



# THE TROLLEY PARK NEWS



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Oregon Electric Railway Historical Society Bulletin

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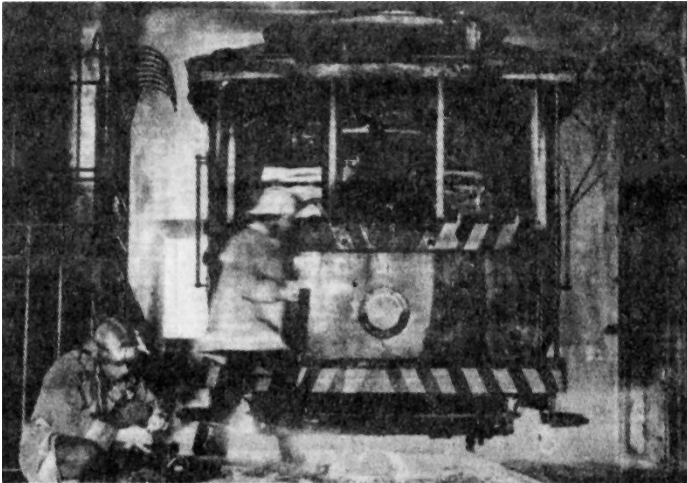


Figure 1 Sunday, October 4th was a sad day for trolley restoration in Portland as former Ballarat car No. 30 burned in an arson fire. See inside for details. (Oregonian photo).

## MEETING REPORT

By Richard Thompson

An extraordinary board meeting was held at member Bill Hayes' house on October 6th to consider the construction of another car barn at the Trolley Park. There is need for haste, since Bill Naito's Portuguese trams are arriving and must be sheltered from the weather. An additional barn has, of course, been a goal of the OERHS for some time. A new storage facility would hold all the cars from Portugal plus several of our own (getting PCC No. 1159 in out of the rain!). Proposals were submitted by members Paul Class, Chuck Bukowsky, and Charles Hayden. Sizes ranged from 20' x 48' to 48' x 120' with costs ranging from \$11,000 to almost \$40,000. Tentative approval was given to a C-gambrel truss roof structure designed by Rod Johnson. His efficient plan calls for a hybrid pole barn with all four corners supported by metal cargo containers. Paul Class hopes to use these containers as rooms for painting, storage, and office space. The new barn is expected to have three tracks and locking doors. The Society has agreed to proceed with the

preconstruction phase of the project. Our initial obligation would include \$600 for blueprints and permits. Although Mr. Naito will bear a large part of the final construction cost, the OERHS will need to launch a fund-raising drive to pay for our portion.

The remainder of the evening focused upon unforeseen responsibilities in regard to the "Dunes Pacific" tourist railroad, part of which is now stored at the Trolley Park. You may recall that when the board agreed to allow Dunes Pacific equipment to be stored at Glenwood last March it was with the understanding that it be at no cost to the Society. Since the 28" gauge amusement railroad does not fall within the bounds of the OERHS collection policy members Paul Class and Roy Bonn promoted it as an "investment" in which the Society might share. Due to reservations by some board members the concept was only approved with the no cost provision. The purchase, dismantling, and transportation of pieces of the amusement park line proceeded during the spring and summer. Problems arose, however, when the plan's chief organizer, Roy Bonn, suffered an economic setback and was unable to follow through with promised funding. Treasurer Larry Griffith explained that, because of our involvement in the Dunes Pacific acquisition the OERHS was now obligated to complete the removal from Florence, Oregon and to pay remaining expenses. He has already paid \$800 out of \$1,633 due. In acknowledging this debt, the board has stipulated that we be repaid through eventual liquidation or operation of the Dunes Pacific. President Chuck Hayden concluded the matter by saying that the D.P.R.R. will not be run as an amusement at the Trolley Park. 🚃

**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

## ANNUAL MEMBERS DAY POTLUCK & FALL FOLIAGE SPECTACULAR

The fall foliage is at its peak as we go to press and the drive out to the Trolley Park is fraught with beauty! So, come out next Saturday and bring your work gear. Several projects need attention. It is up to all our members to see that work goes forward now that the operating season is over, including more track, a new carbarn, and car restoration. To volunteer in any of the following areas or car restorations please call these committee chairmen:

GROUNDS: Roy Bonn - 639-0784

STRUCTURES: Larry Griffith - 760-3887

M/w: Donald MacDonald - 227-2031

LINE: Al Nelson - 760-5863

EQUIP. MAINTENANCE: Paul Class - 357-3574

GIFT SHOP: George Combs - 659-4515.

