



THE TROLLEY PARK NEWS



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OERHS Secretary Dick Thompson speaking at the opening of Historic Preservation Week in Portland as Mayor Connie McCreedy, Landmarks Chairman Virginia Ferriday, and OERHS Superintendent Charles Hayden watch (Courtesy Mayor McCreedy').

Tram Dedication Opens Preservation Week

Historic Preservation Week events in the City of Portland began on May 12th with a trolley dedication ceremony at Waterfront Park. Ex-Ballarat, Australia, tram No. 30 was in the spotlight as Mayor Connie McCreedy cut the ribbon draped across one entrance. The keynote address, pointing out the significance of the new display to the city that witnessed America's first interurban operation, was given by OERHS Secretary Dick Thompson. Also in uniform for the occasion were members Charles Hayden and Al Haij.

Guests were introduced by Portland Historic Landmarks Commission

Chairman Virginia Ferriday. They included brothers Bill and Sam Naito, who brought the vintage streetcar to Portland. Transportation and restoration of the car at Glenwood had been arranged by Museum Director Paul Class, so media coverage of the dedication helped publicize both the planned Oldtown-Downtown antique trolley line and the Trolley Park.

The single-truck Australian vehicle was moved to semi-permanent display in the parking lot across the street from Import Plaza soon after the ceremony. It is pulled back into an alleyway next to the lot each night for security. Future plans call for operation of the tram, either at the Trolley Park or over downtown Portland streets. 

In the News

The OERHS and its members have been in the news of late. The Trolley Park was mentioned in Steve Maguire's "Transit Topics" column in the July 1980 issue of *Railfan & Railroad* magazine. The announcement explained that Museum Director Paul Class had completed restoration of four tramcars for Seattle. Operations at the Park this summer were also mentioned. The information was gleaned from the pages of *The Trolley Park News*, which is sent to several railfan publications.

The new exhibit in the Glenwood Electric Railway Depot was listed in the "Weeks' Worth" section of the June 17-23, 1980 *Willamette Week* newspaper.

OERHS trustee Bill Hayes was written up in the "East Multnomah" department of *The Oregonian* on May 27, 1980. Bill's many hobbies were described in a piece entitled "Collector Relishes his '20s,'30s Artifacts." Hayes's love of the trolley car received prominent attention, along with such diversions as antique automobile restoration,

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collecting 78 rpm records, and fixing classic radios. Bill, who wore his natty motorman's uniform for the interview, was depicted as an "inveterate collector, romantic and brakeman of (the) future." 🚃

New Exhibit Opens at the Trolley Park

At 2 o'clock on June 8, 1980 Oregon Historical Society Field Historian Elizabeth Buehler cut the ribbon opening the first exhibit in the new Depot Museum at the Trolley Park. While some 50-people looked on, commemorative addresses were given by OERHS President George Combs, Chairman Larry Griffith, and Treasurer Lee Young.

"How the Trolley Changed America" is the first museum exhibit offered by the 21-year-old OERHS, which has previously concentrated on trolley restoration and operation. On display are historic photographs, maps, tickets, transfers, pins, and various pieces of antique trolley equipment. These artifacts are displayed on walls, partitions, and in large display cases.

Highlight of the exhibit will be the large street scene diorama being painted by Portland artist Dale Varner. His realistic scene, based on a period photograph, will be viewed through a leaded glass office window.

