



THE TROLLEY PARK NEWS



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Oregon Electric Railway Historical Society Bulletin

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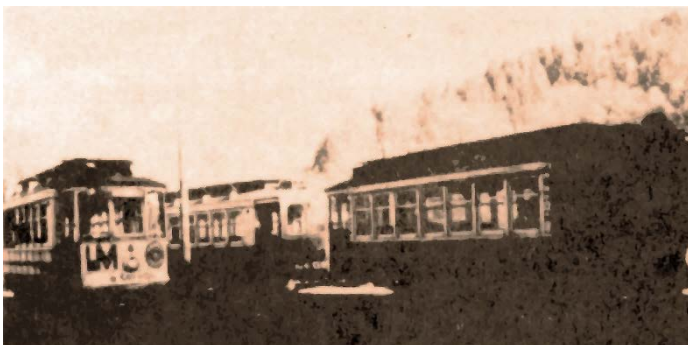
DON'T FORGET YOUR DUES

It just doesn't seem possible, but 1982 is right around the corner and it is time to pay annual OERHS dues again. To avoid extra paperwork and postage costs we would appreciate it very much if all established members attending the annual banquet next month would bring their renewal payment to that meeting. Dues received from new members who joined in the last quarter of the year (i.e. toward the end of the operating season) will be automatically considered as payment for 1982, so recent members will not have to renew until next December. For everyone else, however, this should be an important reminder: The Society needs your support in 1982 if we are to continue to expand and improve our railway museum. A 1982 renewal form is enclosed with this issue of the bulletin. Those who are not able to attend the annual meeting are asked to mail payment to Dr. Griffith, whose address is printed on the form.

PORTUGUESE POTLUCK?

By Richard Thompson

This year's Fall Foliage Potluck and night operation relied, of course, on interurban car No. 1304 for the



Portuguese trams 178, 122 and 166 await inspection in front of the car barn during the Oct. 24th potluck. Shadows of late afternoon have crept across the ladder track and No. 178 is about to pull onto the main line for its special run. (Richard Thompson photo).

traditional dinner excursion. But, as usual, there was something special to bring out of the barn as well. The October 24th event presented an excellent opportunity to examine the four Portuguese trams now awaiting restoration at the Park. The oldest of the lot, No. 114, is still tucked away in the shop (it will be overhauled first), but the other three were open for inspection in front of the car barn. Recent arrivals, 122 and 166, are not yet operable, but those who stayed after the meal were treated to a ride in No. 178. The trip was a true thrill, with the little single-trucker bobbing up and down over the varying types of rail on the Glenwood Electric!

No. 178 was a single-ender for the trip, since one of its controllers was not only out-of-commission, but had its cover removed and various pieces strewn about the platform. President Chuck Hayden added to the excitement of the moment by explaining that the car's regenerative brakes did not always function. But the brakes stopped the car easily, and all went well until motorman Paul Class encountered a nasty bit of ladder track while trying to put No. 178 back in the barn. Rumor has it that the evening concluded with tram No. 178 slipping quietly from the rails. It would appear that certain portions of our line will need adjustment if we are to successfully operate single-truck equipment over it. For most of the 31 members and friends who attended the third annual fall potluck the final event was Chuck Hayden's slide presentation on the ARM Convention, which was presented in No. 1304 after dinner.



STEVE MAGUIRE SUCCUMBS

We are very sorry to report the Sept. 17th death of longtime traction columnist Steve Maguire. The Trolley Park was featured several times in the column. Maguire began writing for *Railroad* magazine in 1941.

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




"INTERURBAN" BUILT FOR RESTAURANT

By Mike Parker

Vestiges of former PRL&P interurban No. 1065 have been incorporated into a trolley reproduction installed in the Old Trolley Car Pizza Company restaurant at the Washington Square Mall in Progress, Oregon. Museum Director Paul Class, who is well-known for his Old Spaghetti Factory trolleys, installed the Pizza Company replica under the auspices of his Gales Creek Enterprises firm. The arched roof over each platform and the interior body side panels were salvaged from No. 1065 for use in the construction of a single truck interurban in the restaurant. These parts were removed last summer (the same period in which sister car No. 1067 was brought to the Trolley Park) prior to demolition of No. 1065 by the City of Cannon Beach. No. 1065 was in worse condition than No. 1067.

