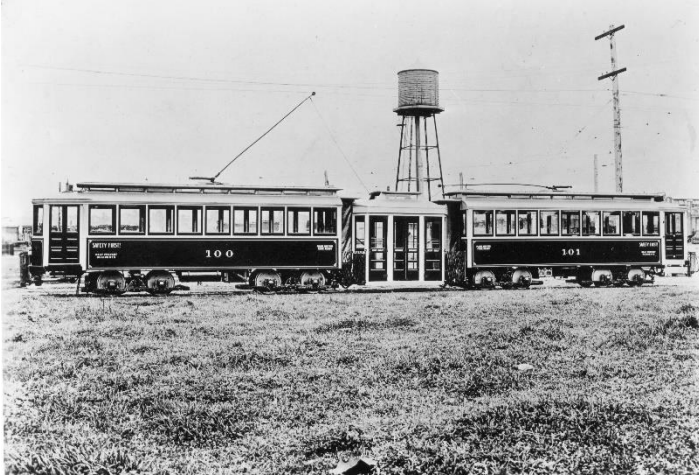
Museum Plan Published

In September the OERHS released the Trolley Park museum plan that resulted from summer meetings with professional consultants. The 45-page, spiral-bound, "1978 Museum Planning, A Grant" was made possible through a grant from the National Endowment for the Humanities. It focuses upon turning the Trolley Park depot and car barn into more formal display areas. Each concept is illustrated with line drawings, maps, and photographs.



No. 99 was the oldest car found in the Richardson Collection. Like many photos this one was glued to a flaking sheet of paper upon which statistics had been typed. It is shown here in original condition, complete with thumbtack hole in the center.

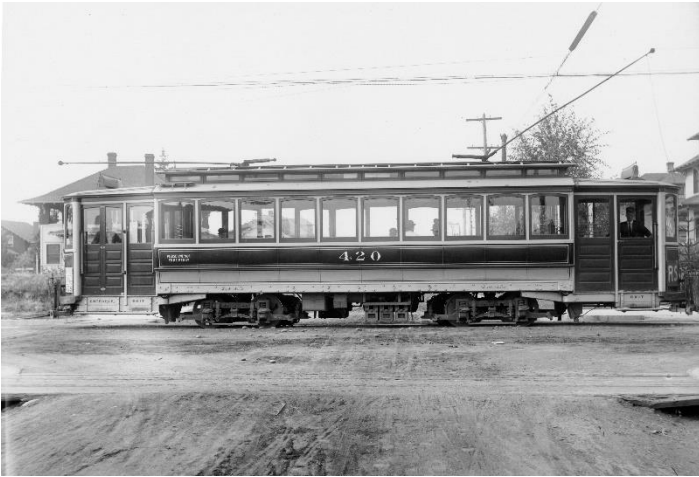
Photos from the Richardson Collection



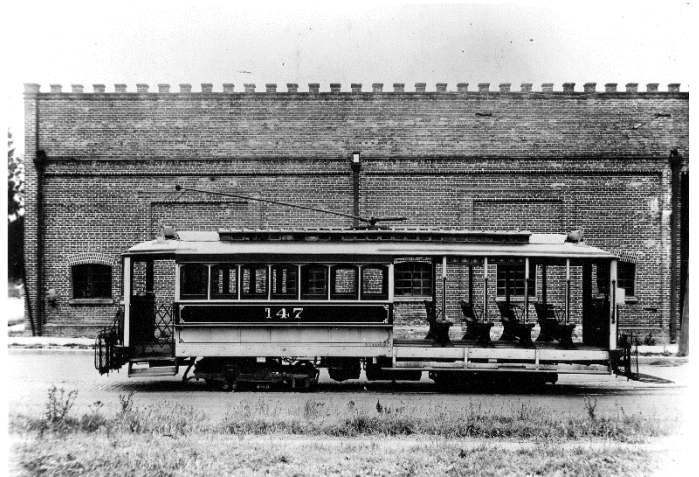
No. 100-101 was an experimental "two rooms and a bath" articulated car built by joining two older cars and removing platforms at one end.