The depot building, used for many years as an office and home for General Manager Paul Class, has been completely remodeled into a professional exhibit area, complete with dropped ceilings, track lighting, and light-colored walls. Shoulder height partitions divide the gallery in half, providing additional exhibit

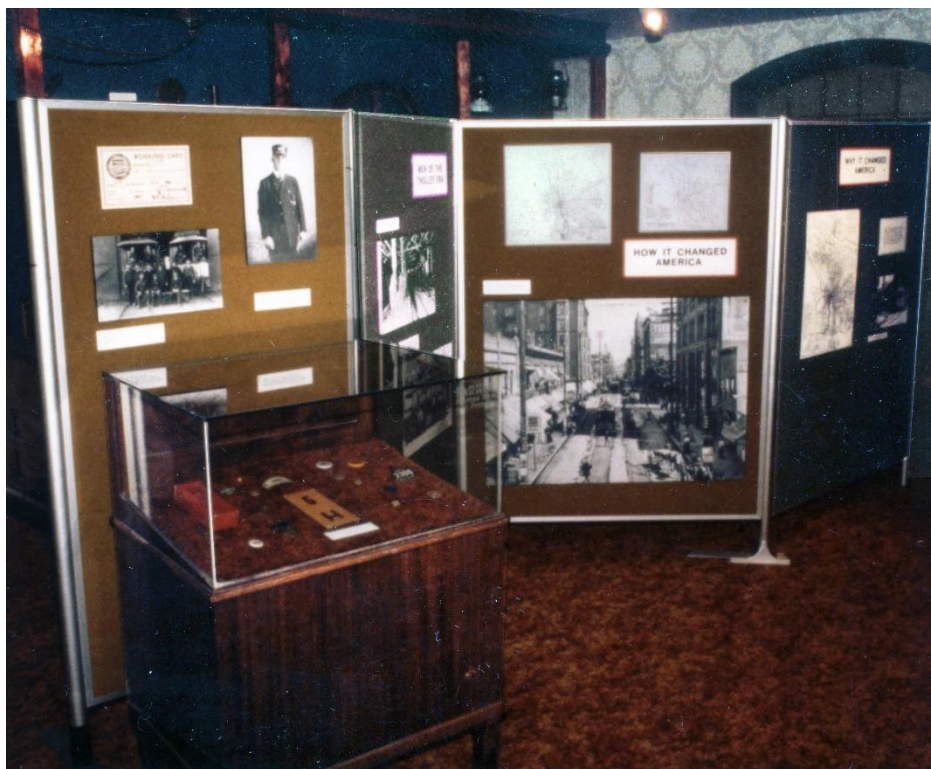


Exhibit Chairman Larry Griffith assists as Oregon Historical Society Field Historian Elizabeth Buehler cuts the ribbon opening the new Depot Museum at the Trolley Park on June 8. OERHS members watching include (left to right) Bill Hayes, George Combs, Keith Stephenson and Al Nelson. (Susan B. Hayden photograph)

space, while creating a more organized traffic flow. The floor has been carpeted to cut down on noise. The only remaining vestige of the building's former use is a small kitchen and bathroom, where volunteer crews can now clean up or fix a snack while working at the Trolley Park.

For those who have not had an opportunity to experience the exhibition firsthand, the layout is as follows: Displays are divided into 15 theme areas. Upon entering the museum visitors first see panels devoted to foot travel and early transportation. Photographs reveal

an era of muddy streets and rough going. Precursors of the trolley are illustrated, such as horsecars, steam dummies, and cable cars. The exhibit then moves into the various types of revenue and work trolleys. Pictures and captions are mounted on the walls surrounding the museum's furnace room. The first display case holds artifacts highlighting the architecture of the trolley, including stained glass windows, lighting fixtures, spindlework seats, and a large headlamp. Maps and photographs on one side of the central room partition explain how the trolley changed America. At the



This view of the new exhibit at the Trolley Park shows panels interpreting "Men of the Trolley Era" (at left) and "How the Trolley Changed America." The display case holds memorabilia. (Richard Thompson photograph)

end of the partition a small case that once held fountain pens now sports memorabilia used by the men of the trolley era. Uniformed crewmen peer down on the case from surrounding pictures. On the other side of the partition photographic enlargements of tickets, passes, and timetables illustrate how the "Trolley Took You Everywhere." At the far end of the room a big office window looks down on trolleys moving through a busy intersection. This is followed by a large Victorian-style display case which holds artifacts like wood-working tools and a variety of control "handles" (from brakes, controllers, etc.). A wall featuring a complete controller and several large gauges logically follows. Visitors can get the feel of controlling a streetcar here before exiting down the ramp to board a real trolley.

