



THE TROLLEY PARK NEWS



May-June 1979

Oregon Electric Railway Historical Society Bulletin

Vol. 20, No. 5 & 6



North America's newest (1946) wooden interurban, British Columbia Electric No. 1304, pauses during its inaugural run around the new forest loop track. SEE STORY PAGE 7 (Richard Thompson photo).

Five-Year Transportation Improvement Plan

Member input is wanted on a proposed transportation improvement program (TIP) for upgrading the Glenwood Electric Railway during the next five years. Under consideration are the obvious things, such as alignment, straightening, and leveling track, ballasting and tamping ties, line work such as installation of pull-offs and guys on the loop, as well as raising the height of the wire (which has begun to sag as poles age and lean inward). This will be necessary when we bring the double-decker into service.

One feature of the TIP might be the laying of a third rail over the line to facilitate the operation of our narrow gauge equipment. It is proposed that this be done in three stages; First year: complete double gauge track from two stalls in the car barn where the narrow-gauge cars are stored down the ladder track and into the terminal end of the track. Second year: complete double gauge track from car barn switch up the main line to the shop switch and into the shop (so that narrow gauge cars will have easier access to restoration). Third year: complete double gauge over rest of railway as desired.

MEETING ANNOUNCEMENT

Acting President George Combs has called a meeting for Monday, July 2nd, in order to take nominations for President and Vice-President. The new grants and work at the Park will also be explained, so this is a gathering you will want to attend. Time is 7:30 and location is Far West Savings Community Room, Raleigh Hills, 4770 SW 76th Ave., Portland (across the parking lot from Fred Meyer.)

Also on the drawing board is a proposed new station and museum to be located adjacent to Highway 6 across the creek from the car barn. This would require bridging Gales Creek in one or more places and building an extension from the main line to the new facility. The result would give better exposure to the world passing by and would solve several problems related to traffic on the present gravel road leading to the property. If you wish to be heard on these subjects please call or write to Chuck Hayden either at the Trolley Park (357-3574) or in Portland (285-6961).

President Mason to Take SAE Post

ORHS President Walt Mason is to be congratulated on his recent nomination to the presidency of the Oregon Section, Society of Automotive Engineers. Members who know Walt will realize that he has been very active in the SAE for many

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.

years and is certainly deserving of the honor. Unfortunately, time limitations make it impossible for him to also continue as OERHS' executive officer and a trustee.

OERHS Board Chairman Larry Griffith read Mason's letter of resignation at the June 13th trustee's meeting, explaining that Walt was unable to attend because he was giving testimony in a transit hearing in San Diego. In his letter, Walt indicated that he felt it was vital for the Society to have a full-time leader this season in light of the extensive grants we have been awarded. Griffith went on to express the Society's gratitude to Walt, and his wife Dee, for their service. Achievements during Walt's tenure in office were reviewed, the high point of which was the completion of the forest loop track.

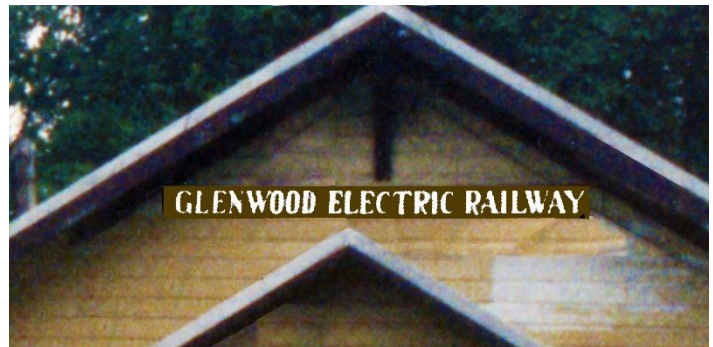
The board of trustees named Vice-President George J. Combs Acting President of OERHS until elections can be held under the terms of our by-laws. George has generously indicated his willingness to assist the Society during this transitional period, but hastens to add that, owing to other commitments, he cannot hold the position overlong. 🚃

