



# THE TROLLEY PARK NEWS



Aug.-Oct. 1980

Oregon Electric Railway Historical Society Bulletin

Vol. 21, No's 8, 9 & 10



*Muni PCC 1159 was put on the rails at Glenwood on Sept 23, 1980, the day after two OERHS members returned from an arduous trip to San Francisco to retrieve it (Oregonian photo).*

## 1159 was a "Will Call" Trolley

The newest addition to the OERHS collection is PCC No. 1159, which is on loan from the Municipal Railway of San Francisco. Acquisition of the car was made possible through the generosity of trustee Bill Hayes, who donated \$800 to pay for its transportation to Glenwood. The trolley itself was free, but OERHS members had to go and pick it up in California!

The Society is very grateful to Mr. Hayes for enabling us to add a PCC car to the roster. Thanks are also due Paul Class and Charles Hayden for making the bone-jarring 1,400 mile

round trip to get the car. The PCC was hauled on Paul's specially designed trolley trailer. A rented Hertz 10-speed diesel tractor provided the power.

The two intrepid members arrived in the Bay Area on the evening of August 19th and immediately proceeded to the Geneva Car House to begin surveying 25 surplus PCCs in the yard as potential additions to our roster. PCCs still use this 1901 landmark facility, while the new Metro Center across the street is reserved for LRVs.

A point system was used to judge overall quality, including body condition, seats, mechanical, windows, etc. Before collapsing into bed at a nearby motel around

midnight, the lot had been weeded down to the five best PCCs. The two returned on the morrow and made their final selection, No. 1159.

While Paul waited for the PCC to be brought over to the Metro Center for loading (there was no suitable crane in the Geneva Car House), Charles was taken on a brief training "run" inside the barn in a similar PCC. His introduction to the starting and stopping characteristics of these cars is a vivid memory; the instructor accelerated flat out toward the back wall of the car barn, stopping "on a dime" just before creating a new bay. Charles says the 1930s technology of the PCC remains very impressive.

No. 1159 had been loaded by 3 p.m., but could not be moved when the trailer proved to be too short. Although the front wheels were firmly held in place by welded chocks, the rear truck was free to move slightly owing to the articulated design of Paul's trailer. The rear wheels nearly slipped off the frame as Paul began to pull out of the carhouse.

The result of this unfortunate discovery was another day of delay. The Trolley Park crew were unable

*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.*

to leave until Muni shop staff had kindly welded an additional 20" of steel onto the articulated tongue of the trailer.

At the last moment an opportune find resulted in one more delay. During the wait Charles had located a surplus Grant electric farebox. However, Paul had already pulled out of Metro Center as Charles filled out necessary additional paperwork, so Charles found himself lugging the 75 lb. farebox to the freeway on ramp 1/2 mile away, where Paul waited with the PCC car. They finally departed San Francisco on the afternoon of August 21st.

The two got as far as Redding that first day, making it back to Glenwood on August 22nd. Charles reports the trip was made a bit more anxious when it was discovered that the trailer was overloaded and the bearings were running hot (the trailer had been designed for delivery of the lighter weight Australian cars to Seattle).

Things were also tense the time Charles missed a gear while attempting to downshift on a long downhill grade outside of Canyonville. He is convinced that the brake shoes were much smaller by the time he got the rig pulled over to the shoulder. One can imagine the looks of passing motorists as they stared at the big PCC seemingly chasing after the tiny truck cab.

The next day was a regular operation day at the Park, and a perfect occasion for an inaugural run. Crews were on hand to help unload No. 1159. It would turn out to be an event that took all afternoon.

Backing the articulated trailer up to the end of rail was not easy. Many attempts were made at a straight alignment, all under the patient guidance of member Al Nelson, who



*Volunteers connect the trailer to the track at the Trolley Park in preparation for unloading Muni No. 1159. This system allows trolleys to be driven off the trailer under their own power with no crane required.*

has years of experience on diesel trucks and buses in addition to Broadway line streetcars.

As the truck approached Glenwood Electric rails, the metal fence across the end of the track was removed and special girders strung between the trailer and the rails. Bars were bolted on to hold these strips of metal in gauge.

The most difficult moment arrived in late afternoon when a large bolt on the trailer sheared off under the strain of continuous starts and stops on uneven ground. Fortunately, Paul had a spare.

