



THE TROLLEY PARK NEWS



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Oregon Electric Railway Historical Society Bulletin

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Dues Dues Dues

It's that time of year again. Please don't forget to bring a check for your '81 OERHS dues to the annual banquet next week. If you can't attend this popular event, send a check to Treasurer Lee Young as soon as possible. A 1981 dues form has been included with this issue of the bulletin.

You will notice that dues have increased for 1981. Your board of directors took this step with reluctance, but it is necessary due to increased operating costs across the board (this is the first such increase since 1977, an amazing feat in these inflationary times). We hope that you continue to support the OERHS; a strong membership is vital to program excellence.

Council Crest Car Revisits Downtown

By Richard Thompson

Passersby did a surprise double take as they went by the former Meier & Frank parking lot in downtown Portland on October 17th and 18th. Young and old alike seemed delighted to see a streetcar perched there between two buses.

Ex-Portland Traction Company car 503 sat resplendent in a coat of new paint as part of Tri-Met's 10th year celebration. The vintage trolley, on loan from the OERHS, was a natural centerpiece for the display, which



Old Council Crest Line trolley No. 503 is being readied to form the centerpiece for Tri-Met's 10th birthday celebration, held in the former Meier & Frank parking lot in downtown Portland on November 17-18, 1980. OERHS members helped greet visitors (Richard Thompson photo).

included old, current, and future means of mass transit in the City of Roses. The other two vehicles were a newly-painted Tri-Met bus and an articulated bus borrowed from California.

An added treat on the trolley was provided by uniformed motormen and conductors, who answered questions about transit history and handed out Trolley Park brochures. They were, of course, volunteers from the OERHS membership. 🚃

Anniversaries Mark Year's End

By Richard Thompson

We thought you would like to know: The first streetcar in Oregon ran on Dec. 6, 1872 on the First Street horsecar line in Portland. The first

trolleys began operation on November 1, 1889 on the Portland-and Albina Line.

PCCs in Correct Order

Member John Smoot sent us a letter correctly pointing out an error in the story "PCC Cars Modernized Railways," that appeared in the previous issue of this bulletin. We goofed, PCC No. 1159, the new car at the Trolley Park, was not from the second batch of PCCs

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Muni No. 1002, seen rolling down Kearny Street in 1949, should have been one of the first PCCs, but became one of five custom-built cars ordered in 1939 with a variety of non-PCC controls and trucks. Cars 1001-1005 were dubbed "Magic Carpet" cars because wheel covers made them appear to float. True PCCs (listed below) went into service in 1948. (Henry Strange, Jr. photo)

to arrive in San Francisco. It was actually from the third group. Thanks for the information John.

The correct sequence of PCC arrivals was:

1. 1006-15
2. 1016-40
3. 1101-70
4. 1180-89
5. 1190.

By the way, some people argue that "Magic Carpet" cars 1001-1005 were the first PCCs in the Bay Area, but experts disagree for two main reasons; All equipment on these five cars was not of the PCC type, and Muni was not legally able to pay royalties for PCC components due to city rules. Therefore, the industry agreed not to call these early cars "PCCs" even though they were very similar to them.

These double-ended cars featured an unusual end-door-only layout and hand, rather than foot-operated, control. Two were placed on Brill 97-ER-1 trucks not authorized by the

PCC patent. Perhaps this diversity of equipment was an attempt to evaluate options for future purchases. But then WWII intervened, and the arrival of true PCCs was put on hold. 🚃

Work at the Park

By Paul Class

Even though five inches of snow fell on Glenwood recently, our valiant volunteers continued to press ahead with winter projects at the Trolley Park. They realized that work could not cease if we are to be ready for the opening of the new season next spring.

Two important projects are under way at the moment. Open tram No. 1187 is being readied for a new canvas roof, and PCC No. 1159 is going to have a new motor-generator set installed.

Work has already begun on 1187 as the old rotten canvas is being removed. But the M-G set for 1159 cannot be put in until some ductwork is repaired.