OERHS Receives Generous Grants

Museum Director Paul Class explains that the Society has received, or expects to receive, substantial grant money this season. The funding programs will be as follows: The National Endowment for the Humanities has awarded the OERHS \$13,000 in matching funds for implementation of the interpretive center outlined in last summer's proposal. Provisions of the grant call for complete redesigning of the current Trolley Park Office into a museum interpreting the impact of the trolley on America. All interior walls will be knocked out to make more space, with the roof being supported by posts and girders. The building will be placed on a new concrete foundation to handle the additional weight. A new exit will be built and the entrance redesigned. Access to the trolleys will be via a large ramp at the rear of the new "depot," with the old boarding area closed off with a gate. The idea, of course, is to provide improved

crowd control separating paying passengers from bystanders. The tracks adjacent to the depot are to be set in brick to give the feeling of a street scene. This will tie in with the displays the passengers will view as they move through the depot/interpretive center. The overall atmosphere is designed to simulate a busy interurban station.

Work has already begun outside the depot. A new parking area has been laid out following clearing of underbrush and Scotch broom (automobiles are separated by logs and heavy concrete fencing) and parking signs are being ordered. Paved sidewalks have been put in leading from the parking lot to the depot and boarding area and a wire mesh gate has been placed across the trestle to keep tourists off the bridge. In addition, this will limit access to the Car barn to those who are riding the trolleys. New hand painted signs have been added to both the depot and Meadows Station indicating arrival and departure times, and labeling the depot as serving the Glenwood Electric Railway.



This new black and gold painted carved wooden sign adorning the Glenwood depot was donated by Charles Hayden. It is just one of many improvements installed this season. (Richard Thompson photograph)

Paul is now in the process of erecting a fence around the boarding area. The section across the end-of-rail will be wire mesh, while the zone alongside the cars is a concrete railing from a demolished bridge in Seattle. A publications program is planned to enhance the interpretive center, including a new museum flyer, a large poster (exact design yet to be chosen), a museum guidebook relating the

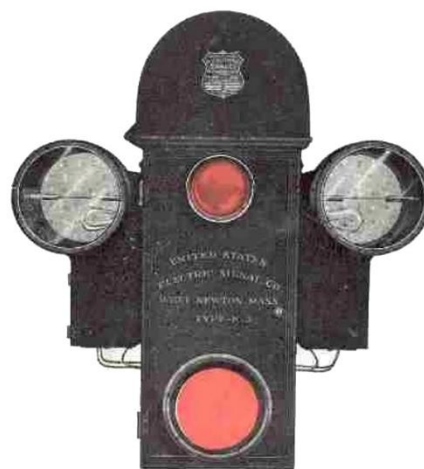
history of our cars and outlining the impact of the trolley, and a teacher's manual to assist the many classes that visit the Trolley Park each year.

The overall NEH program will be supervised by Dr. Archibald, who was one of the consultants who visited the Trolley Park last summer. Individual aspects of the plan will be carried out by professionals in each field. Architect Dick Richardson of Forest Grove is designing the depot. Beaverton author and historian John Labbe has indicated an interest in writing the guidebook. Glenwood contractor Ken Manley will undertake the actual construction. Labor will be provided by CETA (Comprehensive Employment Training Act) crews and OERHS members under the guidance of Museum Director Paul Class. Members interested in assisting should contact Paul at the Park for details (357-3574).

Speaking of workers, Paul informs us that the OERHS will enjoy a two-fold CETA grant again this year. We are to receive \$12,000 for a ten-week youth program. It will include improvements to the mainline tracks from the forest loop down to the shop, the laying of brick adjacent to the depot, and assistance with the reconstruction of the depot. We will also receive \$3,600 for extension of the adult program, which will focus mainly on restoration work in the shop and should last through October. The returning adult employee is Tom Jenkins, who is currently working on the Blackpool tram rebuilding. The ten younger CETA workers arrived in mid-June. Their initial project will be clearing the grounds, which includes removing Scotch broom from the forest loop area. This task has required the use of Sydney "open breezer" No. 1187 towing a long chain.

