



THE TROLLEY PARK NEWS



Sept.-Oct. 1979

Oregon Electric Railway Historical Society Bulletin

Vol. 20, No's 9 & 10

FALL HOMECOMING

Members: make it a point not to miss this special MEMBERS' DAY event marking the close of another successful season for the Glenwood Electric Railway. Bring your family and friends to this gathering at 5:30 p.m. The meeting will include a walking tour of work accomplished at the Park this summer, led by Supt. Charles Hayden. Then, Paul Class will report on the recent ARM Convention in Edmonton, AB. A POTLUCK DINNER will begin at 7:00 p.m., followed by a special nighttime trip aboard BCE car 1304, with headlight shining! Admission to this exclusive event is free if you will donate one used brick for our new depot street scene...

To facilitate the potluck: A-F bring a main course, G-K a salad, L-P a side dish or snack, & O-Z a desert.

📺 TROLLEY PARK TOUR 📺 NIGHT OPERATION 📺 DINNER 📺 CONVENTION PIX

Meeting Report

The August trustee's meeting took place on July 30th at the residence of our new

President George Combs. Six trustees and one member were present. The evenings' business focused upon ideas for adding further vehicles to the Society's

collection. The officers approved sending a nominal bid to the now-defunct El Paso street railway system for one of their surplus ex-San Diego PCC cars. Former OERHS President Walt Mason could probably have been talked into almost single-handedly restoring this one, but, unfortunately, El Paso subsequently turned down our bid, saying they want to study alternatives to out-right disposal of their rolling stock.

The trustees also agreed to support efforts by Paul Class'



The Blackpool Belle was built on the frame of No. 163, the last remaining "toast rack" tram, which had been out of service since 1953. The Mississippi paddle wheel steamer was the first illuminated car to carry passengers. (David A Ingham photograph)

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.

restoration company, Gales Creek Enterprises, to acquire one of Blackpool, England's unique "illumination" trams. Trustee Dick Thompson, who was departing for a vacation in the British Isles, was appointed as a one-man committee to appraise the tram in Blackpool and report back at the next trustee's gathering.

Paul's idea is to make the unusual tram, known as the Blackpool Belle, available free for operation at Glenwood at times when it was not leased to an operating rail system as a tour car. The meeting was adjourned at 10 o'clock, after which those remaining were treated to one of Al Haij's popular slide shows. The entertainment focused upon El Paso and Los Angeles operations. 🚃

Work at the Park

The Class family has moved out of the office building as construction work for its remodeling as a depot and museum gets under way. Preliminary work will focus upon strengthening the building's foundation.

Superintendent Charles Hayden and his line committee have attained 50% of their goal of putting up block signals at the Trolley Park. One signal has been cleaned, painted, and hoisted into position on a pole beside the loop switch. Visitors can admire it while awaiting cars at the Shop Station. George Hickok is to be



No. 4012, or sister 4014, is crossing the trestle over McLoughlin Blvd. during the 1950s. These two cars were converted from narrow to standard gauge for service on the interurban lines. The former "Broadways" began work on the Oregon City and Bellrose lines in 1950, but 4014 was found to be unsatisfactory and retired by 1954. Car 4012 lasted until the end (1958) and is now a mainstay of the OERHS collection.

thanked for driving up to Washington to acquire surplus wire for hooking up the signals. Now, who will lend a hand putting up the other signal?

The laying of bricks between the rails next to the depot has begun, with about one-third now in place. If you know where the Society can obtain used brick for the rest of the "street scene" please contact Paul Class at 357-3574.

Babbitting and reinstalling the worn brass bearing on Broadway car 4012 was completed in time for it to join Aussie car 1187 in two-car Sunday operation in mid-September.

The surplus diesel generator at the Park has been sold to raise funds for restoration projects. The generator has not been operated for over ten years, having been replaced by a semi-conductor rectifier built by Paul Class. Its

removal created needed space in the power house.