When all seemed in readiness Charles climbed into the PCC and

prepared to back it off the trailer under its own power. This is the aspect of the trailer that makes it so useful, since no crane is needed to set a heavy trolley onto the rails. The trolley pole was placed on the overhead and witnesses were greeted with a powerful hum from the motor generator sets.

But the frustration was not yet over. Several times Charles pressed the controller pedal only to find the brakes firmly set. It seems that in a "Buck Rogers" streetcar like this the operator's wishes are obeyed only after a complicated series of interlocks indicates that all is o.k.

Three attempts at backing off the trailer resulted in nothing more than loud pops from the solenoids. It turned out that Charles had removed the magnetic track brake fuses, fearing that a hard application of the brakes might damage the volunteer-laid rail at Glenwood. The brakes remained set until he replaced the fuses and closed the center doors.

The PCC finally crept onto Glenwood Electric steel at 5 p.m. and everyone boarded for test runs. Since No. 1159 is a single-ender and had been backed off the trailer, the first leg of each trip had to be made running backward. A little two-position hand controller behind the rear seat is provided for such exigencies, but it was not ideal. Everything was rectified by changing directions above Meadows Station and coming back around the loop in the forward direction.

It was found that careful application of the brakes did not result in damage to the rails. However, passengers on these test runs quickly discovered that the PCC's exhilarating acceleration was not without drawbacks. Heavy current draw (over 200 amps) led to two or three power outages each trip. Bill

Hayes soon dubbed No. 1159 our first "three-man trolley," since someone had to be stationed at the powerhouse to reset the circuit breaker. Another person was needed behind the trolley on the loop to walk the pole around.

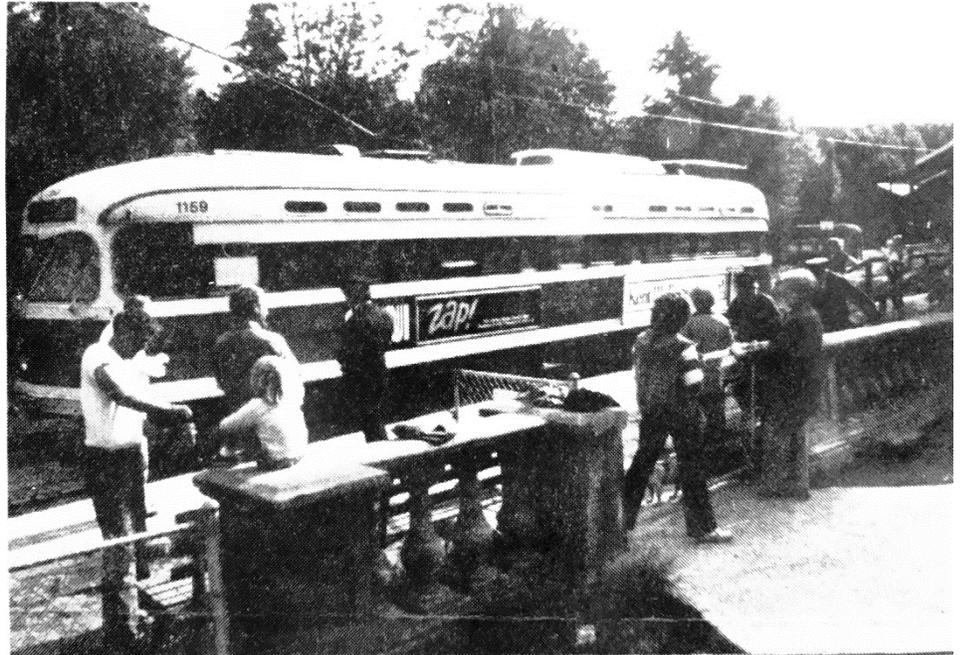
These problems have since been dealt with by Paul Class, who has installed a heavier circuit breaker in the powerhouse and placed a swivel shoe on the trolley poles. Even so, riders will have to adjust to the unusual appearance of a single-end PCC car running backward until a "wye" can be added to the line.

Superintendent Hayden hopes that such a track configuration might be laid behind the car barn next summer as the first step in the new Five-year Transportation Improvement Plan. At any rate, the Hayes trolley will be in regular operation next year so that Broadway car No. 4012 can be put in the shop for much-needed restoration. 🚃

## PCC Cars Modernized Street Railways

The new vehicle on the Glenwood Electric Railway roster is not just any old trolley. After years of planning, the OERHS directors have finally added a touch of modernization to the operation. With the acquisition of a PCC car our museum can tell the story of America's most modern trolley.