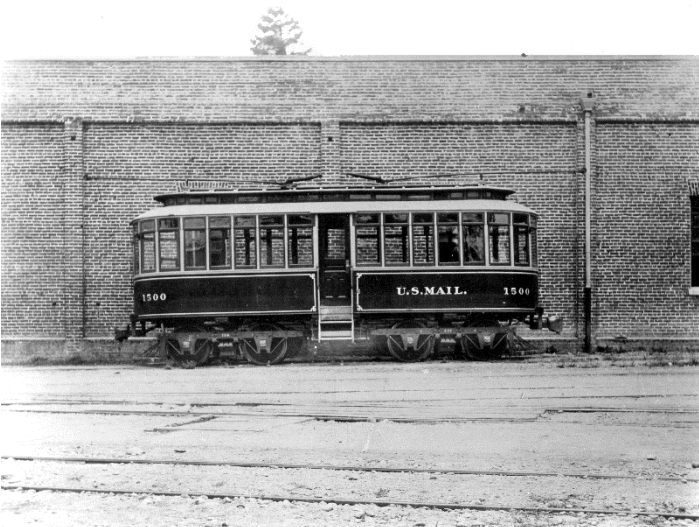
The first Fuller Standard cars were created in 1902 by adding large platforms and a second truck to old single-truck Pullmans.



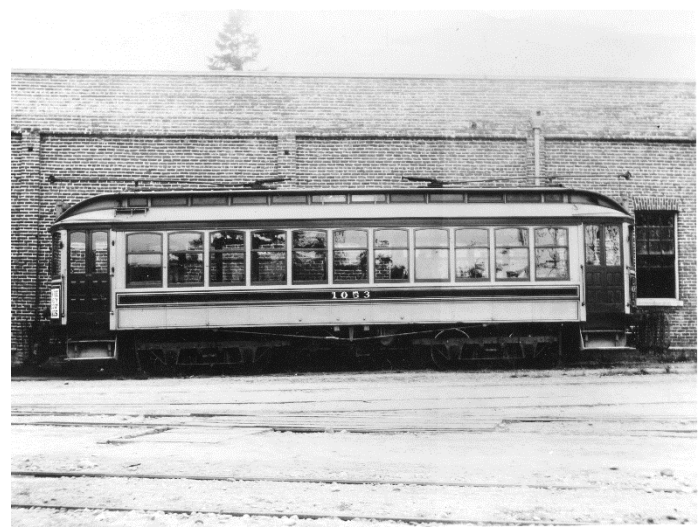
Large PAYE platforms were added to No. 420 in 1909. It is seen here on the Russell-Shaver line in the Overlook neighborhood.



No. 147 was one of three California style cars built locally by the Hand Manufacturing Co. in 1899. It is seen at the Saver Carbarn.



Unique car 1500 served as an experimental gas-electric car, parlor car, funeral car, mail car, and ended up as the only "free" passenger car.



Car 1053 held the distinction of figuring in a murder case after it struck a body on the Sellwood Line in 1908.



The crew of the open breezer on the last day of operation included, from left, Conductor Margaret Hayes, Motorman Bill Hayes, Motorman Dick Thompson, and Coco. Note the new uniforms much in evidence at the Park this season. (Chuck Hayden photograph).

Anyone wishing to receive one of these fine reports may write to Paul Class, Box 1318, Glenwood, Or. 97120 to obtain a copy. Please include 50 cents to cover postage. 🚃

A Rousing End of Season at the Park

The last weekend in September saw no fewer than four motormen and conductors show up for volunteer duty at the Trolley Park. As it turned out, Chuck Hayden, Bill Hayes, Dick Thompson, and John Wolff were all needed to accommodate the larger crowds that have been typical at the Park since an article in *Sunset Magazine* in early summer. The crew brought out open breezer No. 1187 and Broadway

car 4012, which operated on tight 15-minute headways. Safety was insured by Chuck Hayden's introduction of a new staff system



Motorman Bill Hayes is ready to exchange his staff with an approaching trolley. Possession of a staff is now required for a car to enter the mainline during multiple car operation. (Richard Thompson photograph)

for multiple-car control. This system required that a motorman have a specified object (in this case a wooden staff) in his possession before proceeding through the loop switch and onto the main line. 🚃

It's Time to Pay Dues

Since it is time to pay 1979 dues a payment form has been enclosed with this bulletin. We ask that members mail the dues slip in as early as possible (note the temporary new dues mailing address) in order to avoid missing out on *The Trolley Park News* and all the great events planned for next season. To speed things up you may choose to bring the dues slip to the annual banquet.