CAR 48 RESTORATION: Al Nelson - 760-5863

CAR 503 RESTORATION: Paul Class - 357-3574

CAR 4012 RESTORATION: Chuck Hayden - 285-6904

CAR 1318 RESTORATION: Greg Bonn - 642-5097

These cars are slated to be the soonest out of the shop and require attention. If possible, general work parties will also be scheduled to deal with track and carbarn construction.

Bring anything you like for the potluck; main dish, salad, or dessert. The evening will include night operation and movies and slides of members' summer experiences at various museums and streetcar operations around North America. Members have visited the National Capitol Trolley Museum, Baltimore Trolley Museum, Seashore Trolley Museum, California Railway Museum, and Orange Empire Railway Museum, as well as operations in Calgary, Toronto, San Francisco, and San Diego. No business will be transacted, so just come for the fun.

## SUPERINTENDENT'S REPORT

*By Chuck Hayden*

### New Carbarn Planned

A new carbarn is on the drawing boards owing to a donation of around \$5000 by Bill Naito. It is hoped that further donations of time and funds will permit completion

of the barn within the next 30 days. It is one of our greatest priorities and will get all cars under cover for the winter. The building will measure 48' x 120' and it is hoped to feature sliding doors and three tracks to accommodate nine cars. Track construction will take a bit longer and require the completion of a "wye" for access to the barn. Narrow gauge trackage will be added into the present carbarn at the same time.



*The Blackpool Belle, was "toast rack" open car 731 before being remodeled for use during the annual Blackpool Illuminations Festival (postcard).*

### "Blackpool Belle" to Arrive

The Ubiquitous "Blackpool Belle" is scheduled to arrive at the Trolley Park next month from the popular English resort town of Blackpool on England's west coast. It was remodeled to resemble a Mississippi River paddle wheeler by Blackpool Corporation. The car was used along the Promenade beside the Irish Sea in the only city in England with streetcars.

The car is brought to the museum through the efforts of member Paul Class, with a little help from the Naito Brothers. Plans are not complete, but it may be operated as a curiosity or stripped down and restored as an open bench car, or possibly as a service car for work duty at the museum or elsewhere.

### At the Museum

New arrivals at the museum during the last month or so have included four turn-of-the-century four-wheel cars from Porto, Portugal, and our Broadway Car No. 4012 has been moved into the shop for major restoration work. A leaky roof caused a short circuit beneath the car when

water collected in one of the conduits last week. Since next year is the 50th anniversary of the car's entry into service, it is fitting that it gets a good going over.

Mike Parker's car, No. 1067, is beginning to look more like an interurban than a beach cottage. Removal of an outer film of dirt and smoke residue from over the years has revealed the car number clearly in two places. It is exciting to see this new arrival taking shape.

### Subway Car Available

The City of Philadelphia has offered the Museum a 1920 vintage Art Deco Style Broad Street rapid transit subway car. It is in excellent condition, and would include spare parts to keep it in operating shape. Are there any members interested in working on a subway car?

### Ballarat Tram Burns in Fire

Former Ballarat tram No. 30 was heavily damaged in a fire in Portland's Old Town on October 5th. The blaze was attributed to vandals warming themselves in the trolley on a cold night. The Society was to have traded one of the Porto cars for No. 30 in a deal worked out by Museum Director Paul Class. The tragic fire has ended that arrangement, and title remains with Norcrest China Company. Insurance will cover part of the loss, although nothing less than a complete rebuild would be necessary to restore the Ballarat tram to a useful exhibit. Class estimates the cost of restoration at \$75,000.

### Last Vestige of Dunes Pacific Railroad

In another trade worked out by Paul removal of the gazebo at the former site of the Dunes Pacific R.R. in Florence will be the final vestige of equipment removed from the site. According to Paul, removal of the gazebo will substitute for the dismantling of a 125-foot trestle. The Society had been obligated to dismantle the trestle as a part of a donation agreement with the U.S. Forest Service. A mile of track from the amusement rail line, a locomotive built by Vulcan in 1938, and two passenger cars, were brought to the Trolley Park for storage last summer. The 419-horsepower Diesel has a top speed of 12 miles per hour and runs on 28" gauge track.