As museum director Paul Class describes it, car 1159 is a "Buck Rogers" vehicle that provides the concluding chapter to the Society's goal of interpreting the history of the trolley.



*It is 5:00 on Saturday, August 23, 1980, and new arrival PCC No. 1159 from San Francisco has just rolled off the trailer and onto Glenwood Electric rails. Members are gathered for the exciting inaugural run of this "Buck Rogers" trolley. (Richard Thompson photograph)*

The PCC may appear to be an antique when compared with today's light rail vehicles, but it was a space-age car when contrasted with other trolleys of its time. From the late 1930s on the technology of electric street transit in much of the world was embodied in the PCC concept.

The PCC car, whose initials stand for the Electric Railway Presidents' Conference Committee, represented a last-ditch effort by the streetcar industry to combat the inroads being made by buses and the private automobile. The committee, headed by Detroit Edison engineer C.F. Hirshfeld, studied the finest contemporary streetcar designs as a starting point.

It is interesting to note that one of these was a previous industry attempt at a universal trolley, the Brill Master Unit first introduced at the Electric Railway Convention of 1927. Local fans will realize the responsible planning that led to a fleet of such cars being the last new car order placed by Portland

Traction Company. Yet Portland never had a PCC car.

The PCC staff of around 30 engineers moved beyond the state of the art during nearly six years of research. Over \$600,000 went into the effort to design the perfect streetcar. Some 25 manufacturers participated in tests set up in Hirshfeld's Brooklyn field lab. Their most important discovery was that a trolley could accelerate and brake rapidly providing the process was smooth.

Other studies focused upon the effects of noise, lighting, and vibration. The research done in Brooklyn was very thorough. In fact, it is said that, had it had continued, America would be in the vanguard of electric rail vehicle design today, with cars more advanced than San Francisco's new LRVs.

The first PCC car, Brooklyn & Queens No. 1001, was delivered in 1936. It was built by St. Louis Car Company and equipped by General



*Brooklyn and Queens Transit No 1001, seen here at the Branford Electric Railway in East Haven, Connecticut, was the first production line PCC in the United States. (BERA photograph).*

Electric. Pullman-Standard began their own production of PCCs in 1939 with an order for Baltimore. In time, Canadian Car and Foundry entered the field, completing body shells sent by St. Louis Car Company.

The PCC was truly an international vehicle, with modified styles built under license in Czechoslovakia (Tatra), Belgium (La Brugeoise), and Italy (Fiat). PCC cars are still running in the U.S., Canada, Mexico, Argentina, Russia, Eastern Europe, Japan, and Australia. Between 1936 and 1952 almost 5000 PCC cars were built in the U.S. and Canada alone. Over 1,000 of these cars remain in operation.

The last Pullman PCCs rolled out of the factory in 1951, with St. Louis Car Company completing its final orders in 1952. Boston and San Francisco received these final U.S. PCCs.

It is estimated that St. Louis Car Company built 3,701 PCC cars, and Pullman 1,007. Clark Equipment

Company, which made PCC trucks, constructed one PCC car. This all-aluminum streetcar was the only trolley Clark ever built. Some say the most attractive PCCs ever built were the 30 double-ended cars ordered for Los Angeles in 1940. These Pullman cars were the first double-ended PCCs, and the first capable of m.u. operation.

Let's examine some of the "Buck Rogers" features of the PCC design: Each car was equipped with four lightweight 300-volt motors producing 55 horsepower apiece. Power was delivered to the wheels via an oil-immersed hypoid gear drive that was virtually silent.

Trucks utilized rubber-steel springs and rubber and steel sandwich "resilient" wheels. Clark Equipment Company PCC trucks were designated B-1, B-2, and B-3. B-1 trucks were narrow gauge designed with Denver, Portland, and Los Angeles in mind, but Los Angeles Railway was the only company to use them (Portland Traction Company management is said to have never seriously considered modernizing its streetcar fleet after voters approved trolley buses in 1936).

Two different control systems were developed. G.E. control used a commutator system providing an amazing 250 steps of acceleration. Westinghouse relied upon a drum-style controller yielding 99 points. Most PCCs used foot pedals to actuate both brakes and control. The use of pedals freed the motorman's hands for operation of a row of small switches connected to doors, lights, bells, etc.