Director Class has also indicated that the Society hopes to receive a \$7,000 matching grant from Museum Services for an inventory of our collections. The end result of this long-needed list would be a catalog available to other museums and researchers. 🚃

UNITED STATES ELECTRIC SIGNALS

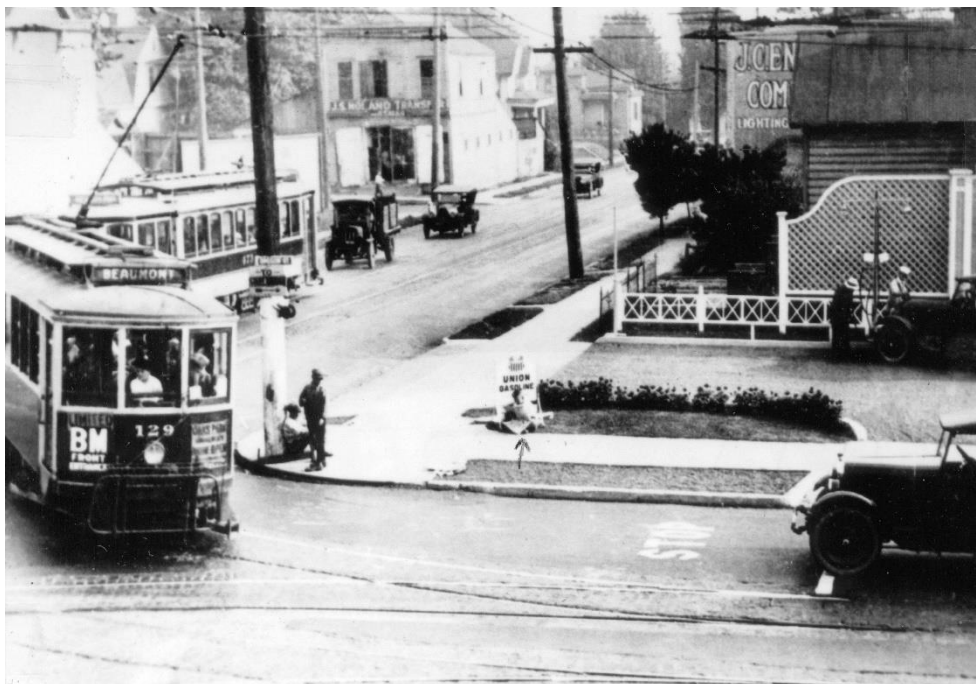


Type K-2 Signal.

Block Signal Project

One of the most exciting projects this season will be the installation of automatic block signals at the Trolley Park. We have two antique United States Signal Company disc-and-light style signals. Some members may remember seeing these on the Portland Traction Company's lines. They are guaranteed to add both nostalgia and safety to the operation of the Glenwood Electric Railway. Those interested in helping with installation are asked to contact line committee Chairman Bill Lieberman at 287-6619, or Superintendent Chuck Hayden at 285-6961. Please help if you can.

A members' day is tentatively planned for July 28. Patterned after get-togethers held by other trolley museums around the country, it will include multiple car operation, a picnic, and 1920's band music. Various other surprises are planned. Additional details will be provided in the next *Trolley Park News*. 🚃



Oh for the days of yore! The photographer has captured a moment of unsuspecting Larry Griffith's youth in an interesting snapshot from 1924. Young Lawrence is seen selling newspapers on the corner of East Union Avenue and Oregon Street, while Rose City and Beaumont line streetcars roll past during evening rush hour. See the story below for an explanation of why these trolleys are so far from their regular routes. (Bill Hayes Collection photograph)

Doc Griffith Recalls "Streetcar Corner"

The historic photograph above features our own past-president Dr. Larry Griffith amidst PEPCO rolling stock. Larry's presence in the old photo was discovered while looking through one of Bill Hayes' popular scrapbooks. Two streetcars are seen passing at the corner of N. Union Avenue and Oregon Street near a Union Oil Company service station. Leaning against the Union sign is ten-year-old Lawrence Griffith, busily "sampling his wares," which he has presumably just hoisted off the platform of a passing trolley. The year is 1924, and, judging from the shirt-sleeved passengers, it is during the summer. It must be rush hour, for the cars are full. The unusual thing about the photograph is that the Beaumont and Rose City line streetcars in view would ordinarily be many blocks to the south on East Burnside Street. Larry recalls that during 1924 they were rerouted due to construction of the new Burnside Bridge, crossing the river via the Steel Bridge instead. Outbound Beaumont car 129 is turning south onto Union Avenue, while a 400 class Rose City car is about to turn west onto Oregon and the nearby Steel Bridge approach. It has returned from Sandy Blvd. via Davis Street, Tenth Avenue, Burnside Street, and Union Avenue.

