



THE TROLLEY PARK NEWS



Spring 1981

Oregon Electric Railway Historical Society Bulletin

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New OERHS President Charles Hayden (right) is congratulated by outgoing executive George Combs at the annual banquet (Thompson photo).

Annual Banquet Report

By Richard Thompson

The twenty-third annual meeting and banquet of the Society was held January 10, 1981, at "The Crossing" Restaurant in Vancouver, Washington. Once again, the response was large, rivaling last year's record-breaking attendance. Over 60 people were on hand by the time dinner was served, and an extra table had to be hurriedly set up to accommodate last minute arrivals.

During the social hour that preceded the meeting members and guests enjoyed historic exhibits. Most of the traction artifacts were on display for the first time. They included an authentic turn-of-the-century spoke-back wooden trolley seat, antique

volt and ammeters in original boxes, and a "modern" style 1930s vintage operator's cap. Thanks go to Bill Hayes, Charles Hayden, and Dick Thompson for loaning these items, all of which are from the Portland system.

The annual election was held by secret balloting during an excellent buffet style meal. Your new officers are:

- Charles Hayden (President)
- Al Nelson (Vice President)
- Bill Hayes (Trustee)
- Donald MacDonald (Trustee).

Thanks were extended to outgoing President George Combs and Vice President Roy Bonn for their service during the past year. The new President and Vice President will serve for one year. The trustees, both of whom were reelected, serve for five years (until 1985). For a complete list of incumbent officers see the meeting report elsewhere in this bulletin.

Presentation of the annual volunteer service awards followed. Brian Bonn, Greg Bonn, Glenn Eaton, Al Nelson, and Wayne Simmons were cited for work ranging from maximum hours logged in platform service to numerous hours in the shop or working on the line. Kathy Angerman, Karen Bonn, Susan Hayden, Dorothy Nelson, Ann Statton, and Margaret Wickleman received Outstanding Woman of the Year awards, accompanied by gifts of champagne or bath towels. The Society greatly appreciates

increasing support and participation by its women members. The formal part of the evening concluded with Secretary Dick Thompson introducing 12 new members.

The most popular part of the agenda followed. The entertainment began with a "1980 in Review" slideshow narrated and photographed by the team of Hayden & Thompson. This visual report included both serious work in progress and humorous views of members enjoying themselves. It was followed by a timely report on "Other Trolley Museums" given and illustrated by Charles Hayden. The program included slides taken during last summer's tour of the Branford and Warehouse Point museums. There were also views of tram preservation in New Zealand, that arrived just in time for inclusion in the evening's program.

Next, came an eight-minute movie edited from some 20,000 feet of film by Oregon Historical Society Film Archivist Lewis Cook. These scenes from the OHS collections were produced by RayWin Films during the 1940s, and included shots taken on both city and interurban lines (mostly from the Council Crest, Oregon City and Gresham Lines).

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Perhaps the most unusual sequence showed streetcars crossing the Thurman Street Bridge on the Willamette Heights Line. The Thurman Street footage was taken at a steep angle from beneath the bridge. The part black & white, part color, film concluded with a vivid section showing 1090s class interurbans being put to the torch at the Log Roll Siding near Oaks Park. It was appropriately entitled "Cremation of the Interurbans."