The Society hopes to acquire several old park benches from the City of Portland. The green-painted wooden benches being retired from Laurelhurst Park would be ideal for placement at our waiting stations, including the new Evergreen Station now being constructed on the loop track. If our efforts are successful the benches will be picked up soon by Nancy Thompson (our Park Bureau "liason"), Chuck Hayden, Bill Hayes, and George Combs. 🚃

Transit News

The last building in what was once the Center Street Shops complex was demolished in August to make way for new Tri-Met bus facilities. Prior to razing the historic brick structure Tri-



Blackpool & Fleetwood No. 2 is a relatively high capacity single deck "toast-rack" car that was built in 1898 for service on the line between Blackpool and Fleetwood. It was well-suited to the interurban-like route, which opened that year. (Richard Thompson photograph).

Met held a gathering for employees who remembered Center Street from earlier days. 30 former motormen, conductors, and shop crewmen attended the August 1 event.

OERHS trustee Donald MacDonald has been named chief of Tri-Met's Banfield Transitway Project. Mr. MacDonald, who has been a consultant with Tri-Met since 1977, was project manager for the light rail system in Edmonton, Alberta. Prior to coming to Portland he worked for Edmonton Transit for 31 years. Don says he will be spending the next year with a project team putting final LRT designs on paper. His team will be examining station locations, light rail vehicle designs, and working with neighborhoods to minimize the system's impact during the lengthy construction. Work is expected to begin in the autumn of 1980. Naturally, OERHS

members wish Don all the best on this long-awaited transit project!

Portland Mayor Neil Goldschmidt will not be around to oversee the installation of a modern light rail line here. He

was appointed as Secretary of Transportation in President Carter's rearranged cabinet in July, and the nomination was officially approved by Congress in September. It seems that the progressive Democrats' efforts to promote construction of the 14.5 mile Banfield Transitway caught Washington's attention. People behind the scenes believe that the former Portland Mayor will champion comprehensive mass transit legislation. Goldschmidt replaces outgoing Transportation Secretary Brock Adams, who had generated much criticism locally due to AmTrak cutbacks planned for this fall. 🚃

