



THE TROLLEY PARK NEWS



Summer 1981

Oregon Electric Railway Historical Society Bulletin

Vol. 22, No. 4

A Word From the Secretary

By Richard Thompson

It may not be proper form to start off a newsletter with an apology, but an exception is certainly called for in this case. Bulletins have been issued infrequently this year due to a reduction in your secretary's free time (directly attributable to an addition to the family). As you are no doubt aware, the Society is run almost entirely by volunteers (i.e., "non paid" personnel), whose available time is constrained by jobs and family. Given this situation, familiar to most historical organizations, it is sometimes miraculous that things operate as smoothly as they normally do. But, it should be pointed out that the Trolley Park is a labor of love for your officers. Or, as many spouses might have it, we are all crazy.

At any rate, the board of directors has been in search of a solution to the newsletter problem for some time. An answer was, hopefully, found at the April board meeting in which various committees were appointed and given responsibility for a wide range of OERHS tasks. It is felt that *The Trolley Park News* will be improved, and the burden of time on the corresponding secretary lightened, under a new committee arrangement in which the secretary will function more as an "editor" with articles and columns contributed by the committee. An initial group of "correspondents" will include Paul Class (Museum Director's column); Greg Bonn (News From the Park); Charles Hayden (President's Message); Bill Hayes (historical articles), and, of course, Richard Thompson (Members in the news, light rail updates, etc.). A new, simpler format has also been adopted in the interest of speed. Using a changing element typewriter should reduce production time. If you would like to contribute to this experiment please let us know. This is your newsletter and we welcome contributions relating to electric railway history, current news (light rail), trolley museums, etc. Let us help make you an author!



Tram Number 12 rumbles through the streets of Coimbra Portugal in 1978, less than two years before bussing. (Wikipedia photo replaces a blurry copy of an original by Manuel Macias)

Hail and Farewell to Coimbra Trams!

By Manuel Macias

I had promised readers pictures of the last streetcars in Coimbra, Portugal, which were retired in March of 1980. In 1979 I took snapshots of several of the classic two-man streetcars prior to their replacement by Volvo buses (while there, it did my heart good to see the new vehicles were already suffering mechanical troubles). The new buses replaced trams on the last three streetcar lines.

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.

I tried to get into the barn, but it was locked up and it proved impossible to get permission to take pictures. The site was under strict security and I got the royal Portuguese run-around when I tried to gain access (and I speak the language). Officials must know they are sitting on a mint by the way they are sheltering these cars!

So thorough and irrevocable was the decision by the transit authority to cease operation that the rails have already been dug up and the streets in the main part of town repaved. It broke my heart.

These comments by Dr. Macias are most timely since the Trolley Park is currently buzzing with news of the arriving Portuguese trams and plans for their restoration (see the following Museum Director's Report). -Editor 🚃



The Novogradok is seen leaving Hamburg in 1978. The freighter was built in 1970 by Wartsila Helsinki Shipyard, whose parent company once built horse-drawn streetcars. (shipspotting.com)

Naito's Porto Trams Arriving

By Paul Class, Museum Director

A Swedish-registered Russian ship named *Novogradok* will be arriving in either San Francisco, Vancouver B.C., or Coos Bay around September 15th with two more Porto trams for Bill Naito. The first two Portuguese 100-series cars arrived in Vancouver in late July aboard another Russian ship, the *Kerenko* and are now at the Trolley Park.

No. 114 is representative of the first type of streetcar to be developed after the transition from what were, essentially, electrified horsecars. It was one of 20 cars sent to Portugal

by the J. G. Brill Company around 1902 and is thought to be the oldest surviving Portuguese tram. The trams in this group were unique because, after 1914, Portugal began building their own cars under license from Brill. Unfortunately, the oldest of these, No. 112, was scrapped before it could be salvaged for museum restoration.