The restaurant trolley, designed as a replica of a small 1890s interurban, was built by John Brady, Paul Class, Dick Hochstetler, and Mike Parker in approximately one month's time. Construction was finished in October, and the paint was dry (in a cream and red scheme reminiscent of the Portland system) in time to serve as the site for the November OERHS board meeting. Traction fans may disagree with the new trolley being assigned the number 526 by restaurant owner Al Fleenor, but the numbering differences between city and interurban cars weren't obvious to Mr. Fleenor, who was merely trying to number the car after all his pizzas, each of which bears a number from 500 to 513. They can't object to the scores of large traction photographs that line the walls of the pizza company. The restaurant has been ingeniously redesigned from previous use as an Engine House Pizza, with the trolley naturally occupying the space formerly reserved for a fire engine.


The brick interior was perfectly suited to a car barn atmosphere and the large door on one wall looks convincingly like a carhouse bay. Local members will want to visit the Old Trolley Pizza Company and enjoy the traction decor as well as the food. Customers may sit in the trolley or at booths and tables situated around the perimeter of the "barn." 

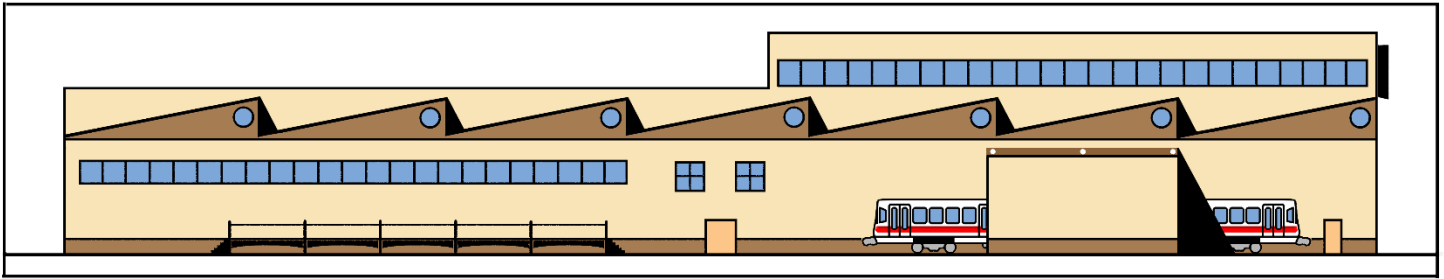
MEETING REPORT

By Richard Thompson

The November board meeting was held at the Old Trolley Pizza in Progress, with trustees taking over the newly completed trolley for the occasion. First order of the evening was the Treasurer's report. Dr. Griffith explained that \$949.34 has been earned since the Park closed, meaning that \$237.58 should be "free and clear" after expected expenses are met. Amongst the communications reported was news that Philadelphia will have surplus subway cars of 1928-38 vintage ready for donation to museums like ours in about 16 months' time.

President Chuck Hayden would like to hear from any members interested in working on a rapid transit car. A fund-raising effort would be necessary to bring the vehicle out here (his number is 285-6904). Paul Class indicated that two trolley buses would be at Glenwood soon, No. 604 from Seattle Metro (in trade for the bus we loaned to them several years ago) and No. 401 from Portland Traction. There will be no cost to the Society in acquiring these two vehicles, but plans will have to be made for their eventual use or display at the Park.