Standard PCC pedal arrangement placed the accelerator on the right and the brake on the left. But Chicago's PCCs used controls that resembled bicycle handlebars, and hand control was common in European PCCs.

Improvements were made to the design over the years. Early cars relied upon a combination of dynamic brakes (using the motors to generate electricity and brake against the current), magnetic track brakes, and (below 8 mph) air-actuated wheel brakes. Resilient wheels would not stand up to higher speed wheel brakes. After tests in 1938 wheel brakes were eliminated in favor of a spring-activated drum brake on the motor driveshafts. This, plus the dropping of air-operated doors, resulted in the "all electric" PCC car.

Glenwood Electric Railway's new PCC is No. 1159, one of 70 former St. Louis Public Service Company cars (originally in the 1700 series) acquired by Muni in 1957-58. Like all of San Francisco's PCCs this one was built by St. Louis Car Company. It was renumbered into Muni's 1101-1170 group. These were the second batch of PCCs to arrive in the Bay Area (the first group came in 1951).

San Francisco originally leased the PCCs from St. Louis Public Service. They were removed from service in St. Louis gradually, repainted in Muni colors by the original owner, center door treadles were installed, and then they were shipped west on railroad flatcars. Muni installed the front pole, and various other hardware, from old two-man cars as they were scrapped.

The 1101-1170 class cars have an unusual body that represents a transition

between prewar bodies without standee windows and the postwar design.

No. 1159's statistics are: built 1946, GE 1220 motors, GE floating control, 46 foot length, 9 foot width, 37,500 lbs. weight. The car is all-electric. It was among the last 100 cars built for St. Louis Public Service Company

New Muni livery was applied to No. 1159 within the last two years. Like her sisters, she was still on the roster this summer. Note: many details for this report came from articles by Harry Demoro in the July 1974 and Nov. 1979 issues of *Pacific News*. 🚃

## New Highway Signs May Extend Season

Possibly the most effective publicity device yet available to the OERHS has been the erection of highway signs by the Oregon Department of Transportation. The green and white metal signs are located along the shoulder on each side of the Highway 6 exit leading to the Trolley Park.

The large reflective signs are much more visible than the Society's wooden sign, and have been attracting larger crowds ever since they were put up in August. It is estimated that attendance tripled during the last few weeks of the summer.

Highway signs have long been advocated by the OERHS board of directors, but past pleas fell upon deaf ears due to the limited operating season at Glenwood. We are indebted to new member Glenn Eaton for the recent breakthrough. Glenn, who works for ODOT, guided our request through the proper channels in Salem. The application letter, submitted by

OERHS President George Combs, successfully pointed out that our operating season is longer than it used to be, and that the Park is open year-round for charters.

When the OERHS trustees addressed winding down operations at the end of the summer Roy Bonn suggested that the season be extended to take advantage of the new highway signs.

The Trolley Park experienced a shortfall of about \$1000 this summer due to the eruption of Mt. St. Helens cutting down on attendance, so extra revenue would be welcome. It was pointed out, however, that only reduced operations would be feasible.

Rides might be given around the loop without any stops or tours (among other things, the restrooms are closed in the winter up at Meadows Station due to freezing) except in the new depot museum. Operation by a skeletal crew might be extended into November if the weather holds. We might even consider running a Santa Claus train

in December. Superintendent Hayden asks that volunteer crews for late season running must contact him as soon as possible or the Park will automatically close in mid-October. If any of you can help, give Charles a call at 285-6904. 🚃

## Interpretive Center Additions

In response to suggestions from National Endowment for the Humanities consultant Dr. Robert Archibald Superintendent Charles Hayden has made several changes and additions to the new depot exhibit. The initial display, created by Dale Varner and Dick Thompson, emphasized the technology of the trolley. Dr. Archibald felt that additional exhibits illustrating the impact of the trolley upon people's lives were needed.

Hayden spent many hours initiating these changes, which include a



The Glenwood Electric Railway Depot exhibit "How the Trolley Changed America" had recently been reorganized and augmented with additional historic artifacts.

directory to the exhibit, more artifacts, and a new area for hosting changing exhibits. 🚃

## Trolley Park "Spots" on the Radio

Charles Hayden is to be credited for much of the increased publicity the Trolley Park has received these last two years. His latest "PR" efforts have concentrated on radio, through the production of two 30-second announcements and participation in an interview.