This increase in streetcar activity must have delighted young Griffith, who ordinarily saw only the Alberta, Vancouver, and Woodlawn streetcars. Larry was a newshawk here for about one year, peddling the *Oregon Journal*, *Portland News*, *Portland Telegram*, and *Country Gentleman*. Unlike today's newsboys, he did not walk a route, but sold all his papers from this street corner. It was a busy corner, being located on streetcar lines, and just a block away from the North Pacific College of Dentistry and Pharmacy. We wonder what interested the future Dr. Larry Griffith the most, the streetcars or the dental school? Larry looked forward to the swarm of medical students when classes got out. Larry's nearest competitor vied for the same trade, hawking newspapers only

a couple of blocks away on Holladay Street. The corner of Union and Oregon was not a long walk for master Griffith, who attended Holladay School and lived at Second and Multnomah. In the 1920's this area was still largely residential; a comfortably aging neighborhood known as Holladay's Addition. Larry remembers how important it felt to sell newspapers in those days when few homes had radios and television was a dream. 🚊

Tri-Met Light Rail Plan Clears Hurdles

The saga of Portland, Oregon's proposed light rail line continues on an optimistic note. The process of wrangling over track alignment, station locations, etc. that we predicted last winter has been weathered with a remarkable degree of success.

On May 9, 1979 the Portland Historic Landmarks Commission approved a cross-mall downtown rail alignment. Local merchants gave their blessing to cross-mall tracks at the PHLC hearing, providing that Tri-Met agree to look favorably upon the three-year-old idea to also operate an old-fashioned trolley over portions of the route. As readers may recall, the Oldtown-Downtown Trolley plan was the brainchild of Willamette Traction

Ltd. To insure that the idea not dwindle into memory prominent landowner Bill Naito explained that he plans to place an antique streetcar on display in Oldtown as a potential candidate for such service. Paul Class is now arranging shipment of a Portuguese car for such use.

The Portland City Council supported the cross-mall configuration on June 14th. Mayor Neil Goldschmidt and Commissioner Connie McCready had initially desired that light rail tracks be located on SW Fourth Avenue and thus serve Portland State University, but planner Ernie Munch argued that serious traffic disruption would result. In accepting the cross-mall tracks the Council also allowed for future modification of the Transit Mall to accommodate a later north-south light rail line.

As designed, the Banfield light rail cars will enter downtown across the Steel Bridge, proceed south along SW First Avenue, then west along Yamhill. Outbound trips will be on SW Morrison, then north on SW First. A transit station will be built between Yamhill and Morrison on Eleventh Avenue.