Dick Thompson said that the Portland-based "Friends of the Carousel" had contacted us with a proposal that we share warehouse space (and, hopefully, volunteers) in Portland with them. Trolleys could be worked on in one corner, and carousel animals in the other. The board felt this idea of sharing resources had merit. We may also participate in a joint fund-raising venture with the Friends, offering free trolley rides for kids while they offer carousel rides at Jantzen Beach, Oaks Park and the P.G.E. Willamette Center. Finally, committee chairmen had 1982 budgets approved for restorations, grounds, structures, etc. 



Architectural drawing showing the west side of Tri-Met's planned Ruby Junction Shop (Tri-Met illustration).

MUSEUM DIRECTOR'S REPORT

By Paul Class


With the addition of two trolley buses to the OERHS collection, it would appear that "modernization" of our tramway is progressing. Trolley bus No. 604 arrived from Seattle on the afternoon of November 21st, and former Portland Traction trolley coach No.402 was wheeled into the Trolley Park a few days later. Both electric vehicles have been provided at no cost to the Society.

No. 604 was traded for No. 633, which we loaned back to Seattle Metro Transit several years ago during the fuel crisis, and which they inadvertently let go to the Orange Empire Museum in California recently. Bus No. 402 was a donation from the Richard Earl Collection.

Trustee Bill Lieberman made the initial arrangements for No. 402's donation and it was towed to the Park courtesy of Tri-Met. Transportation of the Seattle trolley bus was coordinated by our Seattle area members; Bob Ware helped push the vehicle onto a rented flatbed trailer, and brothers Tom and Greg Mendenhall hauled the load to Glenwood. Funding for the trip was provided by Transit Research of Oregon. No. 402 now rests behind our carbarn. It is far from the testing stage due to years of neglect, however, even with rust and broken glass it should prove worth saving since it is the only known Kenworth trolley bus left.

Meanwhile, No. 604 has been unloaded directly onto the track next to the depot for testing. One pole was placed on the overhead and the other grounded to the rail, with less than positive results. The Glenwood Electric Railway experienced a slight setback in modernization with the discovery that No. 604's air reservoirs are full of leaks. Dead batteries also resulted in less than spectacular results from the low-voltage circuits. Seattle Metro has been contacted for replacement parts.


Plan modifications and site relocations have delayed the start of construction on the new carbarn, so other steps are now being taken to provide storage space needed prior to the arrival of Bill Naito's last three Portuguese trams. The carbarn has been cleared of lumber and other debris leaving space for three new tracks in bays two, three and four. The board is also considering the building of a small two-bay structure to the south of the existing carbarn. Such a facility might eventually be used for storage of rubber-tired vehicles.

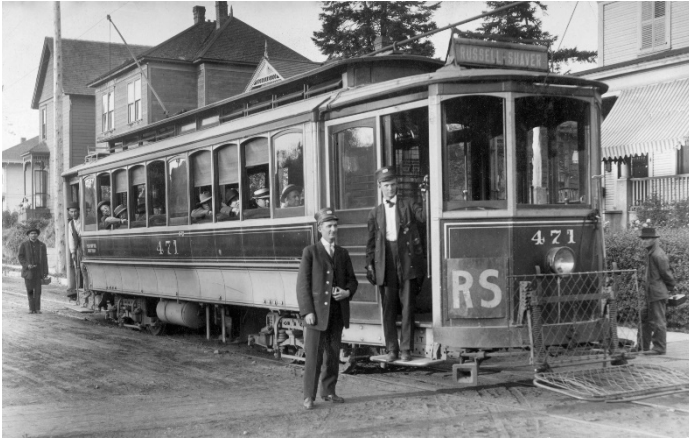
Work has also begun on an extension of the west end of bay one (from which No. 1304 often protrudes). Funding for temporary tracks in the barn and the construction of a two-bay barn would come from insurance money due on burned Ballarat tram No. 30, since this extra space would be designed to get Naito's cars under cover. 

LIGHT RAIL UPDATE, ETC.