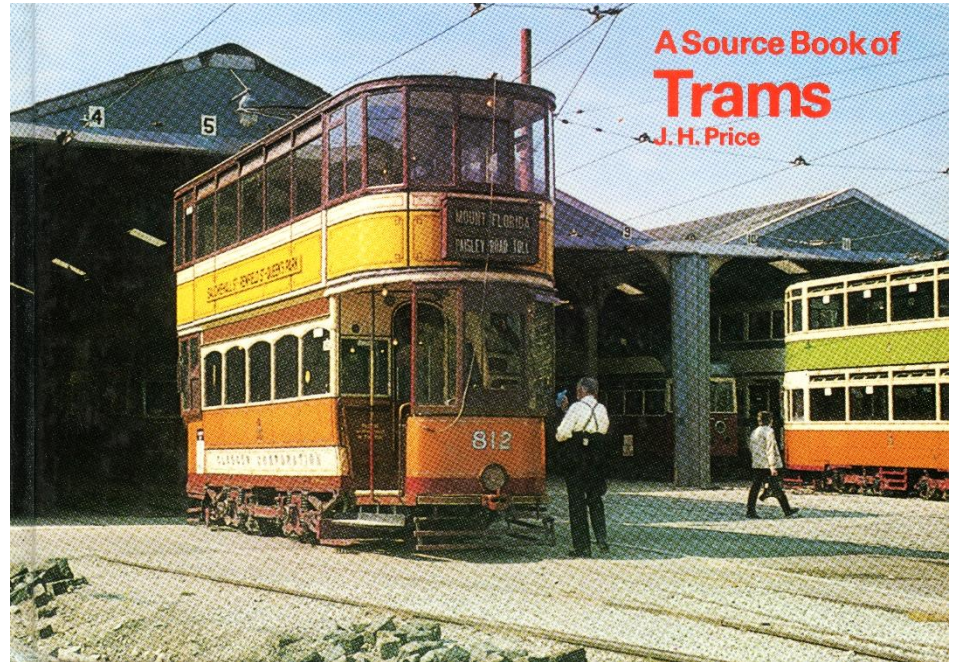
The main event of the evening was a speech by John T. Labbe, author of the new book, "Fares Please! Those Portland Trolley Years." John's informative talk focused upon research techniques used during the nearly 25-year compilation of the book. It was interspersed with humorous anecdotes about the trolley era as only Mr. Labbe can tell them. The night drew to a close about 11 pm. As always, we are grateful to Entertainment Chairman Bill Hayes for arranging it all. 🚃

Book Review

By Richard Thompson

The OERHS Museum Gift Shop has received a copy of "A Source Book of Trams" by John H. Price (London: Ward Lock, 1980). As is obvious from the title, Mr. Price is writing from a British perspective. Although there is a short overview of other European systems, very little mention is made of operations outside the United Kingdom in the main text. Therefore, this book will be a change for the typical American reader.

The 152-page book is approximately 6 1/2" x 4 1/2" in size, which would fit in most coat pockets. It is part of the Source Book series and includes



numerous black and white photographs, a glossary, and an index. It is brimming with information relative to the European transit scene. For example, in what other handy reference would you expect to find answers to such questions as: Who invented the tram? (The Germans). Where did public service first begin? (Berlin, 1881). Where are the largest systems now? (Leningrad, Budapest, and Vienna). What country other than the U.K. still used two-story trams? (Hong Kong). Or, what is the world's most prolific tram-building country today? (Czechoslovakia).

The well-written text is divided into three main parts. The first two cover the development of the tram from the 1850s until the present. But, I suspect it is the third section that traction fans will most enjoy. This brief survey of the technical aspects of the tram is illustrated with builder's photographs and engravings of trucks, brake and controller handles, trolley wheels and shoes, bells and gongs, etc. The new book should be of interest to OERHS members who particularly

enjoy ex-Blackpool tram no. 48. In fact, it is highly recommended to anyone wanting to know about British tram history and technology. If you would like to order a copy of this book through the Gift Shop please call Paul Class at 357-3574. Price for this hardbound volume is just \$8.95 including postage. 🚃

Meeting Report

By Richard Thompson

The February trustees' meeting was held at Bill Hayes' house, 1336 S.E. 114th, Portland, convening at 8 pm on Tuesday, February 10th. Eleven members and one guest were in attendance. The first order of business was the nomination of a new Chairman of the Board. The OERHS by-laws call for a chairman to be selected from among the trustees at the first meeting after the annual one. The new Chairman thus elected is Donald MacDonald. Thanks go to



Who says you don't get what's coming to you in this organization? Last October Bill Hayes was presented with a plaque in grateful recognition of the donation that made it possible to add Muni No. 1159 to the roster. The ceremony took place inside the new PCC (Thompson photo).

outgoing Chairman Larry Griffith who has served the Society in many capacities over the years. The Board as it now stands consists of:

- Roy Bonn (1982)
- Henry Brainard (Public-1981)
- Paul Class (1983)
- George Combs (1981)
- Larry Griffith (1984)
- Charles Hayden (1983)
- Bill Hayes (1985)
- Don MacDonald (1985)
- Dick Thompson (1982)

Two additional positions are open and will be filled soon. One is the unexpired term of George Hickok, who resigned effective January 1 due to lack of time; the other is a public trusteeship. An election committee is now at work finding nominees for these positions. The positions of treasurer and secretary are appointed by the board. Lee Young and Dick Thompson continue in these posts.