Newly arrived No. 114 was still in revenue service when it was hit by a truck last year. The little single-trucker is equipped with G.E. type 57 motors and G.E. Kb control and braking. Walk-over seating is arranged in the typical European pattern, with two seats on one side and one on the other. The tram is just 28 feet long (as compared to 34 feet for the Portuguese cars now operating in Yakima, Washington). Exterior design featured straight sides rather than the previous omnibus-style curve below the rub rail.

The other Portuguese tram now in the carbarn at Glenwood is No. 178. It sports the more traditional curved sides and is longer and wider than No. 114. Its one-and-two style seating arrangement could easily be changed to accommodate two seats on each side due to a wider aisle. It was operated at the Trolley Park following a thorough cleaning of the rusty controllers (not helped by salt water spray during shipping) by Greg Bonn and new member Tom Mendenhall, who spent a "vacation" working at the Park.

During a test run No. 178 reached 35 m.p.h., but was quickly brought back to series running speed due to the bouncing ride single-truck vehicles experience on our track. Both 114 and 178 are expected to be on exhibit at the Trolley Park for two or three years prior to the establishment of the Oldtown-Downtown Trolley Line in Portland by Bill Naito.

The arrival of additional rolling stock at the Trolley Park has created the need for a new carbarn. This dilemma has resulted in the submission of no fewer than five barn proposals so far. Your Museum Director will review these and make final recommendations based on available funding. They will be ready for the September trustee's meeting. The erection of a new barn as now contemplated calls for completion by October 28th.

In other museum news, restoration work at the Park now switches back to double-decker tram No. 48, which has been neglected in recent months. Emphasis will be on completion of a new vestibule deck in the platform now facing the east end of the shop. If you can help with No. 48, call Al Nelson at 760-5863 evenings.

CETA Crew

A ten-person Comprehensive Employment and Training Act (CETA) crew from the Washington County area concluded summer work projects on August 19th and left in their wake the track improvement program recommended by Charles Hayden. The improvement program included the removal and replacement of 73 rotten ties; shifting the main line alignment from north to south by approximately five feet; realigning and leveling of the main line crossing at Plantation Road (the crossing by the power house), the installation of all new ties in the crossing; new tie plates on all replaced ties; laying 1/8 mile of narrow gauge rail (i.e., dual gauging the main line) from the car barn switch to the shop switch; removal of 40 yards of dirt formerly used as ballast (by hand!), completion of bridge abutments at Finger Creek (next to the depot), and the transfer of old spring, rigid, and street railway type frogs to the burn pile near the creek. 🚂

Light Rail Update

By Richard Thompson

Although construction has not yet begun on Portland's much talked about Banfield Light Rail Project, a lot has happened in the way of planning, funding, and legislation this year. What follows is a synopsis of important events gleaned from the press and Tri-Met.

You may recall that the light rail project was by no means certain early this year due to changing priorities of the Reagan Administration. But, local newspaper headlines explained that "hopes remain alive," when on February 23, 1981, new Transportation Secretary Drew Lewis (replacing former Portland Mayor Neil Goldschmidt) kept us dangling by indicating that the Federal Government was only committed to those transit projects already under construction. Meanwhile, Tri-Met remained cautiously optimistic, holding that a "letter of intent" issued by the government in January had already authorized funding. By February the list of prospective light rail car manufacturers had been narrowed down to three, with formal bids invited from Bombardier of Canada, Siemens of West Germany, and C. Itoh of Japan.

On March 15, 1981, Tri-Met General Manager Peter Cass left to take a position in private business, and the helm passed to James Cowen, formerly Tri-Met's Operations Manager. Cowen announced that he intended to press ahead with the light rail project, explaining that "federal and state funds won't dry up right away. They will remain, probably in decreasing amounts, for the next three or four

years." Tri-Met officials remained confident that the Banfield line would open in 1985 in spite of proposed cutbacks in funds.

On April 8, Secretary of Transportation Lewis announced that the administration had agreed to provide the money needed to complete the Portland light rail project. Thus encouraged, the Oregon Department of Transportation continued their property acquisition process along the right-of-way and at Ruby Junction (site of the maintenance facility scheduled to be built by 1983). However, setbacks in the schedule for the transitway were anticipated because of delays in the highway portion of the Banfield project.