A gazebo might be of use at the Park, but what to do with a six-ton loco and a mile of track is the question on the minds of the Society directors. Any ideas? 🚂



*The Dunes Pacific Railroad fell victim to shifting sands and was abandoned by its owner as more and more track was swept to oblivion at Timber Dunes Park near Florence*

## 1981 ARM CONVENTION REPORT

*By Chuck Hayden*

Three Society members attended the Association of Railway Museums (ARM) convention in San Francisco this year. President Chuck Hayden, Vice-President Al Nelson, and member-at-large Glenn Eaton. The business session was held in the San Franciscan Hotel on Market Street near the Civic Center on Saturday September 26 with about 1,140 persons attending. Topics under discussion included selecting future host cities; Baltimore for 1982, 1983 at Seashore, 1984 at Toronto, with the 1985 site to be determined next year. A bid was tendered for Portland. Competing bids were tendered by several mid-western museums. With our 15-mile interurban line to Gresham scheduled for completion and the Seattle Waterfront Trolley in operation not too far away it was felt that Portland could make a strong bid.

The banquet that night at the Palace Hotel was followed by a unique tour of the J, K, L and M lines, using Muni's No. 1 and a beautifully restored Market Street Car borrowed from the California Railway Museum at Rio Vista. Also, along to handle the overflow crowd was one of the older double end PCCs and another vintage Muni trolley which had been used as a wrecker for some years. This colorful parade attracted much attention.



Sunday included a visit to the rail museum at Rio Vista, where about 17 or 18 cars were paraded for visitors, most lovingly restored. ARM visitors were put to work running the cars for visitors to the museum, and the museum gift shop did a brisk business. Ex-Portland Traction Company lightweight car 4001 was in operation and brought back many memories to this writer. It was painted Indiana Railroad orange and bore the number 202. The car was in service from Portland to Oregon City and Bellrose when I was a young, green-behind-the-ears motorman for PTC in 1952. The museum maintains not one but two Key System articulated bridge trains in operating condition and has a Muni "Magic Carpet Car," one of the early PCC 's with hand controls.



*PTC 4001 coming west off the Hawthorne Bridge (Charles Hayden).*

The Rio Vista museum is located on an unused Western Pacific branch line (a former Sacramento Northern main line) and they have permission to use it. Occasionally, they will operate their Western Pacific ten-wheeler on the line as they did for us that Sunday.

Monday, the group had a boat ride on the bay, followed by an afternoon PCC car charter over the Muni lines. The PCC cars have all but been retired during week days but are now used on weekends to supplant the busses which had replaced the LRVs. With rising fuel costs busses were found to be too costly compared to the PCCs. The LRVs operate in the tunnel under Market Street, while the PCCs use surface tracks.

Tuesday was the day to visit the California State Railroad Museum at Sacramento, site of the recent Railfair. Here,

with a little inspiration from Hollywood, is a grandiose example of what money can do! Cars and locomotives are displayed under soft lighting, and the glamour is evident on all sides. There is even an ex-Canadian National sleeper that rocks, jolts, and rumbles to simulate movement while you walk through it. A special machine also gives the impression of passing lights in the night and wig wag crossing signals clang their sonorous warnings with the Doppler effect. In their station reproduction, visitors carry tiny receivers around to listen to recorded announcements adjacent to the exhibits. Although not on quite as grand a scale as England's York Rail Museum, it is nevertheless a very dramatic presentation of the world of railroading. On Wednesday, we visited a profit-making museum at Felton known as the Roaring Camp & Big Trees Narrow Gauge Railroad. Located in a grove of redwood trees near Santa Cruz the 3-ft. gauge line climbs grades of about 9% to attain an elevation 1200 feet above sea level, a remarkable feat for a recreated tourist pike. Their visitor count is increasing continually and prosperity is evident everywhere.

Thursday was spent on the Amtrak line to Los Angeles via Espee 's Coast Route, thence via Santa Fe's line to San Diego where we caught our first glimpse of a brand new streetcar line whose tracks began across the street from the depot. I believe the San Diego light rail system was built without any federal tax money or assistance from UMTA. Using DuWag U-2 cars like Edmonton and Calgary, and without any sophisticated equipment such as cab signals, they are above their projected income level already. The fare box is supporting the operation by as much as 85% - a phenomenal and enviable development. We enjoyed an escorted tour of the line and shops plus a look at a projected new line that would utilize another branch of the San Diego & Arizona Eastern which runs east to El Cajon via La Mesa. Cars are painted a bright red and employ a crew of 20 motormen, four of whom are women. Although the trains run to the Mexican border at San Isidra, on board announcements are not bilingual at this time.

The convention wound up Saturday at the Orange Empire Museum in Perris, the only other museum having dual gauge trackage like ours. The OERHS crew studied track layouts, switches, etc., in detail. The museum is located on an ex-Santa Fe line and has several Pacific Electric cars. They also operate three slim gauge PCCs and ex LA Ry. 1204, which is similar to our 1318. 🚃