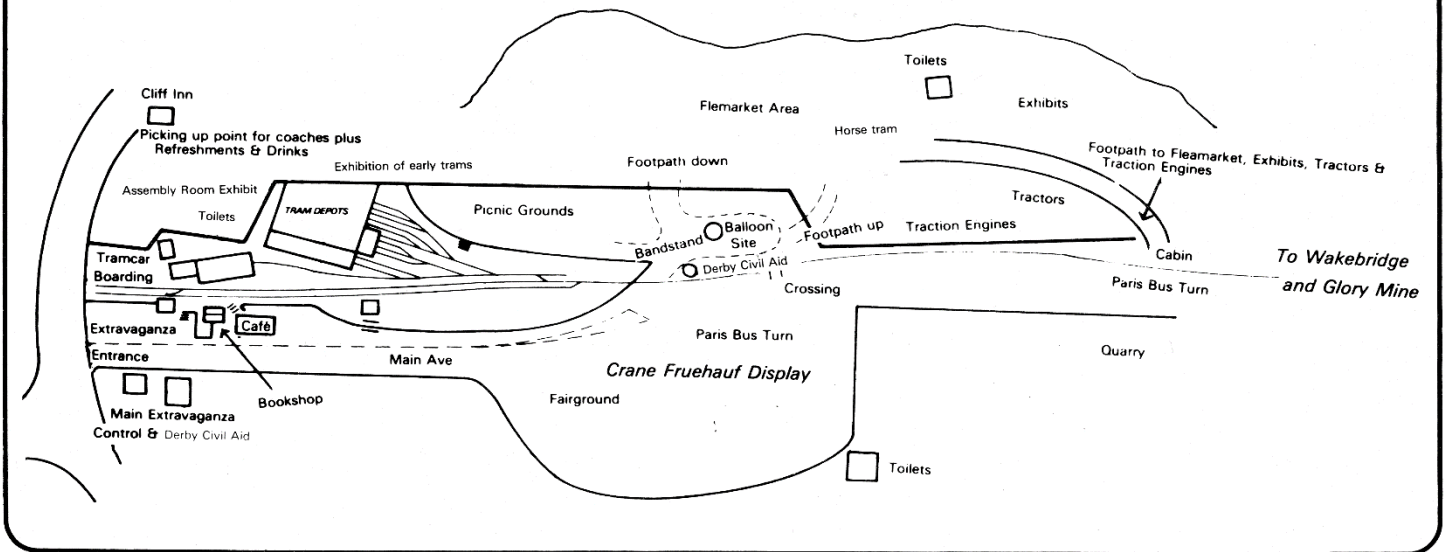
Rail Holiday in Britain

Your corresponding secretary has just returned from a 30-day vacation in Scotland, Ireland,



Blackpool No. 49 was built in 1926 using a few parts inherited from a predecessor built by Hurst Nelson in 1902. The top was covered in the late 1920s and the vestibules and balconies enclosed a few years later in 1930. (Richard Thompson photograph)

CRICH DURING EXTRAVAGANZA '79



Twelve trams were running on August 27, 1979. When we arrived Blackpool 2, 49, 166, and Johannesburg 60 were on the line.



Among the 29 trams on display in the Crich carbarns were London Transport No. 1 (1931) and Sheffield No. 46 (1899)



Gateshead & District No. 5 (1927) is peeking from bay 6, while Leicester No. 76 (1904) and Leeds No. 602 are at far right. (Richard Thompson).

England, and France, during which several transit systems and museums were visited. Photographs and notes were taken at each location, which should be of interest to many OERHS members.

Three rail museums were seen: The Transport Museum, Glasgow, The National Railway Museum, York, and The Tramway Museum, Crich. Each was very different from the other.

The Glasgow facility is housed in a former carbarn and includes almost every form of transportation, from horse-drawn vehicles to steam locomotives. Naturally, the trams (streetcars) were of most interest to this traveler. The displays included separate equipment exhibits, such as trucks, switchboards, and sections of rail.



Southampton No. 45 features "knifeboard" seats on its open upper deck. The tram, built in 1902 by Hurst Nelson, single-handedly launched the tramway preservation movement in Britain since it was the first car purchased by enthusiasts. (Richard Thompson photograph)

The York museum was even bigger, although it included no trams. Scores of beautifully restored mainline locomotives were arranged around two massive turntables.

Of course, the real highlight was the operating tramway museum at Crich, in Derbyshire. We arrived in the middle of their annual "Grand Transport Extravaganza" and joined what seemed like thousands of fans wanting to ride the continuously operating streetcars. Up to 12 trams were running between the Town End boarding area, next to the façade of the 1879 Derby Assembly Rooms, and the Glory Mine. Twenty-nine additional vehicles were on display in the carbarns (or "Tram Depots" as they say in the U.K.). One of the cars we were lucky enough to ride was Blackpool Corporation No. 49, a sister to No. 48 at the OERHS museum in Glenwood.



Glasgow No. 1282 was part of a group considered to be among the most luxurious of tramcars ever to have entered public service. It was built by Glasgow Corporation in 1940 and features tapered ends that enabled it to negotiate the city's sharp curves. (Richard Thompson photo)

Speaking of Blackpool, we also managed to pay a visit to this city by the sea. That seaside city now features England's last operating tram system. 🚊

OCTOBER MEMBER'S MEETING FEATURING

The Trolleys of England

A SLIDE PRESENTATION "GRAND TOUR" 1979
GLASGOW, BLACKPOOL, YORK, BRIGHTON & CRICH

AND

- ▶ PORTLAND STREETCAR QUIZ
- ▶ BROWNELL & WIGHT SEAT DISPLAY
- ▶ VOLUMES OF OLD TROLLEY PHOTOS
- ▶ REFRESHMENTS

PLACE: **BILL HAYES RESIDENCE**
1336 S.E. 114TH AVE., PORTLAND

TIME: **7:30 p.m.**

DATE: **FRIDAY, OCTOBER 26, 1979**