Meanwhile changes continued to be made in overall planning. For example, in the wake of neighborhood concern about land use changes in the area, the 139th Avenue transit station was dropped from the plan.

On May 14, 1981, it was revealed that Bombardier, Inc., of Quebec had submitted the apparent low bid of \$21.6 million to supply Tri-Met with light rail cars. This turned out to be some \$6 million below expected costs. At one time nine companies had expressed interest in building the cars, but only four had sent in preliminary proposals, and just two submitted final bids (Siemens-DuWag of West Germany was the other). The only remaining U.S. rail car manufacturer, Budd Co. did not submit a proposal.



Six-axle, articulated car to be built by the Bombardier Corporation of Quebec, Canada for Portland (Tri-Met sketch).

The Bombardier LRVs will cost \$775,521 each. The 88-foot-long articulated cars will be fitted with 76 seats, with room for 200 passengers counting standees. During rush hours, two cars will be coupled together for m. u. operation. These trains will be nearly as long as four buses. Upon arrival in Portland they will go to a new maintenance facility near Gresham for testing. Architectural and engineering design for this building has

been assigned to the Portland firm of Zimmer, Gunsul, Frasca. Groundbreaking on the facility is scheduled for November 1981.

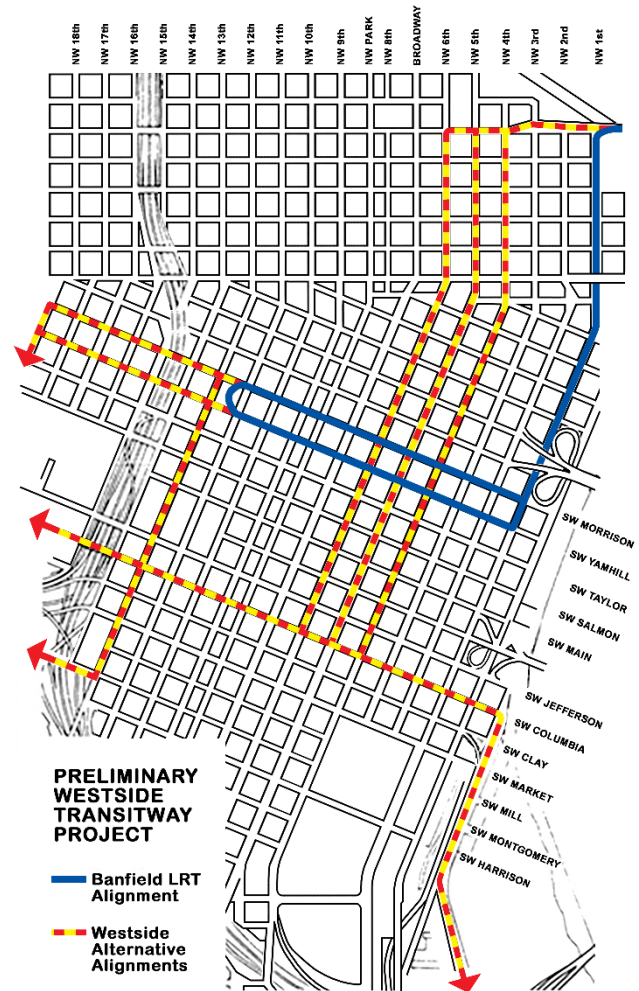
Other contracts awarded are \$3 million to Klauer & Associates of Philadelphia for systems engineering, including electrification and signalization of the line, and \$4.3 million to Bechtel Corporation of San Francisco for detailed engineering and construction of the 15.1 miles of track and 26 light rail stations. With the addition of these two nationally known firms to the project staff Tri-Met announced that building the Banfield line was finally moving into high gear.

The preliminary project construction schedule was as follows (as of August):

- Nov. 1981 Construction begins on I-205 section of light rail line.
- Mar. 1982 Construction begins on E. Burnside section of line from Gateway District to 199th.
- Jan. 1983 Construction between Lloyd Ctr. and Gateway. Also from 199th to Gresham terminus.
- June 1983 Construction from Lloyd Ctr. to downtown 11th Av. terminal.