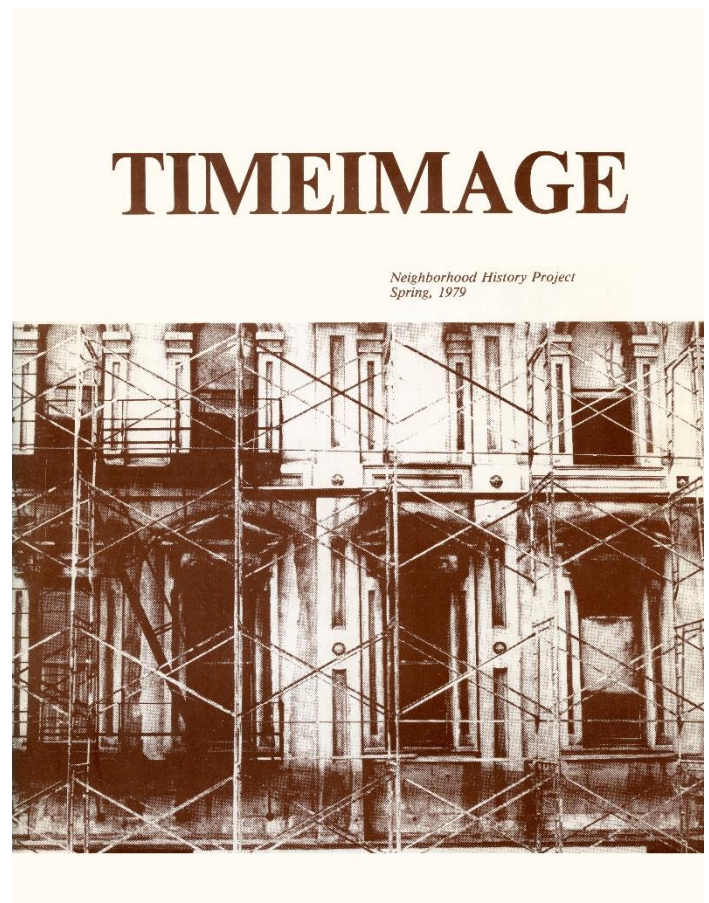
In a related resolution the City Council agreed with Tri-Met's plan to locate an LRT station at NE 60th Ave. A suggestion to build a station at 53rd instead was rejected due to poor bus access. Provisions were also made for later inclusion of a station at 67th Avenue.

Most recently, on June 19th, the Joint Ways and Means Committee of the Oregon Legislature approved a \$16.1 million budget for the light rail project. The vote was 11 to 3 in favor. 🚃

Reviews

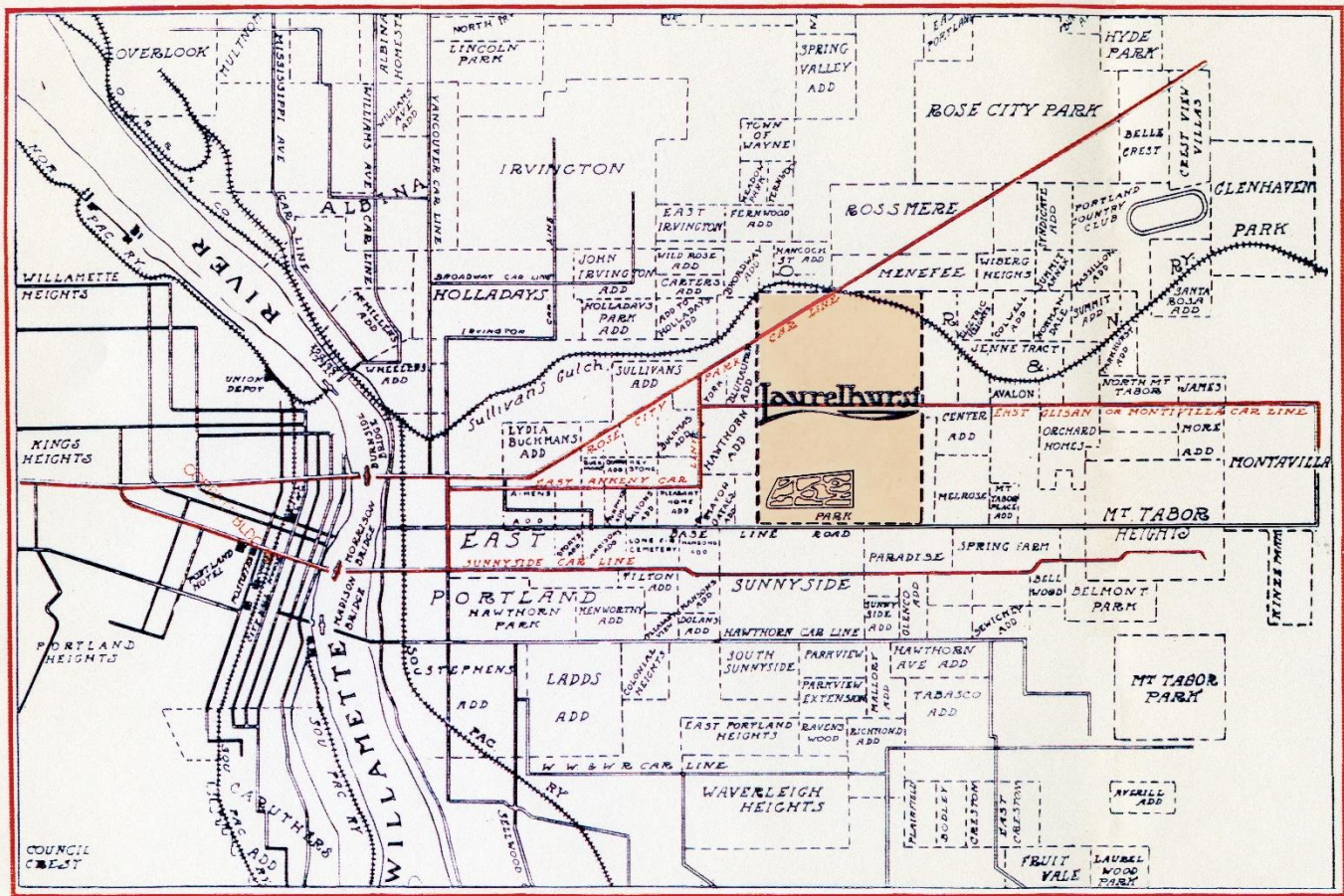
Superintendent Chuck Hayden is due a vote of gratitude for a spate of recent publicity generated for the OERHS. Hayden has been sending out public service announcements that have resulted in a re-running of Joe Marks' film on KGW TV's "Evening" show, as well as two write-ups in the *Oregon Journal*. The Trolley Park's opening was announced in a four-inch column on page eight, May 25th, under the title "Trolley cars ready to roll." This was followed by a two-page spread in June 19th's "Metro/West" section of the *Journal*. The article, which featured four large photos, was titled "Where old streetcars go to start new lives." Members may wish to contact the *Journal* to purchase copies of this excellent account for their scrapbooks.