By Richard Thompson

Tri-Met engineers are reviewing final design proposals for the light rail maintenance shop to be built at Ruby Junction, adjacent to the old Portland Traction Co. right-of-way near E. Burnside Rd. and N.W. 11 Mile Avenue in Gresham. Site preparation on the 12.3 acre plot began in November with construction slated to start in February. Completion is scheduled for Summer 1983.

The Klamath County Museum has built a reproduction horsecar patterned after one operated by the Klamath Land & Transportation Co. from 1907 to 1910. Patterns drawn from a much-deteriorated San Francisco cable car belonging to the Museum were used in designing the replica, which is mounted on a Volkswagen bus chassis and used to haul tourists to points of interest in Klamath Falls. The project was made possible by a N.W. Regional Commission grant. 



Russell-Shaver car No. 471 is seen on the line to Overlook about 1913, with conductor Paul H. Emanuelson and motorman Earl A. Crosson (Bill Hayes photo).

I REMEMBER THE RUSSELL-SHAVER LINE

By Bill Hayes

The all-but-forgotten Russell-Shaver streetcar line had an unusual on again-off again history. Established in the century's first decade to operate as a through West Side-East Side service from 16th and Washington to Capitol and Shaver in the Overlook District, it wound through Albina and helped develop new, primarily working class, neighborhoods. In 1908 it was relegated to stub line status, running from Union and Russell to its Overlook terminal. In 1909 the East Side Line was discontinued and Russell-Shaver became a crosstown line to Grand Avenue and Lincoln Street. It remained thus for six years, when the advent of the new Bridge Transfer service again made it a stub line. It was replaced by an extension of the 39th Avenue bus line in the thirties. In its heyday the Russell-Shaver Line carried thousands of people in fine, nearly new, 466-485 class Pay-As-You-Enter cars, and even had its own stub line from Mississippi and Shaver to Maryland and Prescott. Today, only a few sunken sections of pavement remind one of this long-departed mass transit service and the people who rode it. R. I. P. 🚃

WINTER RAILROAD SPECTACULAR

By S. G. Shook

I thought I would take the OERHS up on your offer to include information submitted about other museums:

Railways to Yesterday, Inc., which operates a street railway museum at Orbisonia in the foothills of South Central Pennsylvania, will again sponsor its popular Winter Railroad Spectacular at the East Broadtop Railroad on the weekend of February 13-14, 1982. Steam trains and trolleys will operate over century-old coal carrier right-of-way, with trains running to Colgate (a 10-mile round trip) and trolleys operating on the Shade Gap Branch (a 3-mile round trip). RTY is extending its electric track to take trolleys through Altoff siding into the Black Log Creek area. One and one-half miles of track are now electrified and operating, with almost a dozen trolleys on display. The collection includes No. 1875 (brought from Brazil with the help of Paul Class), an open double-truck car; a single-trucker, double-trucker, and open double-truck work car, all from Portugal, as well as Johnstown, PA Birney No. 311; and CA&E No. 315. Some two dozen members have spent the past 20 years restoring and operating these relics of a bygone day which were at one time a popular form of transit in cities throughout the world. Details on operations and membership are available from S. G. Shook, 150 Andover St., Wilkes-Barre PA 18702. 🚃

REVIEW

By Richard Thompson

It has been several years since an article on local traction appeared in the pages of Vane Jones' popular *Traction & Models* magazine so it was with eager anticipation that I opened September, 1981 issue No. 191. The word "Portland" on the cover looked promising, and I was not disappointed. Member Mike Parker's interesting account "Saving the 1067" was inside. His two page story is illustrated with five fine black & white photos from the collection of OERHS historian Bill Hayes and a color snap taken by member Graeme Hodgkinson. Enthusiasts will find much of interest in the article and the photographs, which trace the car's history from its construction by the new PRL&P Co. in 1908, to retirement as a cabin at Cannon Beach in 1945, and then the "happy ending" when the last Portland-built interurban was saved and hauled to the Trolley Park, and there is more detail than the 1067 story that appeared in the Summer 1981 *Trolley Park News*. 🚃