Treasurer Lee Young reported that the Society will have a balance of \$1,147.65 following the deposit of

two checks on the 15th of this month. One of those checks is, however, limited to thermal bonding of the mainline (it is the grant from ARCO). Lee explained that this positive balance will be more than offset by debts that will be incurred prior to opening of the Trolley Park this spring. An appeal to the membership is made for assistance in the following major projects:

- New roof for No. 1187 (\$325)
- Paying off ballast on loop (\$600)
- New water system for Park (\$300).

In addition, there are many smaller items that require funds. For example, painting the picnic tables, buying new wheels for tram No. 48, and installation of "backbones" on the loop track overhead so that it makes a smooth curve. Please help with a donation if you can. Remember, the Glenwood Electric Railway cannot operate on ticket revenue alone.

Museum Director Paul Class reported on 1981 goals. Priority is

probably the installation of a new roof on No. 1187 so that this workhorse can be put back into service. Until then, the Broadway car (No. 4012) and perhaps PCC No. 1159, will shoulder the load. Paul announced that the first planned operation for 1981 would be a charter on May 14th.

Superintendent Charles Hayden pointed out that an extended season, possibly beginning in April, is contemplated to raise revenue. In years past the Park has not opened until May 30th (Memorial Day). Of course, a force of operators must be readied first. Two training sessions will be arranged, one for beginners, and one for advanced operators. In this way Charles hopes to avoid the crowding that plagued last year's classes. Paul Class also suggested that a committee formulate a grounds plan (landscaping). It was felt that wives might be interested in helping with that kind of assignment.

The meeting concluded with a fine report on the value of estate planning to non-profit museums such as ours, given by guest speaker Glenn Eaton, Sr. Mr. Eaton explained that inclusion of a small museum in a will can be of tremendous financial help. He has kindly agreed to assist the Society in the preparation of a brochure outlining such a plan for the OERHS. 🚃

Work at the Park

By Paul Class

In spite of rainy weather volunteers have been turning out in good numbers at the Park. In fact, Valentines' Day weekend saw the largest work party in Glenwood in recent years. Work in progress includes readying PCC No. 1159 for

regular revenue operation next season. Keith Stephenson and Al Nelson have located a problem in the voltage regulator line contactor that will need to be repaired. In the meantime, 100 ft. of rubber gasket has been installed around the car's access compartment doors and Brian Bonn has begun fashioning sheet metal to replace damaged ductwork beneath the floor. Yet again, thanks are due Bill Hayes for either finding parts or having them made.

Double-deck tram No. 48 has had new roof wiring installed, a cleaned and lubricated pole base (sporting 60 ball bearings!) affixed, catwalk put in place again, and the large walk-around trolley pole, complete with new rope, put up. A damaged upper deck side window has been replaced with new plate glass donated by Dr. Larry Griffith. Rotten floorboards and body posts on the upper level have been removed and new wood put in. That task involved meticulous piecing on the part of Greg Bonn, Wayne Simmons, and part-time carpenter Dan Crane. As the upper deck work was nearing completion George Combs delivered new tongue and groove flooring for the tram's main saloon. We are very grateful to the Al Disdero Lumber Company for donating one-half of this lumber, and to past president Combs for picking it up. George returned to Portland with a load of surplus wire and an old radiator to sell for scrap.

Open tram No. 1187 has had its aging roof stripped and is ready for installation of an under layer of cheesecloth. This will be followed by new canvas, and lots of paint.

Bud Statton and Greg Bonn have completed installation and wiring of "new" air compressors for the shop. They were salvaged from Portland Traction Company's old East Portland Yard shop last month by Charles Hayden and Mark Enloe.

Chuck thinks they were originally used on steeplecab locomotives. A hand-carried 600-volt rail grinder was also salvaged from the East Portland Yard. Greg Bonn and Doug Aller began the initial installation work, and removed the old air compressor from the shop. It will be moved to the carbarn. Meanwhile, Brian Bonn got the shop furnace working, an important task if work is to be accomplished during winter in the Oregon Coast Range. Roy Bonn and Paul Class have taken all the small parts out of storage bins in the shop and have begun an inventory.