The new exhibit "How the Trolley Changed America" at the Trolley Park Depot was discussed during an eight-minute interview with John Wrigley on station KYXI in July, and Bob Swanson read a one-minute fact sheet about OERHS operations on KEX. The two "spots" were aired several times a day over stations KYXI and KRDR this summer.



*This interior view of Blackpool car No. 48 shows that restoration is progressing nicely. Seats have been reupholstered in authentic fabric imported from England, woodwork has been varnished, and window glass is back in place. Months of work on the exterior of this fine double-deck tram will follow, including rebuilding the platforms. (Richard Thompson photograph)*

These informative segments were produced in the legendary basement "studio" at Bill Hayes's house. They included background sounds recorded at Glenwood. 🚃

## Work at the Park

Work is progressing on two cars in the shop, No. 48 and No. 503. The Blackpool tram is undergoing a complete rebuild (wiring was replaced last year) including new platforms. New body siding is being nailed on, and upholstery of all seats is now complete. The ceiling is revarnished, and trim is being painted. Colored glass upper windows are back in place. The effect is stunning!

No. 503 is undergoing restoration for display on the Transit Mall in Portland (see story on page 7).

As we approach the end of another season at the Trolley Park, it is appropriate that we mention those members and volunteers whose contribution of time and effort at Glenwood this year has been outstanding. We've said it before, and we'll say it again: Without this



*Siding is being replaced as exterior restoration work on No. 48 begins in the Trolley Park Shop (Richard Thompson photograph).*

extra help we could not provide a quality museum experience. Four people deserve special mention this year: Greg Bonn, Brian Bonn, Bud Statton, and Tom Mendenhall. Brian and Greg have assisted with vehicle maintenance, track repair, line work, and grounds keeping. Bud has put in hours in the shop. And, Tom has lent a hand cleaning up the campgrounds. Thank you all.

In recognition of their service and continuing desire to help, Museum Director Paul Class has recommended that the Bonn brothers be made foremen. Brian as Road Foreman, and Greg Line Foreman. If ardent camper Tom Mendenhall joins the OERHS the position of Landscaping Foreman could also be created.

As most of you know, Bud Statton has been serving as our very capable Foreman of Maintenance for several months. We also want to welcome carpenter Mark Enole who is this winter's CETA title 6 trainee. He will be with us for 18 months. Those of you who have seen Mark at work in the shop know that he is a fine addition to the staff. 🚃

## A Second Car barn May be Needed Soon

At the September trustee's meeting Paul Class reported the need to erect another car barn at the Trolley Park. With the arrival of PCC No. 1159, we are near completing our collection, but this will require additional storage space.

There is incentive to begin barn construction now, not only guaranteeing that space will exist when the final cars for the OERHS roster arrive, but space also for cars Paul is expecting from Portugal.



*Council Crest line trolley No. 503 is undergoing final sprucing up prior to display in downtown Portland in October. The outside work is now completed and work is commencing on the interior. New paint, varnish, flooring and window glass are planned, as well as installation of rattan seats (Richard Thompson photograph).*

A car barn will be needed in which to store seven Portuguese streetcars arriving this winter. They are intended for Bill Naito's Oldtown-Downtown Trolley project, and will be restored at the Trolley Park. The need for space is imminent because these vehicles will start arriving via ship within two months.

If all goes as planned Naito's cars will be ready for delivery about the time the last few pieces of rolling stock for the Glenwood Electric Railway arrive. Class feels that a pole barn sheathed with metal can be put up quickly for about \$5,000.

There was some discussion about the suitability of a metal structure in a museum setting, but economic considerations are all prevailing (as they have been at the largest trolley museums in the world, notably; Branford, Crich, and Rio Vista). Further details of this project will be examined at the next board meeting. 🚃

## 503 Refurbished for Tri-Met 10th Birthday

It has been nearly a year since Tri-Met postponed its idea for a tenth "birthday" exhibit on the downtown Portland Transit Mall. Now, however, Museum Director Paul Class reports that the transit agency's plan is proceeding once again, and it includes placing Council Crest car 503 on temporary display in front of the Tri-Met ticket office on S.W. Yamhill Street.

