



THE TROLLEY PARK NEWS



Nov.-Dec. 1979

Oregon Electric Railway Historical Society Bulletin

Vol. 20, No's 11 & 12

YEAR END ANNOUNCEMENTS

If we don't hear from you by March, your name will be dropped from the mailing list. So, don't put down this bulletin before you have made sure to pay your 1980 dues. Also, don't forget to make reservations for the annual banquet (see attached page).

Third Australian Tram Arrives in Portland

In spite of cold weather a group of enthusiastic bystanders stood gazing intently at the stern of the Australian ship M.V. *Allunga* on the evening of November seventh. Around 9 o'clock they were rewarded, as a big diesel truck from Wilhelm Trucking nosed out of the large cargo door at the stern of this Ro/Ro (roll-on-roll-off) vessel towing a trolley. The cream and green tram was Melbourne & Metropolitan Tramways No. 482, the third such tram to arrive in Portland. As with the others, it will be moved




An unusual cargo arrives at Portland's Terminal Number 2 as Melbourne tram No. 482 is towed from the M.V. Allunga as though from the jaws of a whale! (Dick Thompson photograph)

to Glenwood for final checking out. prior to shipment to Seattle.

Museum Director Paul Class will provide four cars to Seattle for use on a proposed tourist line that is to run between Pike's Place Market and the Pioneer Square area. The work is being done by Mr. Class through his company Gales Creek Enterprises. Two previous cars are now in storage in Seattle. By the time this

report goes to press they will have been joined by No. 482. A final tram is expected to arrive in January.

The Melbourne quartet should be in operation by next summer. After that, OERHS members will have to venture to Seattle for further rides.

Unfortunately, Captain Arthur Lucas and his ship the *Allunga* will have ceased calling at Portland before the fourth tram arrives. From now on, due to dwindling cargo in Portland, Captain Lucas and the wonderfully efficient *Allunga* will get no closer than Long Beach, California. 

MV Allunga, seen here in Sydney, was built in 1971 for the Pacific Australia Direct Line by Eriksbergs Mek. Verkstads A/B of Gothenburg Sweden. (Flotilla Australia)



The Trolley Park News is published monthly by the OERHS and is available through membership. Send requests for information, or items for publication, to Richard Thompson, Editor, 1836 N. Emerson, Portland, OR 97217.



A navy-blue gabardine trainman's cap from the Modern Uniform Manufacturing Company (with added motorman badge).

Uniforms and Caps Update

In response to the growing need for uniform caps arrangements have been made for OERHS members to order directly from the manufacturer. This will avoid the extra paperwork required when placing a large order, while still resulting in members obtaining caps at a good price, and just as rapidly.

To order, write to the Modern Uniform Cap Manufacturing Company, 4 Porter St., Stoughton, Mass. 02072. Enclose a check for \$9.50 to cover cost of cap plus postage (UPS). Ask for a navy blue "trainman's cap" with black braid in front and brass-colored buttons. Be specific or you may get the wrong style of hat. Be sure to give them either your hat size or, if you are not sure, the number of inches around your head (have a friend measure you with a cloth tape).

In the time that has passed since a cap style was chosen (it has been two years since our original order was placed) several active members have found a suit that fits the bill for a complete uniform. If you want to look official on the platform next season you will probably want to buy all, or at least part, of the three-

piece blue "Panatella" suit manufactured by Levi's. Look for their suits at such local stores as Fred Meyer, Pant Kingdom, or Meier & Frank. These casual suits are moderately priced, and (what luck!) made of the same blue gabardine the caps come in. Make sure the material you buy is gabardine not jeans material (if in doubt, take your cap along to the store). The parts of this suit can usually be bought one at a time. Jacket cost \$40-50, slacks \$20, and the vest is about \$25. Watch for sales. A matching blue or black bow tie (normally available at the same stores that sell Panatella suits) worn with a white long-sleeved shirt will complete the ensemble. If you need to rationalize the purchase, parts of this suit can be worn to work. The effect when all the pieces are put together is terrific. 🚊

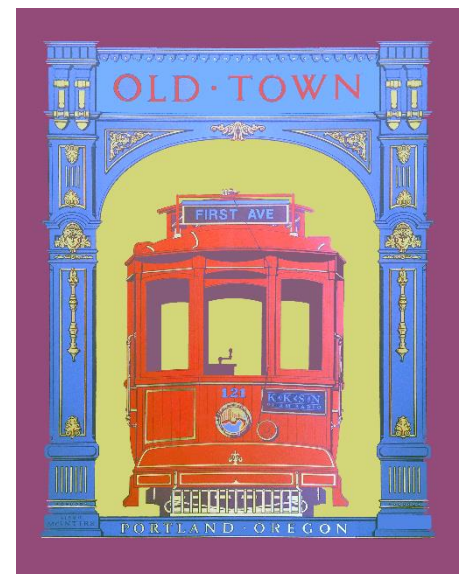
Oldtown Trolley Concept Still Alive

The Oldtown-Downtown Trolley concept moved one step closer to realization in a meeting held December 12. The Portland Historic Landmarks Commission officially approved its part of an agreement with Tri-Met providing for a vintage streetcar service between the historic districts in Old Town and the shopping and business area surrounding the downtown Transit Mall. The plan now awaits a positive vote from the Tri-Met Board early next year.