The Trolley Park was briefly mentioned in a fine article on Edmonton's new light rail line in the January/March issue of the Electric Railroaders' Association newsletter *Headlights*. In that account, which was condensed from the pages of *Rail Travel News*, former OERHS member Bob Rynerson tells of "An Edmonton LRV Ride." He remarks that the push button-operated DuWag cars are quite different from the vintage Portland Traction Brill Master Unit that he had operated at Glenwood. *Headlights* is published by the Electric Railroaders' Association, 4 W. 40th St., New York, N.Y. 10018. 🚃



"Eastside Neighborhood Growth: The Role of the Streetcar" is told in a 14-page illustrated article by this editor in the Spring, 1979 issue of *Timeimage*, a magazine published annually by the Neighborhood History Project, 2200 NE 24th Avenue, Portland, Oregon 97212. Copies of the article are available directly from them, or at local bookstores, for \$ 1.00.

Due to space limitations the account had to be reduced in length, but the NHP library has promised to keep the complete original manuscript on hand, together with supplementary materials and maps. The article focuses upon the relationship between street railway companies and real estate interests in early Portland. Of particular



MAP SHOWING LOCATION OF LAURELHURST.

Many early streetcar lines, and the additions they served, are illustrated on this promotional map published by the Laurelhurst Company in 1909. The Rose City Park, East Ankeny, Montavilla, Sunnyside, and Mount Tabor Lines are highlighted in red, and more than a dozen other carlines can be seen. Naturally, the 464 acre Laurelhurst tract is situated right in the center.

interest are the building and abandonment of lines and a detailed map of Eastside lines reprinted from a rare promotional booklet. 🚋

New Superintendent Revamps Trolley Park Operations

By the time this goes to press 1979 operations will be well under way at the Trolley Park using the new scheduled departure times developed by new Superintendent of Operations Charles Hayden. Cars leave Glenwood Station on the hour and each twenty minutes, noon to 5 pm. Inbound cars will depart Meadows Station at ten, thirty, and fifty minutes past each hour. When patronage and equipment availability allow, two-car

operation will be offered on Sundays in July and August, leaving the stations on tighter fifteen minute headways.