The new plans call for an October 17th starting date. The trolley will be kept on Paul's trailer during the two-day event and will be moved each night for security. Details, yet to be arranged, may include OERHS uniformed crews to staff the car.

Tri-Met has earmarked \$2000 for refurbishing No. 503, which will include installation of rattan seating,

new window glass, and the building of a new wood slat floor.

Since downtown Portland has not seen a trolley for 30 years, the exhibit is expected to generate publicity for the OERHS, as well as for Tri-Met's light rail line. 🚃

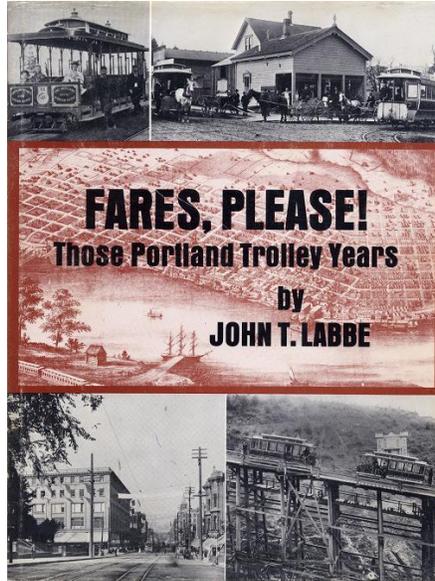
## Annual Fall Foliage Potluck Oct. 25th

Members, families and friends are cordially invited to the annual "homecoming" at the Trolley Park on October 25, the last Saturday of the month. This fall foliage event will include a potluck dinner and an unusual chance to enjoy nighttime interurban trips.

Each group attending is asked to bring either a main dish, salad, or dessert. The Society will provide a beverage (soft drinks or juice) for which a 50 cents donation is asked. Plan on bringing a TV tray as well because Superintendent Charles Hayden is planning on a special "dinner trolley" ride.

Food will be heated in the members' kitchen at the depot and then served on B.C.E. car No. 1304 on a dinner trip around the loop. Seats can be arranged facing each other with TV trays in between.

A tour of this year's accomplishments at the Trolley Park, led by Museum Director Paul Class, will follow dinner. As many night trips as needed will be offered after the tour. The evening will commence at 5 o' clock at the depot, with the dinner trip beginning as soon as the food is ready and all are on board interurban No. 1304. 🚃



## Reviews

The publishing event of the decade for local traction fans is, without doubt, the arrival of John Labbe's new book *Fares, Please: Those Portland Trolley Years*. The book, which appears in plenty of time to find a spot under many an OERHS member's Christmas tree, has been awaited for nearly a generation. Mr. Labbe has been working on it for some 25 years!

John began this monumental task in the 1950s in collaboration with the late David Stearns, to whom the book is dedicated. In those days many old-time traction company employees were still living and one did not have to dig as far for facts. But, John is a very thorough writer. The Dartmouth-educated ex-logger was not content to simply interview people. Nor was he willing to put together the railroad picture book that is so common these days.

*Fares, Please* is a well-knit addition to economic history that is soundly based upon primary research. Labbe spent countless hours poring over

official papers; city, county, and state archives were combed for franchise agreements and corporate records.

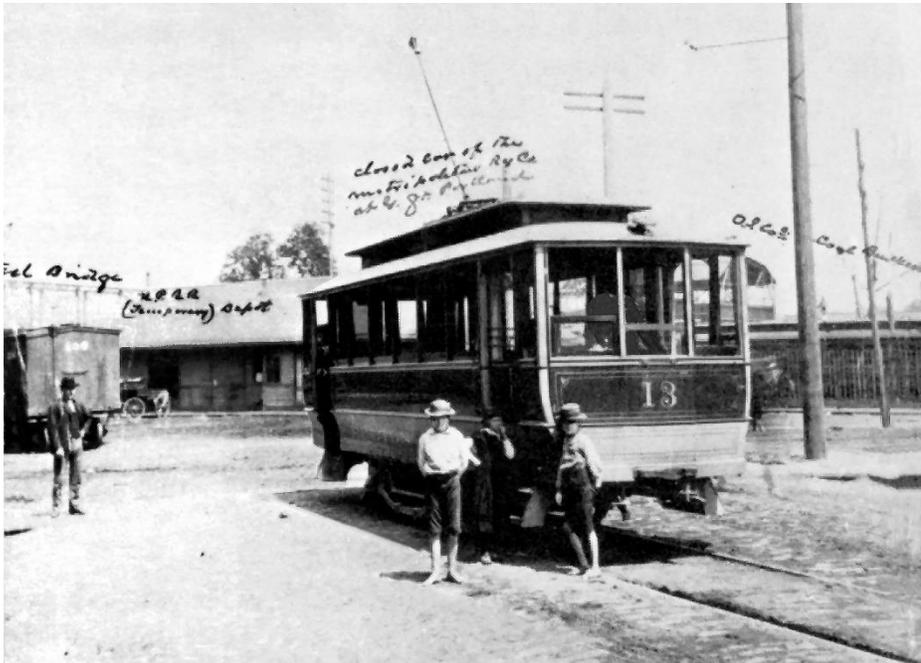
This is not to say that the new traction history is without illustrations. There are 269 nostalgic photographs and more than 20 maps. Many of the maps were compiled by John himself, and are of interest because they show lines not indicated on existing maps. Many of the photographs come from the archive he has built up over the years.