The proposal calls for operation of an old-fashioned trolley running on SW First Avenue from the Steel Bridge to a loop between SW First and Eleventh Avenues on SW Morrison and Yamhill Streets. This "cross-mall" alignment would be built during an early phase of light

rail construction. It might be turned over exclusively to the old trolleys when/if a second LRV line is added to the currently planned Banfield route (such as out the Sunset Highway). If this occurs LRVs might shift to an alignment along the present Transit Mall. Then, just the vintage cars, which may be acquired from Portugal, would operate cross-mall.

Funding is a question yet to be answered. Tri-Met and the Landmarks Commission might jointly pay for the trolley, since it cannot be paid for with light rail money. Oldtown merchants Bill and Sam Naito are spearheading plans to



A limited-edition poster promotes the Old Town trolley. (art by Don McIntyre)

help. They put up \$40,000 to bring a streetcar over from Portugal. Their plan is for the car, which is being located by Paul Class, to be displayed in the historic district to promote the Oldtown trolley idea. If the vintage shuttle gets off the ground it will insure that service of an appropriate nature will serve the historic districts, while providing a vital link between modern LRVs serving the downtown core and Oldtown businesses. 🚊



TTC No. 4004, one of the first six CLRVs built by Hawker-Siddeley, introduced Toronto residents to their first new streetcar in 26 years. (postcard image).

Toronto Reinvents the Streetcar

We wish to thank Portlander Barry Palmer for sending us photographs of the new CLRVs now running in Toronto. 190 of these interesting Hawker-Siddeley vehicles should be in operation in 1980.

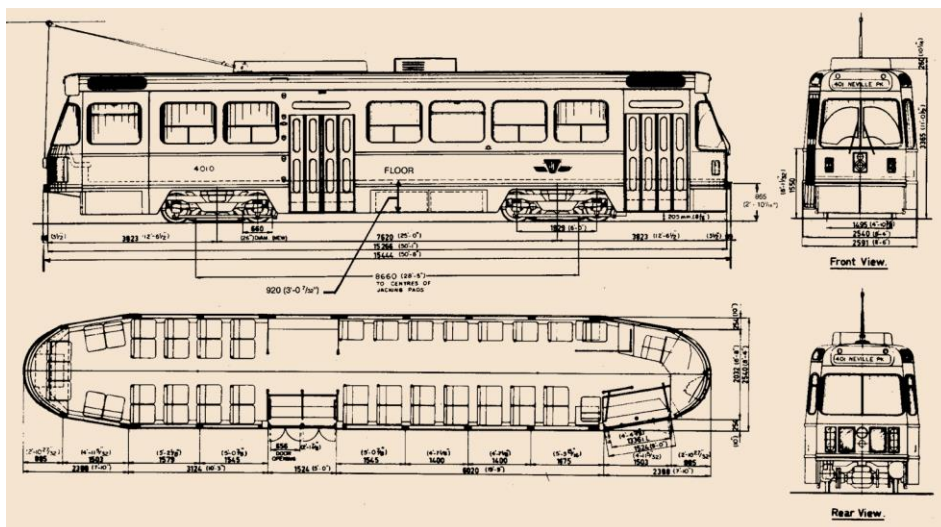
By ordering these new streetcars the Toronto Transit Commission, regarded as one of the world's leading transit agencies, has made a commitment to the future of street railways. This is a welcome change from the situation in 1966, when the TTC had concluded that its aging fleet of PCCs would have to be gradually replaced with diesel buses.


By the early 1970s many Toronto PCCs were needing to be rebuilt and the Commission was evolving specifications for a brand new car design. The TTC produced the "CLRV" plans in cooperation with

the Urban Transportation Development Corporation.

Prototypes were running on Toronto streets by late 1977. These handsome cars are the first new streetcars Toronto riders have seen in 26 years. They feature chopper control, modular electronic components, push-button operation, fluorescent lighting, and trucks with resilient wheels. They are a state-of-the-art advance beyond the PCC

Although the CLRVs' European styling was modern, it could trace its heritage to the Art Deco streamlining of predecessor PCCs. (Transit Toronto)



concept, itself the most advanced streetcar produced in North America until recent years. 