A final exhibit area is devoted to the demise and renaissance of streetcars

in America. There is also a large bulletin board for news of the Society located across from the gift shop and ticket counter.

The new exhibit was made possible by a grant from the National

Three of the vintage cars that lined up adjacent to Meadows Station in a rally arranged by the Historical Automobile Club of Oregon as part of the grand opening of the new exhibit in the Trolley Park Depot. Broadway Car 4012 is in the background. (Susan B. Hayden photograph)



Endowment for the Humanities, which included funding for a 66-page illustrated guidebook compiled by Charles Hayden. This "Guide to the Exhibition" is available free of charge to those attending the exhibit, and is being mailed out to all current OERHS members with this bulletin.

Visitors to the Trolley Park on grand opening day were also treated to a fine rally of antique cars provided by the Historical Automobile Club of Oregon. Among the cars that lined up for viewing next to Meadows Station were Ray Dunford's 1923 Pierce Arrow; a 1929 Franklin sedan driven by Jack Woolf; the 1928 Buick belonging to Dave Allen; a 1941 Lincoln maintained by William Blair; a 1938 Oldsmobile kept in top condition by Gene Hollowell; Dave Lau's 1948 Ford; and the 1940 Ford restored by Tour Chairman Rudy Zvarich.

We are very grateful to Rudy (who has also been known to mutter an affectionate word or two about streetcars) and OERHS's own Bill Hayes for arranging this colorful display. Thanks also go to the 12 crewmen who provided two-car streetcar service, with No. 1187 and No. 4012, during opening day. 🚲

Work at the Park

New member Bud Statton has been named Foreman of Maintenance by Museum Director Paul Class. Foremost of his duties will be the implementation of a much-needed maintenance schedule for rolling stock on the Glenwood Electric Railway.

Maintenance work at the Park is more critical this summer due to volcanic ash deposited by eruptions from Mt. St. Helens. The ash is largely silica so, in addition to making everything dirty, it acts as a nonconductor. It is also very abrasive.

Regular operations at Glenwood have had to be curtailed somewhat

lately since the motion of the trolleys sends volcanic dust billowing into passengers' nostrils and trolley electrical equipment.

Despite this, progress continues to be made at the Park. Additional ballast has been placed between the rails on the Loop Track, the brick street adjacent to the depot has been completed, cluster lights are being installed at boarding areas along the line to facilitate night operations, and the block signal at the car barn has been lowered to proper height and rewired by George Hickok.

Plenty of projects are also under way in the shop: The damaged vestibule of tram No. 48 is being rebuilt, and red stained-glass upper sash windows are back in place. The seats in 48 are being reupholstered in

authentic English fabric. Meanwhile, a concrete floor is being poured in the nearby blacksmith shop. In addition, Don Burkhart is hard at work fixing the burned-out motor in the wheel lathe.

Australian open tram No. 1187 suffered its first road failure this summer when a July 20th electrical fire forced it out of service. Broadway car No. 4012 had to shoulder the entire revenue operation while 1187 was undergoing repair. Refastening of connections, adjustment of a motor brush, and cleaning up of electrical parts has subsequently returned 1187 to service.

Charles Hayden has obtained a single point street switch for the Park. The antique switch was removed from the intersection of NE Union and Alberta streets in Portland this summer during a street improvement project. It was donated by Buzz Ortiz of Dirt and Aggregate Interchange, Inc., which was contractor for the project. We hope to obtain more such switches for future narrow-gauge tracks at the Park. Thank you, Charles and Mr. Ortiz.

Repair is necessary to the guard rail on Car barn track 2. In the meantime, the movement of cars over this track will require careful operation.