Enthusiasts will recognize pictures from the Oregon Historical Society and Bill Hayes's collection here, but there are also a handful so rare that this reviewer has not seen them before. Such as the view of Metropolitan Railway open car No. 21 in front of the powerhouse, or their No. 13 near the train depot, both taken in the 1890s.

One of the best illustrations in the book is a large Portland Railway, Light & Power Company track map based on a 1918 original. It is available as a fold-out in the paperback version of the book, or as printed on the inside cover of the hardback. For rail historians this detailed record of every passing track, siding, and yard track in the city of Portland is almost worth the price of the book by itself.

The text is straightforward, setting out details such as dates, locations, company names, and personalities, with a minimum of conjecture. It appears that contemporary accounts played an important part in piecing together this fascinating rail history.

The book's organization is simplicity itself, with chapters devoted to the early street railway technology or to the most important



In this picture from Labbe's new book *Metropolitan Railway No. 13* poses at the NW Second and Glisan Street terminus shortly after introducing electric streetcars to the citizens of Portland. In the background is the temporary Union Pacific depot (Walter Grande photograph).

operating companies. Two concluding sections deal with subsidiaries and stub lines. This 160-page account fills a real void, and can be recommended to trolley fans and history lovers alike. Its style will appeal to a broad audience, and the inclusion of an index assures a role as the standard reference for Portland street railway history. The only thing lacking is an appendix of trolley fan data, like car rosters and statistics, but John thinks that will be forthcoming in a companion volume.

*Fares, Please* is published by Caxton Printers of Caldwell, Idaho. The softbound edition is now available at \$11.95, and the hardbound version should be out in another two months for \$17.95. Members are urged to order their copies through the Trolley Park gift shop, which proceeds go to the Society. Call Paul Class to reserve your copy (357-3574), or write directly to Glenwood. Don't forget to indicate which version you want.

Electric railway buffs will also welcome the first appearance of the popular *Traction Fan's Directory* in 15 years! The new version is published by Joseph Saitta of Traction Slides International, and has the blessing of the original printer, Vane Jones of *Traction & Models Magazine*.

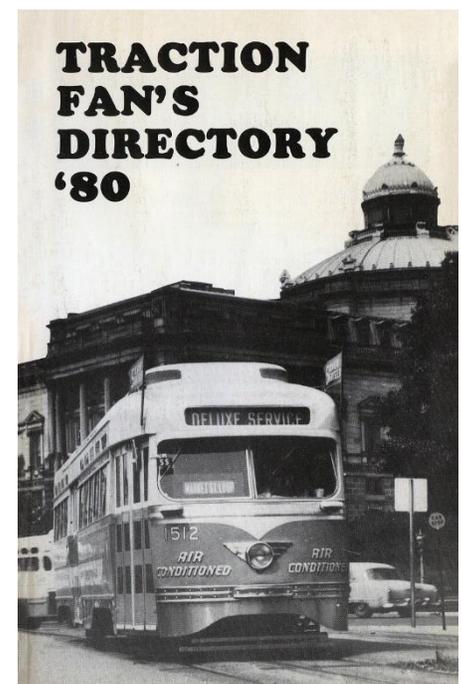
A glance at the contents reveals that the author has put something in the new directory to please everyone. There is a listing of traction fans with collecting and modeling interests specified; a directory of model manufacturers and dealers; club and museum lists; and numerous black and white photographs. The pictures accompany current light rail news.