1979 DUES FORM

STUDENT	Students aged 18-21 are welcome to participate in most activities and will receive the newsletter. Electric vehicles at the Trolley Park are only to be operated with supervision and approval of the General Manager. Minors must have a parent or guardian co-sign the application form.	<i>Annual dues: \$7.50</i>
RETIRED	Retirees enjoy all privileges of membership at a reduced rate.	<i>Annual dues: \$7.50</i>
OPERATING	Operating members may participate in all activities except the holding of office. They will receive the newsletter and may operate streetcars upon regular certification.	<i>Annual dues: \$10.00</i>
FULL	Full members enjoy the greatest participation in the Society in return for higher dues. This includes holding office, becoming trustees, voting at board meetings and operation of streetcars upon certification.	<i>Annual dues: \$15.00</i>
LIFE	Life members enjoy the same privileges as full members, except that they pay dues only once for life (not transferable).	<i>Onetime fee: \$125.00</i>
FAMILY	For a \$2 additional fee a member may extend benefits to the entire family. All family members may ride streetcars without charge and may learn to operate (subject to the same age limitations as regular members and after the usual certification).	<i>Additional fee: \$2.00</i>

Please cut off the dues slip below and return it with payment to Richard Thompson, Secretary, 1836 N. Emerson St., Portland, Oregon 97217. Make checks payable to "OERHS, Inc."

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Name _____ Phone number _____

Address _____

City _____ State _____ Zip or postal code _____

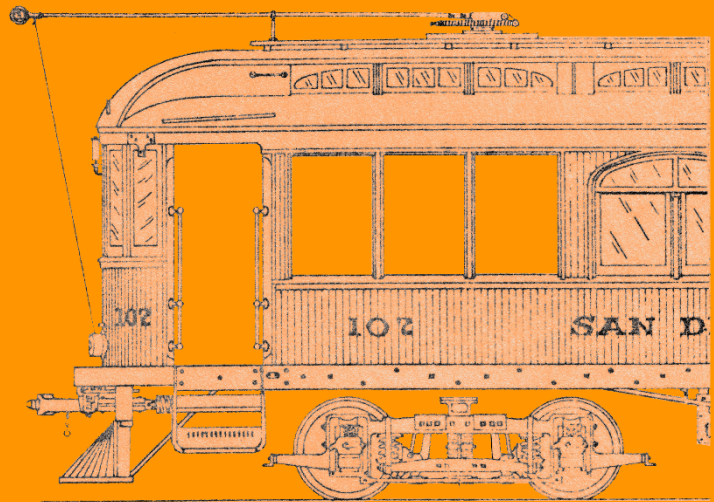
Please check the membership category and make sure your check is for the same amount (see above)

☐ Student ☐ Retired ☐ Operating ☐ Full ☐ Life ☐ Family (add \$2)

"I agree to abide by all rules and regulations of the Society and not to hold the OERHS liable for the consequences of my operation or riding of equipment at the Trolley Park in Glenwood, Oregon."

Oregon Electric Railway Historical Society

ANNUAL BANQUET



LOCATION: The Crossing, 900 W. 7th St., Vancouver, Wn.

DATE & TIME: 7:00 P.M. January 20, 1979

MENU: Buffet choice of fried chicken or roast sirloin of beef, salad, rice pilaf, potatoes au gratin, carrot cake desert, choice of beverage

PROGRAM

- ◆ **Movie:** “Mellerdrammer, Charlie’s Angels or It Shouldn’t Happen to a Dog”
Award-winner in Vancouver LDS church contest using Trolley Park background
Hissing at villain and cheering hero permitted.
- ◆ **Presentation:** Images from the collection of PTC Superintendent Earl Richardson
- ◆ **Short subject:** movie of Trolley Park in operation ten years ago, including the old extension to the highway.
- ◆ **Drawing for door prizes,** including framed painting of Portland Hotel, and O.S. Knock’s book “Underground Railways of the World”
- ◆ **Business Meeting:** Paul Class will report on 1978 operations and plans for 1979, including implementation of consultant recommendations for the Trolley Park.
- ◆ **Election of Officers and Miscellaneous Business** (hopefully none)