As volunteers made ready to install the M-G set it was discovered that a portion of the ducts that provide air circulation inside the car were smashed flat and not working. Superintendent Hayden would like to hear from any members who can assist with metal work of this kind as soon as possible.

An historic movement of vehicles was accomplished at the Trolley Park in November. To facilitate work on winter projects nearly every powered vehicle, and one unpowered one, were moved!

It all began when sweeper No. 1455 traded places with PCC 1159 so that No. 1159 could occupy a crucial spot over the work pit. This started a domino effect, since No. 4012 was in front of 1159. Then interurban 1304 was backed a bit to make room for newly returned Council Crest car No. 503. Broadway car No. 4012 was put over in front of idle Council Crest car 506, and open tram No. 1187 was moved up to the shop to occupy the space previously used for restoration of No. 503. The only cars that were not moved were Blackpool tram No. 48 (alone in the shop's south bay), CC car No. 506, and Los Angeles car No. 1318. 🚃

Meeting Reports

By Richard Thompson

Both the November 18th and December 15th trustees' meetings were held at Bill Hayes's house, convening at 8 p.m. Attendance averaged 10 members.

Important business at the November gathering included the appointment of Al Nelson as Asst. Superintendent of Operations, the decision to install a new water system at the Park (to meet state requirements by next spring), and the formation of a nominating committee for the annual business meeting.

At the December meeting the board approved a dues increase, appointed a fund-raising committee to approach private industry, and agreed to establish an annual volunteer service award to recognize those who serve at the Park.

The following candidates were approved for the election that will be held at the upcoming annual banquet: President, Roy Bonn or Charles Hayden; Vice-President-Charles Bukowsky, Al Nelson, or John Wolff. Donald MacDonald and Bill Hayes are both running unopposed for re-nomination as trustees. Voting will be by secret ballot.

Finally, Paul Class outlined a restoration plan for 1981. The following amounts were projected: \$2000 for No. 48, the "Double-decker"; \$1,700 for No. 1187, the "Open Breezer"; and \$4000 for Council Crest car No. 503. A detailed breakdown of expenses for each proposed restoration project is available from the Corresponding Secretary by request.

Funds for bonding of rails on the main line have been acquired through a grant from Atlantic Richfield Corporation. A check for \$500 will be presented to the Society at the banquet by past OERHS recording secretary, and ARCO employee, John Wolff. 🚃

Fall Foliage Fun

By Charles Hayden

The second annual fall potluck and tour was a great success. Turnout was heavier than last year, with hardly a spare seat available in BCER No. 1304. This year's ride was different due to my introduction of the "dinner trolley" idea. The evening's meal was eaten on board the interurban, with two separate trips being made, one for the dinner, and the other for dessert.

The only hitch in the entire evening resulted from the discovery that TV trays are too wide to fit between the seats of an interurban. However, all was not lost. Diners simply popped the feet off their trays and balanced them across their knees. With that, the conversion of 1304 into a railway "dining car" was complete.

The nighttime run proved popular. Diners were presented with a splendid view of October foliage,

outlined by the bright beam of the headlight as car 1304 made its way through the forest.

Midway through the evening everyone disembarked at the carbarn for the presentation of a special plaque to member Bill Hayes for his outstanding contribution of over \$900 to procure a PCC car for the Trolley Park. The presentation was made inside the PCC.

Last on the program was a slide show given by Charles Hayden outlining last summer's tour of East Coast trolley museums during the ARM conference, which was attended by several OERHS members.

Further new ground was broken during this show as No. 1304 was transformed from a restaurant into a theater. A screen was arranged near the vestibule entrance at one end of the car, and all seats were turned to face in that direction. It was the perfect end to an enjoyable night. 🚃



The bright headlight on BCER No. 1304 illuminates the boarding area outside the Trolley Park depot as riders load for a progressive dining experience. (Richard Thompson photo)