A safety deck and railings for the trestle next to the Depot are being planned. Of course, visitors are not supposed to walk across the trestle, but, since they persist, we don't want them falling into the drink! 🍹



Grand Opening Crew: Top row left to right - Charles Hayden and Bud Statton; Bottom row left to right - Glen Eaton, Dick Thompson, Bill Hayes, Al Haij, Larry Griffith, Lee Young, George Combs, Keith Stephenson, and Al Nelson. (Susan B. Hayden photograph)

In Memoriam Harry Erickson

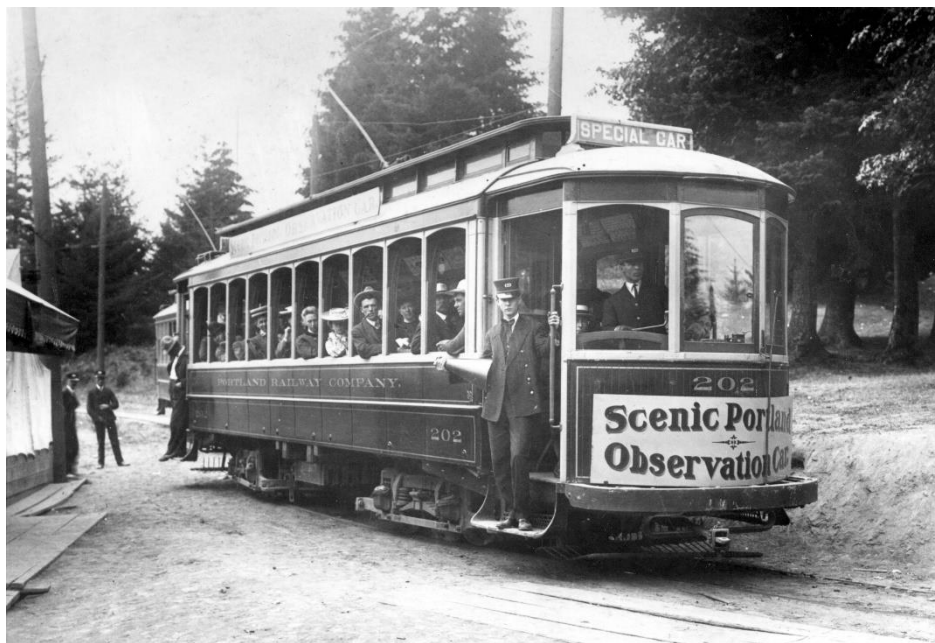
It is with regret that we announce the passing of longtime OERHS member Harry W. Erickson on February 28, 1980. Harry was born in Portland in 1896. He worked in the construction trade and as a longshoreman prior to retirement some 18 years ago.

Harry's retirement was an active one, involving participation in several clubs and history groups, of which the OERHS was a favorite. Although poor health prevented frequent trips out to the Trolley Park, Harry seldom missed a general meeting or annual banquet. We doff our caps and softly peal the trolley gong for this old friend. 🚃

Superintendent's Report

A sincere thank-you is due those individuals and agencies who made the new exhibit at the Trolley Park possible. They include: The National Endowment for the Humanities; The House of Lloyds; Industrial Printing and Advertising; The Oregon Historical Society; The Georgia-Pacific Historical Museum; Roy Bonn and his sons; Don Burkhart; George Gerner; Larry and Willa Griffith; Bill and Margaret Hayes; Charles and Susan Hayden; George Hickok; Donald MacDonald; Al Nelson; Bud Statton; Keith Stephenson; and Dick and Nancy Thompson. Without your help we couldn't have done it!