Scheduling of cars offers the public far less waiting time than in years past while allowing more time for detailed barn and shop tours and accomplishment of weekly tasks. This is made possible through the use of four-person crews. The new system, which has been in use since opening day May 26th, utilizes crew sign-up sheets that divide the day into five one-hour periods, each with differing job responsibilities. Crew members are assigned runs from one through eight, which rotate the duties of motorman, conductor, shop guide, and barn guide.

The addition of the shop and barn guides frees cars to maintain rapid service since crews are not required to leave their trains (a major cause of intermittent service in the past). Scripts have been written for the guides and placed on clipboards in both tour locations. Of course,

GLENWOOD ELECTRIC RAILWAY

CREW SIGNUP SCHEDULE

DATE

RUN NUMBER	NOON – 1 PM	1 PM – 2 PM	2 PM – 3 PM	3 PM – 4 PM	4 PM – 5 PM	CREW
1	MOTORMAN	SHOP	CONDUCTOR	CARBARN	MOTORMAN	
2	SHOP	CONDUCTOR	CARBARN	MOTORMAN	SHOP	
3	CONDUCTOR	BARN	MOTORMAN	SHOP	CONDUCTOR	
4	BARN	MOTORMAN	SHOP	CONDUCTOR	BARN	
5*	MOTORMAN	SHOP	CONDUCTOR	BARN	MOTORMAN	
6*	SHOP	CONDUCTOR	BARN	MOTORMAN	SHOP	
7*	CONDUCTOR	BARN	MOTORMAN	SHOP	CONDUCTOR	
8*	BARN	MOTORMAN	SHOP	CONDUCTOR	BARN	
EXTRA BOARD						
EXTRA BOARD						
* Runs 5 through 8 are required for two car operation. If two crewmen are not required for carbarn or shop tours one may be assigned to the ticket office. If you wish to serve with a particular person both need to sign up on either odd or even numbered runs.						

once they are familiar with the tours guides are free to augment the printed information with additional facts and historic anecdotes as desired.

Members are urged to sign up as far in advance as possible for runs this summer in order to have their choice of runs, and so that we may enjoy continuity in our service to the public. If you wish to sign up with another member please note that runs one and three, and two and four, are scheduled to be on a car at the same time (i.e., you should both sign up for either an even or an odd run number)

The system is working well and is providing added safety and rest time for the crews, in addition to more frequent and reliable service. Naturally, there have been some gaps in crew sign-ups, but for the most part weekends have seen full four-man crews reporting for "platform duty."

Our sincere thanks goes to those who have volunteered so far, including Doug Allen, Roy Bonn, Susan Brown, Chuck Bukowsky, Don Burkhart, Paul Class, George Combs, Larry Griffith, Chuck Hayden, Bill Hayes, Bill Lieberman, Don MacDonald, Keith Stephenson, Dick Thompson, and John Wolff. In addition, several new members have come out to the Park for training but have

not yet been scheduled on the cars. Please phone Chuck Hayden at 285-6961, or leave a message at the Park, 357-3574, to sign up. Those of you who have not been to Glenwood for some time are in for several surprises, including new tickets, new signs, and more members wearing their blue uniforms. 🚃

Record-Setting Events at the Trolley Park

On May 19th, the week prior to the Park opening, two "historic" firsts took place at Glenwood. Cars 1304, the BCE interurban, and 48, the Blackpool double-decker, made their first runs around the new Forest Loop track. No. 1304 navigated slowly through the trees just an hour before she was needed for a charter by the Pacific University Parents Club. The trial run was made at a snail's pace, with Chuck Hayden at the controller, Dick Thompson carrying the retriever at the rear, and Paul Class walking alongside anxiously watching the wheels.

Although the journey was made successfully it was discovered that the overhead on the loop is best suited for

trolley shoes, as opposed to trolley wheels. Fortunately, car 1304 is equipped with a shoe at one end and a wheel at the other. The Canadian interurban returned confidently to the station to pick up the charter group. None would have suspected that a piece of wire had been temporarily placed beneath the car to replace a resistance grid that had burned out during the overly slow test run!