Although the first LRV's are expected to arrive in September of 1983, total completion of Portland's \$147 million light rail project is not scheduled until mid-1985, at the earliest. Meanwhile, a draft environmental statement is nearing completion for the Westside Corridor Project, a study that may result in eventual light rail service to Washington County via the Sunset Highway or Multnomah Blvd. Other options under consideration include "no build" and better bus service. Public hearings on the five possibilities. are set for November.

Of interest to railfans is the second alignment that will be required downtown, in conjunction with the Banfield cross-mall alignment, if the Westside Corridor Project opts for light rail. The Banfield LRT will operate on First Ave., Morrison, and Yamhill streets to 11th Avenue. Sunset/Multnomah LRT alternatives would cross the Banfield line either via the current Transit Mall (5th and 6th Avenues) or on 5th and 4th Ave. from Columbia to Glisan Street. At the south end it would operate on Columbia St., connecting with either the Multnomah or Sunset LRT alignments. On the north end the Westside LRT might approach the Steel Bridge via Glisan for a connection with the Banfield line. The Banfield's Morrison/Yamhill alignment could be extended to the west and linked to Columbia St. via either 12th or 18th Avenues. From there the Multnomah LRT would follow



Columbia Street east to Harbor Way and Macadam Avenue. The Sunset LRT would use either Columbia or Canyon Road to reach the Sunset Highway, or might operate on 12th Avenue to Montgomery St. and connect with the Sunset Highway via a tunnel under Vista Ridge. The latter proposal would introduce Portland's first "subway." For those of us interested in the return of electric rail transit to the Portland area there is fantastic potential in any of these alignment plans, Banfield, Sunset, or Multnomah. 🚃

Meeting Reports

By Richard Thompson

This summary of OERHS board meetings is from minutes taken by the acting Recording Secretary. If you would like to volunteer for this position please contact Chairman

Donald MacDonald at 222 SW Harrison, #19H, Portland, OR 97201 (phone 227-20341 evenings).

February

New positions: The Chairman elected for 1981 is Donald MacDonald. Thanks were given to outgoing Chairman and Past President Larry Griffith. Bill Hayes volunteered to undertake an inventory of surplus equipment at the Park for possible future sale to raise funds. Extra seats, roll signs, and other car fixtures might be offered to museums or traction collections.

Opening day for the Park this season will be May 14th, for a charter. Outgoing Treasurer Lee Young solicited donations for 1981 restoration projects, including \$300 for a new water system at The Meadows (to meet state requirements), \$325 for a new roof on No. 1187, and \$600 for ballast needed to upgrade the main line. If you can donate something, however small, for these important projects please contact new Treasurer Larry Griffith at 1525 SE Knapp, Portland, OR 97236.

March

Larry Griffith was installed as treasurer, replacing Rev. Lee Young, who indicated a desire to turn the books over to someone more familiar with an increasingly complex bookkeeping system (plans are underway to departmentalize the books and one day keep records via computer). Sincere gratitude was expressed to Rev. Young for his service. Paul Class' plan for replacing the roof on No. 1187 was approved.

Roy Bonn was granted permission to store pieces of the defunct "Dunes Pacific Railroad" at the Park. He plans to salvage that narrow gauge tourist operation at Florence. However, Society participation in the repair and future sale of the Dunes Pacific was discussed, and it was felt that no OERHS money should be spent on such a project at this time. It was further stipulated that board approval would be required if the Dunes Pacific equipment was ever to be used at the Trolley Park. Several board members felt that diesel-powered recreational rail equipment did not fall within the purview of our collection policy or mission (i.e., telling the story of the trolley).

April

President Charles Hayden implemented a new policy whereby each board member will be assigned responsibility for a museum task, such as maintenance, operations, exhibits, publicity, etc. (as announced in the April bulletin kindly sent out by Mr. Hayden). Winter work party members Al Nelson, Charles Hayden, Greg Bonn, Keith Stephenson, Paul Class, and Wayne Simmons were honored for their efforts. Spring training and review

of operators and tour guides at the Park was set for May 2 (beginning session) and 9 (advanced).