Meeting Reports

Those who attended the membership meeting at Bill Hayes' home on October 26 enjoyed an evening of slides narrated by Corresponding Secretary Dick Thompson, who took the pictures while on vacation in Britain last summer. The more than 20 people in attendance also enjoyed a thought-provoking "trolley quiz" created by host Bill Hayes. The best score was, not surprisingly, turned in by historian John Labbe who won a door prize.

Gatherings like this will be held at least once a year, allowing members an opportunity not only to have a good time, but to keep abreast of goings on at other museums.

The October trustees' meeting is ample evidence that work at the Trolley Park does not cease with the onslaught of winter weather. Decisions made included sending the

wheels from Blackpool No. 48 to Yakima, Washington so that narrower tires can be put on; rejecting an offer to purchase the illuminations tram "Blackpool Belle" from England due to required maintenance; and the scheduling of work crews to winterize internal combustion vehicles at the Park.

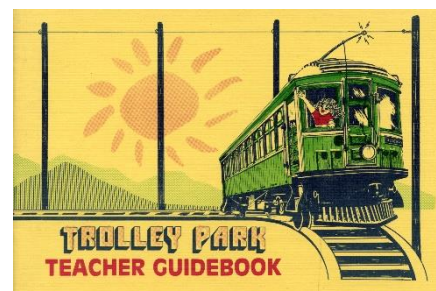
Reports were given on the September Association of Railway Museums (ARM) Convention in Edmonton, Chuck Hayden's proposed Five-year Transportation Improvement Plan (TIP), and participation in Tri-Met's tenth birthday party.

The December trustees' gathering showed that events at Glenwood continued apace. Museum Director Paul Class explained that work on the new interpretive center was on schedule. Wiring has been completed in the ceiling and dropped ceiling panels are about to be put in place. All inside plaster work and taping are done. Now, the Exhibits Committee chaired by Dick Thompson (whose day job is as



A look inside the Rigby Road Tram Depot shows a diversity of vehicles, including (left to right) a Brush saloon railcar, a modernized double-decker, an "OMO" (one-man operation) car and a boat tram. (Dick Thompson photograph)

Manager of the Georgia-Pacific Historical Museum in Portland) will address itself to design and research for nine panels that will relate the impact of the trolley upon America.



A "Balloon" tram waits behind a Marton Vambac and trailer in this snapshot taken during summer 1979 along the Blackpool Promenade. Like the cars in the picture above, the double-decker and the "sun saloons" date from the 1930s. (Dick Thompson photograph)



As part of our publications program the Washington County Educational Service District (WESD) is creating a teacher's manual for the new interpretive center. An OERHS committee is also editing a 32-page Official Guide to the Exhibition. Chuck Hayden will write an introduction, John Labbe will provide historical text, and Dick Thompson is producing a section on how streetcars operate.

Meanwhile, the OERHS is starting to plan for next year. We still hope to participate in the Tri-Met birthday party, which has been postponed until January or February. 🚃

PLAN ON ATTENDING

THE OREGON ELECTRIC RAILWAY HISTORICAL SOCIETY'S **ANNUAL BANQUET**



Saturday, January 26, 1980

**"The Crossing" Restaurant
900 West 7th Street, Vancouver, Washington**

**Conversation Hour 6:30 - 7:30
Dinner 7:30 - 8:30
Annual Meeting 8:30, followed by entertainment**

**Cost \$9.50, including tax & gratuity
Payment will be taken at the door**

**PLEASE TELEPHONE BILL HAYES OR SEND RSVP
no later than Friday, January 18, 1980.
Telephone: 255-5286
Address: 1336 SE 114th, Portland, OR 97216**

In response to the many compliments received last year your Society's popular banquet is, once again, being held at The Crossing, a restaurant with an appropriate railroad theme. The Crossing is reached by driving west after coming off the Interstate Bridge (it is near the Vancouver Amtrak Station). The buffet meal will include your choice of hand-carved roast beef, salmon, or batter-fried shrimp, with scalloped potatoes, rice pilaf, vegetable casserole, salad bar, rolls, desert, and beverage. After dinner the important business of annual reports and elections will be quickly attended to. Then the entertainment will begin. Two programs have been arranged:

- **Ed Maas is coming from Eugene to show us his beautiful PORTLAND TRACTION MOVIES from the 1930s-40s (many in color).**
- **Dick Thompson has compiled a program of PORTLAND TRACTION SLIDES from the 1940s-50s, all in color. Plus a bonus PRE-WWI "COLOR" TROLLEY VIEWS**