These lists are not complete, since they relied upon information sent in response to advertising in *Traction & Models*, but a survey enclosed with each copy solicits comments and additions for later publication

(OERHS members will be glad to hear that the Trolley Park is listed in the 1980 edition) If interest is sufficient, Saitta plans on publishing issues annually.

The 192-page paperback *Traction Fan's Directory '80* is available from Traction Slides International, Box 123, Bank Plaza Station, Merrick, New York 11566 for \$12.95 postpaid. Of course, members are urged to order copies through the OERHS gift shop.

The Glenwood Electric Railway's newest streetcar gained recognition in an article entitled "1159 Added by Trolley Park," which appeared in the September 27th *Sunday Oregonian*. The story, based on an interview with Paul Class, gave lots of information on PCC design, and good-naturedly suggested that "Tri-Met might take some lessons from the San Francisco 1159." The account was illustrated with two photographs (see 1159 pulling up to the Trolley Park Car barn on page one of this bulletin). 🚃



**Oregon**  
**Electric Railway Historical Society, Inc.**  
operating  
**The Trolley Park**

STAR ROUTE, BOX 1318, GLENWOOD, OREGON 97120    PHONE 503/357-3574

Christmas 1980

Dear Santa,

I'm almost 23 years old now, but I just had to tell you that big people need toys too. I have a lot of friends that like to play with my toys so I want to ask you if you would help me make them happy too? I just can't do it without some help... see for yourself:

- I need:
- 1.) 12 hardbound diaries or books to use as permanent maintenance records to be kept in each trolley.
  - 2.) Ten 200 Watt light bulbs.
  - 3.) Ten 150 Watt light bulbs.
  - 4.) Four sets of screw drivers similar to those often on sale at Sears.
  - 5.) Three 12" Crescent wrenches.
  - 6.) Three 8" Crescent wrenches.
  - 7.) Three 10" Crescent wrenches.
  - 8.) Two 8-oz. wooden carpentry hammers.
  - 9.) Two 8 or 10-oz. balanced carpentry hammers.
  - 10.) Two cases (12 gallons) of anitreeze to protect the Park water system, trucks, and other machinery in winter.

Thanks a bunch.

Love,

*Trolley Park*

----- (trim here, cut, cut, cut) -----

Dear Trolley Park:

Date \_\_\_\_\_ .

I heard about your need for "toys." I have selected item number \_\_\_\_\_ .

I will bring it to you \_\_\_\_\_ .

I will ship it via UPS \_\_\_\_\_ .

I will send in US mail \_\_\_\_\_ .

Send via OERHS member whose name is \_\_\_\_\_

Signed (for Santa Claus), \_\_\_\_\_

**Announcing**

**The Oregon Electric Railway Historical Society's**

**Annual Banquet**

- DATE:** The OERHS "Banquet Special" departs from The Crossing restaurant, 900 W. 7th, Vancouver, Washington on Saturday, January 10th, 1981. The Crossing is reached by driving west immediately after coming off the Interstate Bridge.
- SCHEDULE:**
- |                |              |
|----------------|--------------|
| Social hour    | 6:30 - 7:30  |
| Dinner         | 7:30 - 8:30  |
| Annual meeting | 8:30 - 9:00  |
| Entertainment  | 9:00 - 10:30 |
- FARE** \$9.75 per person, gratuity and tax included  
Payment will be taken at the door (VISA and MasterCharge accepted). Call Bill Hayes at 255-5286 by Jan. 7th for reservations.
- MENU:** The buffet style meal will include your choice of roast barron of beef, baked salmon, or fantail shrimp, served with salad bar, potatos, rice pilaf, hot vegetable, rolls, dessert and drink.

**-PROGRAM-**

- ◆ Presentation of volunteer service awards and door prizes by President George Combs
- ◆ Year's achievements at the Park slide program by Charles Hayden and Dick Thompson
- ◆ Author John Labbe will give an illustrated talk on his book "Fares, Please" (book sales and signing will be available during the social hour)
- ◆ East Coast trolley museums slide presentation by Charles Hayden
- ◆ Portland trolley film from Oregon Historical Society

**Bring your friends and family!**