May

The acting secretary was absent. No report was taken.

June


Dick Thompson reported that a Bulletin Committee had been formed and a newsletter is planned within the next few weeks.

In his new capacity as Assistant Superintendent, Al Nelson announced that work on Blackpool No. 48 has been temporarily suspended so that efforts can be focused upon relocation of the main line. Funds were approved for replacement of rotten ties at Plantation Road Crossing. Chairman Donald MacDonald donated \$200 to buy new ties for upgrading this crossing and other sections of the main line. Charles Hayden added an additional \$50 donation. All present expressed their thanks.

Larry Griffith volunteered to begin cleaning up the shop so that it would look better for tours. As part of this effort, Bill Lieberman is mounting educational signs throughout the shop.

Paul Class received permission to sell a surplus set of Brill 39E trucks to the Branford Museum to raise funds.

July

Larry Griffith noted that our books will soon be "in the black," due to increased attendance at the Park this year. Charles Hayden reported that the main line relocation is proceeding on schedule. \$100 has been donated for construction of a waiting station near the loop to be called "Crystal Springs." 

Members on the Move

By Richard Thompson

Although he continues to be an OERHS member, we will be seeing less of Tom Hatch at the Trolley Park from now on. Tom has moved to Utah to accept a position with *The Deseret News*. His new address is 1155 E. 5th, S., Salt Lake City, UT 84102. Fellow members will recall Tom not only for his fine traction articles in *The Oregonian*, but for his frequent assistance on the platform for the Gales Creek Electric. We will miss Tom, but he



OERHS members Keith Stephenson (left) and Al Nelson install a new voltage regulator on PCC No. 1159 at the Trolley Park on May 9, 1981 (Thompson photograph)

promises to keep in touch, possibly even with articles on Utah electrics for *The Trolley Park News*.

Trustee Bill Lieberman will be noticeably absent at board meetings and at the Park for the next three months. He is taking a leave of absence from Tri-Met to help plan public transit policy in some out-of-the-way place called Trinidad. We know that he will be absolutely miserable on those sun-drenched beaches, but trust remuneration will make the stay bearable. Oh, by the way, Bill, please don't forget to come back. 🚃

Work at the Park

By Greg Bonn

No. 1159: Keith Stephenson and Al Nelson worked feverishly to install the new voltage regulator assembly in time for operation this season. The project was complicated by the fact that the new assembly arrived incorrectly wired. More information, and, hopefully, more PCC parts, will be obtained during the up— coming ARM convention in San Francisco.

No. 1067: This new addition to the collection arrived in May. It is in rough condition, but is well worth preserving since it is the only surviving Portland-built trolley. It is at Glenwood through the generosity of new member Mike Parker, who donated \$ 1000 so that it could be moved from Cannon Beach. (see following article).

No. 1187: The "Aussie" tram went back into regular service during the busy July 4th weekend with its new roof installed. Volunteers are now needed to put on the final coat of paint prior to the autumn rains. If you can help, leave a message with Paul Class at 357-3574.

"Irregular" operation: This summer was not without those minor setbacks that are part of running a railroad. Rev. Lee Young, unaware that the trolley pole on No. 1159 sticks well beyond the front of the car, ran the pole into the roof of No. 1304 early this season. The 1304 sustained a few minor scrapes, and the bent pole on the PCC was soon straightened out again. Now, if we could only get Lee to smile again. Then, in August, motorman Bill Hayes treated passengers on No. 1187 to a real "flash in the pan" when a loose cover beneath the car fell onto the track, grounding things and stopping operations for a few minutes. Instead of catching between the ties the metal cover landed on the newly installed third (dual gauge) rail, so it was not damaged.

Thanks are due Assistant Superintendent Al Nelson for his superb management of the railway while Charles Hayden was on vacation during August!