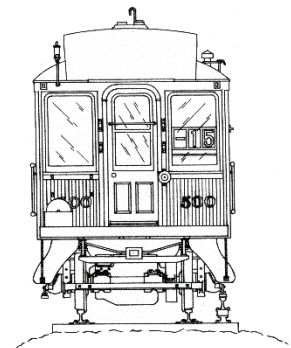
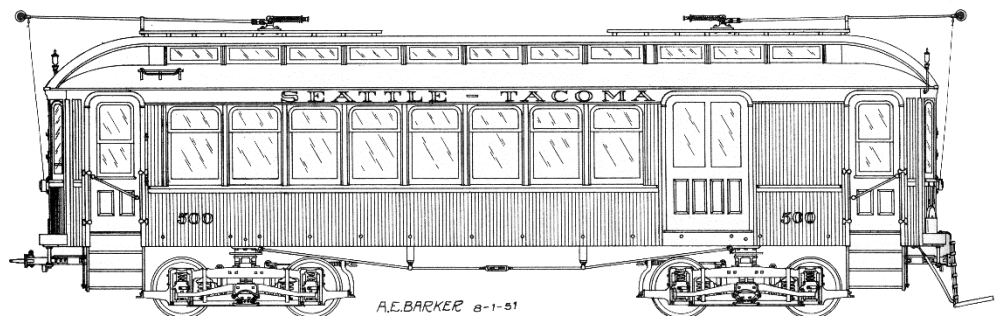
After the crowd from Pacific University had departed Australian tram No. 1187 towed Blackpool car 48 around the loop, setting another record (of course, this initial run does not qualify as "under power," but it's the first time the double-deck car has traversed the loop). By the end of the day naysayers who had argued that the interurban was too long for the loop (they expected it to derail), or the double-decker too high (was it expected to tip over?), were thoroughly debunked. However, during this trip it was discovered that the track gauge just east of Meadows Station is not sufficient for the Blackpool car's narrow wheels (we won't say how this was found out).

Motormen will notice changes in the overhead line frogs at the Park this season. It is no longer necessary to remember whether power should be on or off while taking the shop switch because it has been de-energized. It will now be necessary to manually move the pole when wishing to enter the shop tracks (an infrequent event). Nor will crews need to get out and move the trolley pole at the loop switch, since a line frog has finally been installed there. A manual change will only be required if running the loop "backwards" (i.e., in a counter-clockwise direction), a move that is currently impossible since the loop tracks have not been adjusted for movement of cars in that direction. It is rumored that one of our members learned of this the hard way.

The movement of cars 1304 and 48 was so that they could change places. The BCE car now resides in the barn, and the Blackpool car is in the shop for a major restoration. As of this writing No. 48's windows have been removed and repainted, and her pole base cleaned of grease in preparation for painting. The body of the two-level vehicle will soon be jacked up so that her trucks can be removed. Then, the carpentry crew will begin rebuilding the dashers and placing new veneer panels on the sides of the body. Thus, car 48's poor old body, which is not in bad condition for a car that ran in the salt air of Blackpool for so long, will be restored to a condition in keeping with the new wiring done on the car by George Hickok.

One of the brass axle bearings on Broadway car 4012 has worn down and needs a new babbitt-metal lining. The commercial bid for this job was too high, so the car has been removed from service while alternative steps are explored. We are happy to report that member Don Burkhart has offered to build the form required for pouring the lead babbitt. Don will build the form in his home workshop, then the pouring will be done at the blacksmith shop in Glenwood. Reactivation of the Broadway car is anticipated later this summer. In the meantime, she rests in the car barn, her axle supported by a wooden bearing!

Under provisions of the recently renewed conditional use permit the Trolley Park will have a new water system installed by mid-August. The plan calls for a pump to utilize spring water for the camp ground facilities since surface water from a creek is no longer acceptable for public parks. 🚲



The classic wooden interurban pictured above should look familiar to OERHS members, since sister No. 523 is at the Trolley Park, where it is currently serving as the home for Museum Director Paul Class. The drawing shows Puget Sound Electric No. 500. Cars in this series operated on the high-speed line between Seattle and Tacoma, Washington.