The new museum and improvements need member support to go forward. Crews are needed for regular weekend operation, which has been



This picture is thought to show car 202, still lettered for the Portland Railway Co., pressed into service as a sightseeing car during the Lewis and Clark Centennial Exposition. For several months after they arrived, these Brill streetcars, including our cars 503 and 506, were the only magnetic brake-equipped trolleys suited for use on steep hills. (Bill Hayes Collection)

made more difficult by the volume of ash that Mt. St. Helens sent to Glenwood. Please make a commitment and call Charles Hayden (285-6904) to reserve the dates you can volunteer. Then, come out one more day than you had planned. Remember, more help than ever is needed now. 🚃

Council Crest Car 503 Commemoration

Mark Saturday, August 23 on your calendars. This will be the occasion for car commemoration and general membership meeting and potluck at Glenwood. The day will begin at 9 o'clock a.m., according to Superintendent Charles Hayden, who explains that those arriving during the morning will have an opportunity to participate in scheduled work parties, including construction of a walkway and

railings over the short trestle next to the depot; the line crew will run wire between the two block signals under the supervision of George Hickok or Don Burkhart; and installation of cluster lights at the Car barn, Shop, and Depot.

Lunch and the general meeting will begin at Noon. Please call Susan or Charles Hayden for what food to bring (285-6904).

The day will end with a formal roll-out of our famous Council Crest Car No. 503, which has been undergoing restoration. A special photo session and inspection will be held.

The car's participation in the 1905 Lewis and Clark Centennial Exposition will be recognized during this event. This summer marks the 75th anniversary of that historic celebration, during which No. 503 (originally 203) helped carry 1.2 million visitors to the fairgrounds. 🚃

SIGN UP * SIGN UP * SIGN UP * SIGN UP * SIGN UP

1. A.R.M. CONVENTION TOUR GROUP

The Branford Electric Railway Association has invited OERHS members to take part in the 20th annual convention of the Association of Railway Museums, which they are hosting. The meeting will be held over Columbus Day Weekend, Oct. 10-13, 1980 and will include seminars, films, a banquet, and tours of the New Haven Amtrak facilities, the Branford Electric Museum, Valley Railroad, and Warehouse Point Trolley Museum. Headquarters will be the luxurious Sheraton-Park Plaza Hotel in New Haven, CT. If you are interested in attending this important convention check the appropriate box on the reply form below and we will send you registration information. If enough OERHS members are interested we may qualify for a discount air fare (around \$400 round trip) so please let us know a.s.a.p.

2. COUNCIL CREST CAR 503 MOTOR FUND

A fund has been established to pay for shipping motors for CC car No. 503 from Melbourne, Australia. The expected \$480 cost has already been reduced to \$340 through donations from three members. Please contribute and help get this trolley in operating condition. Mark the box below and return the form with your check.

3. GIFT SHOP ORDERS

Support the new gift shop at the Glenwood Electric Depot by placing an order. Several interesting items are included on the order form below. Mark the box next to what you want and return the form with your check for the amount indicated. If you want your order mailed please add \$1.50 per item for postage and handling. Otherwise, your order will be held at the gift shop until your next visit.

----- cut out or Xerox form here -----

Name _____	<input type="checkbox"/>	Yes, I am interested in attending the ARM convention in New Haven. Please send me registration information.
Address _____	<input type="checkbox"/>	I want to help get No. 503 running. Enclosed is my check for \$ _____ to help pay motor shipping costs.
Order Amt. _____		I want to order the following gift shop items. Unless my check includes \$1.50 per item I will pick up at the Park.
+ postage _____	<input type="checkbox"/>	Current issue of <i>Traction & Models</i> magazine (\$2.00)
Total _____	<input type="checkbox"/>	1980 <i>Steam & Electric Museum Directory</i> (\$4.00)
	<input type="checkbox"/>	<i>Fares, Please</i> paperback book by Labbe (\$17.95)
	<input type="checkbox"/>	8 1/2 x 11" drawing of interurban No. 1080 (\$1.25)
	<input type="checkbox"/>	9 x 12" drawing of 1050 & 1123 on Estacada run (\$1.50)