PRL&P interurban 1067 poses at the Sellwood Car barn on March 15, 1913. (Mark Gilmore Collection)

Number 1067

By Mike Parker

Like others I have met at the Trolley Park, I was fortunate enough to have grown up near the old Portland Traction interurban line. In 1951, I was an impressionable child of ten, qualifying as Oak Grove's "kid rail fan." This was during the last, dying, decade of

the line, and I attached a particular fondness toward the big, high, wooden interurban relics that were still running.

Never believing what a rare operation this line really was, and not knowing the vulnerability of interurbans in general, I was quite shocked when the 1092 to 1102 class wooden cars were scrapped in 1953. None were saved. The fact that no examples of these cars survived prompted me to look into the task of saving interurban car No. 1067, which was headed for the same extinction in 1981 that the other cars had experienced in 1953.

No. 1067 was built by the Portland Railway, Light and Power Company in 1908. It was one of the first group of cars built by PRL&P. The initial series numbered 1065 to 1069 (motors) and 1121 to 1123 (trailers). These cars, as well as the 1092 to 1102 motors, built in 1910 and 1912, were suspiciously similar to the Holman-built cars that predecessor company Oregon Water Power and Railway had purchased just prior to the PRL&P takeover in 1906.


After No. 1067 was retired in 1945 it was sold, along with twin No. 1065, to private owners. Both car bodies were moved to the Tolovana Park area south of Cannon Beach, Oregon, where they were used as beach cabins for many years. In January 1981 the resident-owner, Shelby McGinnis, passed away and the cars were scheduled for destruction by the city. Having learned of this, I contacted Mr. McGinnis' daughter, Mrs. Pat Davis, who donated the cars to the OERHS Museum.

On May 22, 1981, car No. 1067 was transported to the Trolley Park Museum by Wilhelm Trucking Co., with help from Craigg Crane Service, Greg Bonn, Paul Class, and myself. Sister No. 1065 was scrapped for parts.



1065 and 1067 as beach cabins at Tolovana Park in 1975. These cars had train doors, which were removed when rebuilt for one man service. (Bill Hayes photograph)

No. 1067 is the last remaining example of the PRL&P wooden interurbans, and, to our knowledge, the only surviving streetcar built in Portland. Restoration will be long-term, requiring much work, time and money. Any contributions or donations will be greatly appreciated. Immediate plans are to preserve what is left of the car and to mount it on trucks on a short length of track.

End note – In the Spring of 1981 this editor accompanied Bill and Margaret Hayes, Chuck and Susan Hayden and Mike Parker for a weekend trip to the coast to look over these historic cars, which were sitting in an area intended for a condominium development. Mike had to decide whether to take one or both, and if one was to be selected, which was the best. Bill said it was, “like choosing between two corpses that had been buried for 35 years.” 

President's Message

By Charles Hayden

One of the greatest accomplishments of the Society is a continual growth towards the presentation of a professional business-like attraction on the museum property. While this is, perhaps, difficult for some, it is essential if the Society is to take its place among prominent rail museums.

The cooperation and good will of each participating member has assured the public of a good performance when they attend; cars running on a dependable schedule, uniformed trainmen, a symbol of authority, and an established system of training and safety for all persons operating cars at the museum. To those devoted members who volunteered on a regular basis this summer for platform duty, a big bouquet of orchids and the heartfelt thanks of all of us (especially from those of us whose duty was the assignment of crews). Your work means a steady income from the public. Without you there would be no Society!

One of the obvious benefits from our continued growth as an organization is recognition by benefactors such as the Boise Cascade Company, who donated two miles of track and eight switches from the Valley & Siletz Railroad to us this summer. We appreciate this rail, plus the assistance of Superintendent Tyke Dunn down at Independence, Oregon in its procurement. We should not forget that it was the initial inquiry made by member Glenn Eaton that resulted in this donation.