Finally, Paul explains that the new water system has been completed as far as his house site. The branch up to the Meadows will now be added. Thanks to Glenn Eaton's donation of used pipe overall project cost has been kept to the estimated \$300 needed for rental of a backhoe. 🚧

New Committees and Training Sessions

By Charles Hayden

Herewith in haste, are a few timely announcements mailed separately from *The Trolley Park News* while Editor Dick Thompson was away last month:

Training Sessions, and a special membership meeting, at the Trolley Park are announced for two Saturdays in May: On May 2nd training for basic operation will be offered covering cars 1187 and 4012, "K" type controllers, air and hand brake instruction, and the fundamentals of electricity as pertains to railway museum operation (versus revenue operations of a traction company). On May 9th, advanced instruction will be given covering MUNI PCC 1159 and BCER 1304. On both occasions tour dynamics will be presented so that each operator and conductor can



Controller on Sydney tram No. 1187. Proper use of this compact controller, and the GE K-type control familiar in U.S. systems, will be demonstrated during May training sessions at the Trolley Park (Thompson photo).

make our visitors' experience memorable. Classes will begin at 10 AM both Saturdays. All members wishing to operate cars should plan to attend if possible.

Under a new policy adopted by the trustees at the April 15 meeting each member of the Board will assume responsibility for certain tasks at the museum. Members are invited to state their preference for service and those members replying will be given priority on their favorite committee wherever possible. In this way, it is hoped that many projects that have been dormant for years will come to fruition. Each trustee will be responsible for one car. Members wishing to work on the restoration of a car will now contact the trustee responsible for that car. The following is a list of committees, trustees and car numbers with a brief outline of tasks to be accomplished:

1. GROUNDS, Roy Bonn, car 1304, landscaping, cut grass, clear brush, trails, maintain picnic tables.
2. STRUCTURES, Larry Griffith, 506, car barn construction and repair, implement fire protection.
3. MAINTENANCE OF WAY, Don McDonald, 1187, track extensions and repair, inventory track materials.
4. OVERHEAD LINE, Al Nelson, 48, maintain trolley wire, install and care for signal and ancillary systems.
5. OPERATIONS, Charles Hayden, 4012, training and scheduling of motormen and conductors, dispatching trains.
6. CAR MAINTENANCE, Paul Class, 503, periodic service of all rolling stock, schedule inspection and repairs.
7. MUSEUM EXHIBITS, open, maintain current exhibit, schedule

rotating exhibits and handle off-premises exhibits.

8. GIFT SHOP, George Combs, 1455, maintain, order stock, sale items, sell tickets, keep account.

9. PUBLICITY, Bill Hayes, 1159, contact media, schedule special events, keep literature current.

10. BULLETIN, Dick Thompson, 30, Edit and publish the Trolley Park News, coordinate feature writers.

11. SHOP FOREMAN, Greg Bonn, 1318, handyman for all projects, journeyman on line, track maintenance.

On Saturday, May 9, operating crew training will commence at 10 AM. A potluck dinner will round out the day at noon. Bring your picnic and the Society will furnish coffee and punch. A general membership meeting will begin at 1 PM to assess the needs of each committee, each project and each car. We will break into committees later in the afternoon.

Bill Hayes, Membership Chairman will act as liaison between members and committee chairmen. Please call Bill at 255-5286 and tell him which committee you can to contribute time or money to.

Whether they wish to contribute time to a project, or, perhaps buy a new seat, a pane of glass, or some other necessity to spiff up one of our cars, it is hoped that all members will want to serve on at least one committee. Bill Hayes has already spent over \$1000 of his own money on our PCC car. 🚃

track. Sporting regular pull-offs, the overhead wire now closely follows the center track line. This, after laying on the ground months as a result of an accident caused by a careless logging operator.

A lot of thanks for getting this wire back up, and in such fine shape, goes to crews who labored for two days in pouring rain, while standing on the flat roof of "Broom" No. 1455. More than a month was required to repair what the operator of a logging truck accomplished in just 22 seconds. This auspicious crew consisted of Greg Bonn, Al Nelson, Wayne, Mike Parker, Paul Class, Chuck Hayden, and, last but not least, Harry Ludowise.

Members with electrical experience are urgently needed to wire up some of our major power tools at the shop and power house. Also needed are some four foot long, two-bulb fluorescent lighting fixtures for installation above the shop work bays.

We are exploring the possibility of acquiring a Birney car, and a Portland-built Interurban, for our collection. Of course, much work would be needed on both cars to get them into exhibit shape. There will also be a lot to do to get the Trolley Park ready for opening day this season, which is set for May 23, during the long Memorial Day Weekend.

You can help! Support your local Board member and volunteer for one of the new committees. Wouldn't it be great if all of the cars, and all of the designated tasks, began to really move along and our five-year plan was realized. 🚃

President's Message

By Charles Hayden

Have you been to the Trolley Park Lately? If so, you will have noticed several notable improvements there, not the least of which is the professional-looking overhead trolley wire now hanging from the mast arms around the loop