The best CETA crew in memory worked at the museum this summer, led by an enthusiastic young school teacher answering to the name of "Barrie." Ten youngsters, with Barrie in charge, accomplished a lot during their brief period of employment at the park this summer: One of their projects involved realignment of the track next to the carbarn. Using track jacks and muscle power the kids removed a dog leg which was put in the track inadvertently by an early day motorman volunteer who suddenly realized that to continue in the same direction would result in submersion of his trolley in the creek. You may not have noticed this "dog leg" in the line, but it has been one of my priority projects for some years. The repair was needed for us to go forward with our five year plan to double gauge our railroad to accommodate our narrow gauge equipment, including Council Crest car No. 503, and California type Los Angeles Railway No. 1318. It will also mean that construction can go ahead on the wye for turning cars by the carbarn. Those who will be operating PCC car No. 1159 will certainly appreciate this since it is single ended. Stakes are in place from a summer survey done by George Burton for the wye. I say "Hooray" for the summer CETA youth project!

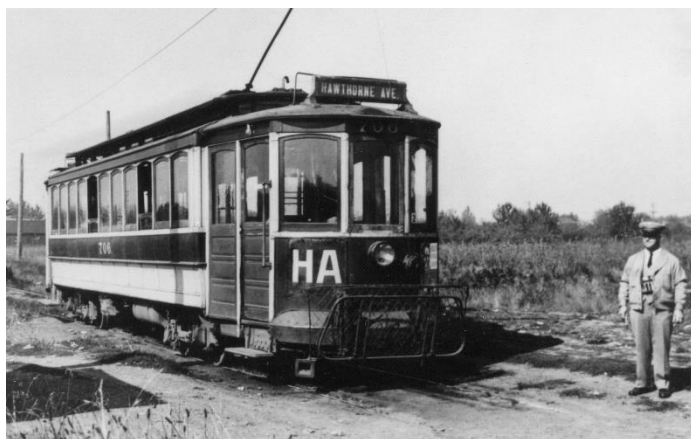
In case you have been thinking about attending the ARM trolley convention at San Francisco this September, here are a few travel costs to help you make up your mind: Amtrak coach fare roundtrip from Portland to Los Angeles is \$142, a single economy bedroom is \$24.70 additional, a double economy bedroom is \$28.00 from Portland to Oakland. The train leaves Portland in the evening and arrives in Oakland about 8 am. Roundtrip coach to Oakland only is \$117. Air fares are: "K" class seats \$80 PDX-SFO; \$105 LAX-PDX via Air California or Alaska Airlines. Pardon, not LAX, but either Burbank or Ontario is usually closest to the Orange Empire Museum where the convention ends. For further information and tickets phone me at home 285-6904 or at World Travel Service 227-2671. I'll also be glad to arrange car pools for anyone wishing to share rides to the bay area for this grand event. To be included are visits to Muni and Bart shops, RC&BTNGRR, San Diego LRT and the Orange Empire and Rio Vista museums. If enough are going we can arrange accommodations at some other hotel that may have lower priced rooms than those at the San Franciscan Hotel. 🚃



I Remember the Hawthorne Line

By Bill Hayes

As a boy I lived on this carline for some time and made friends with most of the crews, but one motorman and conductor really sealed my fate as a trolley buff. I would ride my bike to the end of the line on summer days in 1926 and help the men change ends. The crew of Train 5, motorman Jarvis H., "Jirmy," Sharp and conductor Daryl G. Hazelett (called "Hazelnut" by his fellow carmen) allowed me to operate the big standard gauge 700 class cars from the terminal at 74th St. and 29th Ave., west, to the passing track at 67th Street. As most of the area was under-developed, we hoped nobody saw us. I thought I had died and gone to heaven. I was there every hour to meet them and repeat the performance. I have never understood why they took this chance since the company was very strict about such things. Both of these gentlemen have long since gone to their reward, but I'll never forget them or those wonderful trolley car days. 🚃



Standard gauge No. 706 is changing ends at the SE 74th and Woodward Hawthorne line terminal. The area is sparsely settled, even though, judging from the bus driver style uniform, this picture dates from the 1930s. Bill's comment was that the streetcar seems to be laughing at the new uniform. (Bill Hayes Collection)